



Place and Resources Overview Committee

Date: Thursday, 10 February 2022
Time: 10.00 am
Venue: MS Teams Live Event
Membership: (Quorum 3)

Carole Jones (Chairman), Les Fry (Vice-Chairman), Pauline Batstone, Toni Coombs, Ryan Hope, Sherry Jespersen, Val Potheary, Maria Roe, Andrew Starr and Roland Tarr

Chief Executive: Matt Prosser, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic Services on 01305 252209 / lindsey.watson@dorsetcouncil.gov.uk



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Due to the current coronavirus pandemic the Council has reviewed its approach to holding committee meetings. Members of the public are welcome to attend this meeting and listen to the debate online by using the following link: [Link to view Place and Resources Overview Committee live at 10.00am on 10 February 2022](#)

Members of the public wishing to view the meeting from an iphone, ipad or android phone will need to download the free Microsoft Team App to sign in as a Guest, it is advised to do this at least 30 minutes prior to the start of the meeting.

Please note that public speaking has been suspended. However Public Participation will continue by written submission only. Please see detail set out below.

Dorset Council is committed to being open and transparent in the way it carries out its business whenever possible. A recording of the meeting will be available on the council's website after the event.

AGENDA

Page No.

1 APOLOGIES

To receive any apologies for absence.

2 DECLARATIONS OF INTEREST

To disclose any pecuniary, other registrable or non-registrable interests as set out in the adopted Code of Conduct. In making their disclosure councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.

If required, further advice should be sought from the Monitoring Officer in advance of the meeting.

3 CHAIRMAN'S UPDATE

To receive any updates from the Chairman of the Place and Resources Overview Committee.

4 PUBLIC PARTICIPATION

To receive questions or statements on the business of the committee from town and parish councils and members of the public.

Public speaking has been suspended for virtual committee meetings during the Covid-19 crisis and public participation will be dealt with through written submissions only.

Members of the public who live, work or represent an organisation within the Dorset Council area, may submit up to two questions or a statement of up to a maximum of 450 words. All submissions must be sent electronically to lindsey.watson@dorsetcouncil.gov.uk by the deadline set out below. When submitting a question please indicate who the question is for and include your name, address and contact details. Questions and statements received in line with the council's rules for public participation will be published as a supplement to the agenda.

Questions will be read out by an officer of the council and a response given by the appropriate Portfolio Holder or officer at the meeting. All questions, statements and responses will be published in full within the minutes of the meeting. **The deadline for submission of the full text of a question or statement is 8.30am on Monday 7 February 2022.**

5 QUESTIONS FROM MEMBERS

To receive questions submitted by councillors. The deadline for receipt of questions is **8.30am on Monday 7 February 2022**.

6 DORSET HIGHWAYS ASSET MANAGEMENT PLAN REVIEW 2021 5 - 22

To consider a report of the Head of Highways.

7 PROPOSED BLUE BADGE CAR PARK CHARGING POLICY 23 - 58

To consider a report of the Strategic Parking Project Manager.

8 QE LEISURE CENTRE FUTURE MANAGEMENT 59 - 124

To consider a report of the Service Manager for Leisure Services.

9 PLACE AND RESOURCES OVERVIEW COMMITTEE FORWARD PLAN 125 - 140

To review the Place and Resources Overview Committee Forward Plan.

To review the Cabinet Forward Plan.

10 URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972. The reason for the urgency shall be recorded in the minutes.

11 EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph x of schedule 12 A to the Local Government Act 1972 (as amended).

The public and the press will be asked to leave the meeting whilst the item of business is considered.

There is no exempt business.

Place and Resources Overview Committee 10 February 2022 Dorset Highways Asset Management Plan Review 2021

For Recommendation to Cabinet

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Councillor(s):

Executive Director: J Sellgren, Executive Director of Place

Report Author: Jack Wiltshire
Title: Head of Highways
Tel: 01963 365921
Email: j.g.wiltshire@dorsetcc.gov.uk

Report Status: Public

Recommendation: That the Place and Resources Overview Committee review and recommend for approval by the Cabinet the proposed revised Highways Asset Management Policy and Strategy, which is a summary document of the revised Highways Asset management Plan (HAMP).

Reason for Recommendation: The Highways Asset Management Policy and Strategy document sets out how we have aligned our approach to support Dorset Council priorities and how the authority will manage its highway assets.

It further documents our investment strategy across all highway asset groups, based on anticipated funding, which was determined by the Task and Finish Group for Highways and Transport.

The Department for Transport criteria states that we must have a current asset management policy, and strategic document, reviewed in the last two years, which must be signed off by senior decision makers, or we lose up to £2million of DfT incentivised funding.

1. Executive Summary

Highways Asset Management Policy and Strategy

1.1 The Highways Asset Management Policy and Strategy document is a summary of the Highways Asset Management Plan (HAMP) review. It is a key strategic document that is a requirement of the criteria documented in the Department for Transport's self-assessment questionnaire, linked to £2million of Incentivised funding.

1.2 The Highways Asset Management Policy and Strategy document sets out how our highways asset management approach supports key priorities set out in the Dorset Council Plan.

1.3 It further documents consideration of investment scenarios across all of our highway assets, which was discussed with the Task and Finish Group for Highways and Transport.

1.4 The outcomes of those discussions are illustrated in a proposed investment strategy across all highway assets, to include recommendations for a five year annual commitment of £6.7million of corporate capital funding to support highway maintenance strategies.

1.4 The full HAMP was last approved in December 2018 by the former Dorset County Council and Shadow Executive for Dorset Council, for implementation from 1st April 2019, and is therefore now due for review.

1.5 A copy of the full draft Highways Asset Management Plan is contained within the supporting documents.

2. Financial Implications

2.1 The proposals in this document link to annual capital investment from the Department for Transport Maintenance Block capital funding, Incentive Fund and Pothole Fund.

2.2 There are recommendations that link to a five year commitment to a additional corporate capital top up equating to £6.7million per year, which was recently approved through the Corporate Strategic Asset Management Group (CSAMG).

2.3 This increased capital investment is expected to reduce future reactive, revenue funded highway activities.

3. Well-being and Health Implications

3.1 The HAMP demonstrates how our Highways Service strategy is aligned to, and supports, all of the key priorities documented in the Dorset Council Plan, including safety and wellbeing. This is achieved by implementing a risk based approach to management of our highway assets.

3.2 This includes strategies that will promote active travel, leading to improved physical and mental wellbeing, and reduce pollution to improve air quality.

4. Climate implications

4.1 The Highways asset management policy and strategy documents show how we are tackling climate issues, both in terms of reducing carbon use, and managing the effects the changes to our climate is having on highway network resilience.

4.2 This includes supporting active travel, showing our move to low carbon systems, and demonstrating the hierarchy for treatment starts with low carbon responses.

4.3 The strategy also considers future investment required to manage the impacts of climate change effectively.

5. Other Implications

5.1 None

6. Risk Assessment

6.1 Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: Medium

Residual Risk: Medium

6.2 The Highways Asset Management strategy documents how under investment across all of our highway assets is impacting on the condition of our highway assets. It means we're in a situation of managed decline, and this has a negative impact on the number of reactive responses required, and future risk to the authority in terms of finance (cost of reactive revenue responses), safety, and reputation.

6.3 The strategy for managed decline is set by the Department for Transport in the knowledge that their base funding is not sufficient to maintain the overall condition of the UK's roads.

7. Equalities Impact Assessment

7.1 The EQIA form has been signed off and approved. It was agreed that there would be neutral impact against all protected characteristics groups, with an acknowledgement that there could be potential for those groups, including rural isolation and people with caring responsibilities, to be impacted upon by highway strategies. Though at this stage there is no clear change to strategy that would suggest there would be any negative impact.

8. Appendices

Appendix 1 Highways Asset Management Strategy

9. Background Papers

[Highways Asset Management Plan Full Draft](#)

Footnote:

Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

Highways Asset Management Policy and Strategy

10 Introduction

- 10.1 The Highways Asset Management Policy and Strategy document provides an overview and summarises strategic elements contained within the detailed Highways Asset Management Plan (HAMP) review.
- 10.2 It is a key strategic document that is a requirement of the criteria documented in the Department for Transport's self-assessment questionnaire, linked to £2million of Incentivised funding. The requirement in the DfT's self-assessment questionnaire referencing our asset policy and strategy, is a show stopper question. This means if we don't have a strategy asset management document, we are Band 1 (lowest) in that question and therefore Band 1 overall, meaning we would lose 100% of the £2million of incentivised funding.
- 10.3 There is a requirement that the HAMP should be reviewed every two years and be signed off by 'senior decision makers'. As our HAMP was last approved in December 2018 by the former Dorset County Council, and Shadow Executive for Dorset Council, for implementation in April 2019, it is therefore due for renewal, or we fail to meet the requirements of the Band 3 requirement to secure 100% Incentivised Funding.
- 10.4 Because of the detailed nature of our live HAMP document, it was preferred that a summarised strategic document would be submitted for approval, which would be our public facing document, with the full revised draft HAMP included as a background paper for reference.

Purpose

- 10.5 The Highways Asset Management Plan is a 'live' document which we annually review which offers transparency in demonstrating to our stakeholders, how we manage our highway assets. It has served to enable officers to engage with the Task and Finish Group for Highways and Transport, to discuss and understand performance, potential investment scenarios and impacts across each of our highway assets.
- 10.6 The review of our strategy through the HAMP gives asset lead officers the opportunity to reassess appraisals of specific asset groups, documenting what we know about each asset group, what we don't know, and actions /opportunities to improve asset knowledge. There is a summary of performance associated with each asset group also, where condition data is available.
- 10.7 Each asset group, where it has been achievable, has documented investment scenarios, which have been presented and discussed with the Highways and Transport Task and Finish Group for consideration. These have

been derived from nationally promoted lifecycle planning toolkits, to project the impacts of investment scenarios.

10.8 Confirmation of Maintenance Block, Incentive Fund, and Pothole funding from 2022/23 has yet to be confirmed by the Department for Transport, therefore we have based figures on expected budgets, arising from the budget announcement in November 2021.

10.9 The strategy links to Dorset Council priorities reinforcing outcomes documented in the Highways Service Plan particularly linked to keeping our highway users safe, maintaining resilience which supports our economy and how we are adapting our approach to give consideration to climate change through promotion of active travel, which considers the impacts on our highway assets arising from climate change.

Conclusion

10.10 The Highways Asset Management Policy and Strategy is important as it defines how our approach to management of our highway assets supports Dorset Council priorities, which we can then communicate to all Highways staff, Dorset Council Members, Parish and Town Councils and the public.

10.11 We can also then be confident that we meet the requirements of the DfT's self-assessment criteria to ensure we secure 100% of the £2million DfT Incentivised Funding.

10.12 We are required to publish our asset management strategy on our website.

10.13 We request that the Place and Resources Overview Committee review and support the Highways Asset Management Policy and Strategy document ahead of its submission to the Cabinet for approval.

Dorset Council Highways Asset Management Policy and Strategy

1 Introduction

1.1 Dorset Council has developed a Highways asset management policy and strategy aligned to priorities set out in the Dorset Council Plan. The authority has committed to a Climate and Ecological Emergency Strategy, as well as other key priorities that include keeping people safe on our highway network, and promoting economic growth. Other priorities include promoting strong and healthy communities, housing and protecting our unique environment.

1.2 One of our objectives as a Highways Service is to reduce our carbon emissions linked to highway maintenance activities and transport. This will be achieved through promoting active travel options.

1.3 Investment is required if we are to deliver on supporting these key priorities. Through the development of our Highways Asset Management Plan we have completed detailed asset appraisals to include what assets we have, what condition they are in, and identified investment needs across different investment scenarios.

1.4 We have established that current levels of Department for Transport funding are lower than that required to hold current condition, across all asset groups. Details are summarised in this document, with detailed appraisals documented in the Highways Asset Management Plan.



2 Asset Management Policy Statement

2.1 Dorset Council is committed to an asset management approach and embedding this into the delivery of its Highways services in the design, construction, adoption, maintenance, management, administration and disposal of highway assets.

2.2 Our asset management approach will support Dorset Council priorities set out in the Plan, which incorporates 'staying safe and well', 'economic growth', protecting our 'unique environment', 'sustainable housing', and promoting 'strong healthy communities'. Whilst also addressing the authority's declared climate and ecological emergency.

2.3 Senior member buy in to our asset management approach from the Portfolio Cabinet Member for Highways, Transport and Environment, and Lead Member for Highways, is secured through the Highways and Transport Board, and further briefings and decisions made through the quarterly Highways Asset Risk and Programme (HARP) Board meetings.

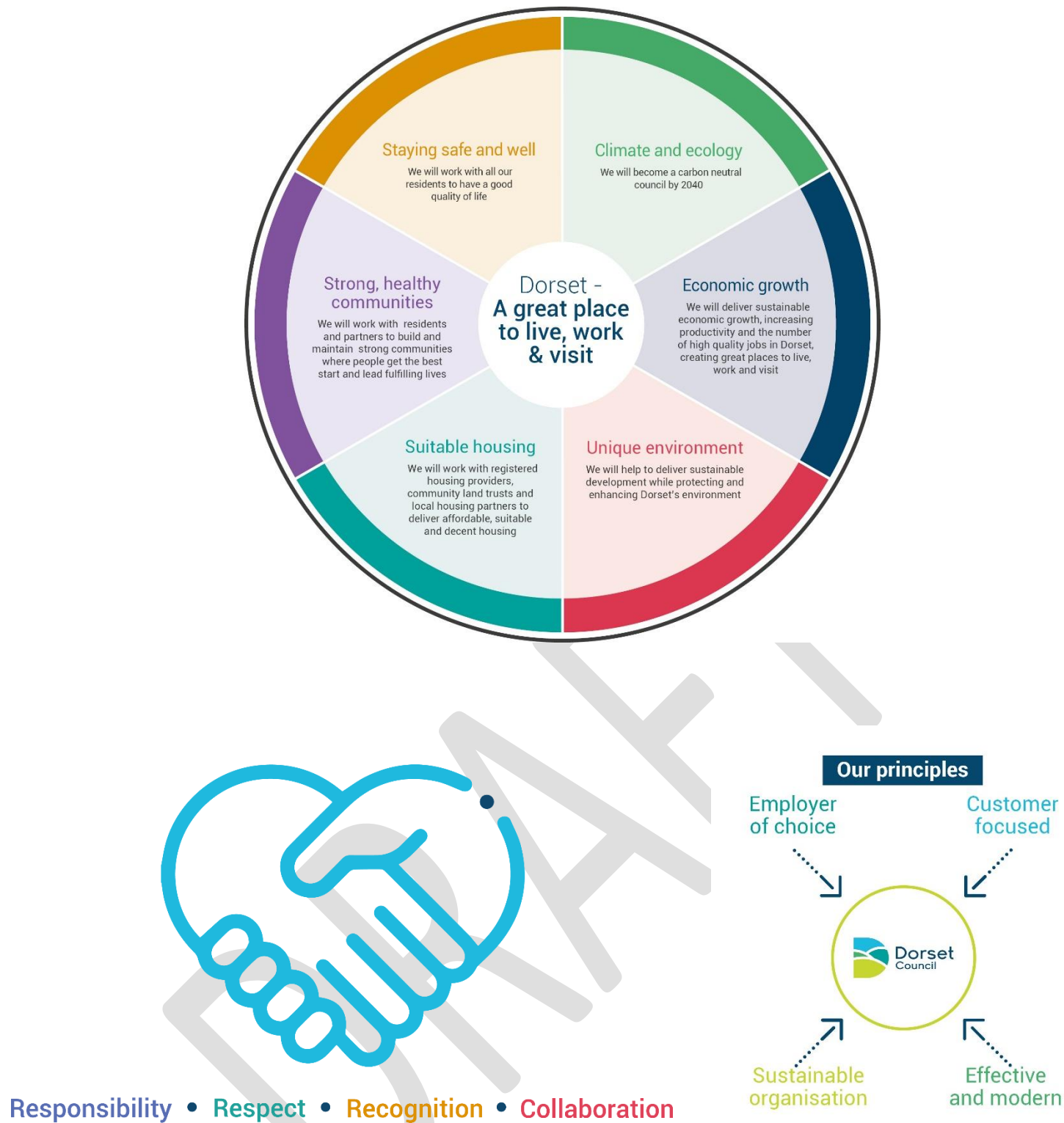
2.4 Maximum return on investment will be sought by providing and procuring services which enhance network resilience, minimise risk to highway users, and extend the serviceable life of highway assets. This mirrors the National Audit Office principles of value for money, economy, efficiency and effectiveness.

2.5 Dorset's asset management approach includes a risk-based methodology, as promoted in Well Managed Highway Infrastructure (WMHI) using data to inform decisions and will embrace innovations in technology and materials to reduce carbon emissions.

2.6 Dorset Highways will regularly monitor and review the effectiveness of the service through outcome based performance indicators, benchmarking, audits and feedback from key stakeholders.

3 Highways Asset Management Strategy

3.1 The Dorset Council Plan – Priorities



3.2 Dorset Highways plays a key role in supporting the Dorset Council Plan. All parts of our highway asset facilitate movement and safe access to communities, businesses, our environment, schools, hospitals, recreational areas.

Economic Growth

3.3 We aim to support a more productive and prosperous economy by improving the reliability, efficiency and connectivity of our transport networks. We provide strategic infrastructure improvements and maintenance focussed on our resilient network, to strengthen connections and support regeneration and growth.

3.4 Emphasis of our highway asset maintenance approach is in improving asset knowledge, using data to support decisions on key parts of the network, and understand investment requirements. We will implement a strategy of effecting early life interventions to keep our assets in good condition (which for carriageways is keeping the greens 'green').

3.5 Using a holistic approach to reduce congestion through efficient management and maintenance of the network, providing alternative sustainable travel options and investing in capacity improvements in key areas.

Unique environment

3.6 Our maintenance activities and materials will be sympathetic to the environment, and impact on ecological systems reduced.

3.7 We will achieve this through engagement with ecological experts and our Greenspace Team, to ensure we minimise the impacts our works have on natural habitats.

3.8 We will engage with heritage colleagues and external bodies to ensure our material choices enhance historic environments within our county.

Climate emergency

3.9 We will design, construct and maintain the transport network to reduce the potential impacts of extreme weather events, flooding and rising sea levels arising from climate change. We will achieve this through focus on our resilient network, and vulnerable assets/areas, using a network resilience toolkit to map resilience risks, which will inform programmes of works for investment.

3.10 We will reallocate road space to encourage alternative modes to the car by building and maintaining high quality walking, cycling and bus infrastructure, to encourage active travel.

3.11 We will reduce our carbon footprint through exploring low carbon options that include early preventative treatment strategies to prolong asset life, recycling of materials, use of low energy materials, and LED technology, whilst considering options for carbon offsetting.

Suitable Housing

3.12 We work across Dorset Council as 'One Team' to ensure that the planning of new housing, employment and other development gives opportunities to reduce travel and promotes opportunities to travel without reliance on the car. We will work with partners and stakeholders to contribute to the Local Plan and influence housing and other development proposals.

Strong healthy Communities

3.13 This starts by reducing the need to travel through sustainable development and providing sustainable travel links through existing urban areas. This will be achieved by encouraging homes, employment, health and education opportunities to be planned and delivered with measures that promote safe, active travel patterns.

3.14 Developing our approach to walking and cycling infrastructure including our hierarchy review, will be critical to supporting this 'priority'; developing links to communities via our footway, cycleway and rights of way networks.

Staying safe and well

3.15 Providing infrastructure to increase the number of people using active travel safely, such as walking and cycling, to support healthy lifestyles.

3.16 We aim to reduce all transport related casualties and improve safety for all users of our network by using engineering, education and enforcement solutions to create safer travelling environments.

3.17 We will manage risk by development of our risk-based approach to maintenance, including that of our Skid Policy, using data to support decisions, which will ensure we focus investment in high risk areas.

3.18 Residual risks will be documented in the Highways and, where appropriate, the corporate risk register, and be reviewed at Quarterly Highways Asset Risk and Programme Board meetings.

4 Capital Investment Strategy - Overview

4.1 The highways capital investment strategy has been established through the Highways and Transport Board, having considered investment scenarios across each of our highway asset groups.

Asset	Base budget without corporate top up	Minimum required budget	Proposed budget 2022/23 onwards (Combined DfT and corporate funding)*
Carriageway	£11.6million	£16.2million	£16.2million
Footway	£0.36million	£1.5million	£0.5million
Cycleway	£0	£n/k	£0.2million
Bridges	£1.359million	£3.7million	£2million
Drainage	£0.5million	£1million	£0.9million
Traffic control	£0	£0.6million	£0.2million
Roadmarkings/studs	£0.125million	£0.4million	£0.2million
Non-illuminated signs	£0.125million	£n/k	£0.125million
Bus stops and shelters	£0	£n/k	£0
Capitalised maintenance activities	£2.4million	-	£2.4million

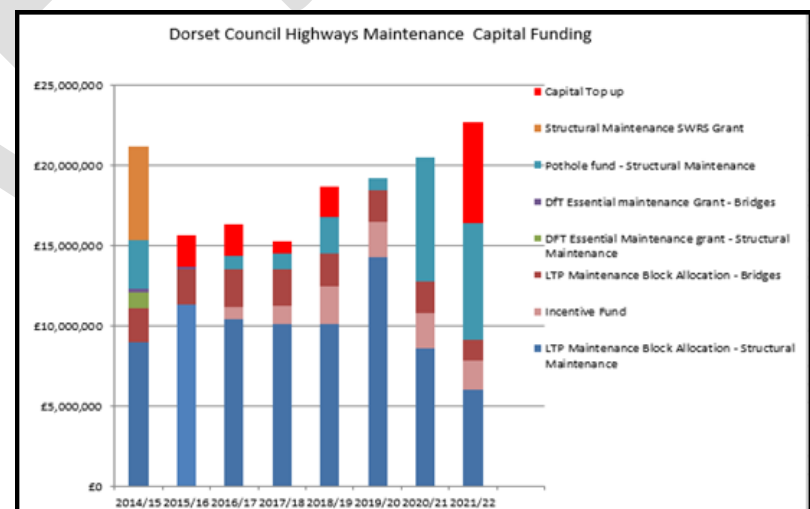
*It is proposed that the highways capital budget will be supported through £6.8million per year of corporate capital funding, awarded from 2022/23 – 2026/27, to support highway asset investment strategies, subject to Cabinet approval.

5 Funding

Highways maintenance funding is predominantly sourced from the Department for Transport in the form of Maintenance Block, Incentive Fund, and the Pothole Fund.

The 2021/22 DfT capital maintenance funding for highways was based on the Government's single year spending plans, which equated to a 20% reduction in funding. Budgets from 2022/23 are expected to be similar.

Dorset Council's Cabinet awarded £6.3million of corporate capital funding in support of highway maintenance activities in 2021/22.



6 Carriageways

6.1 Dorset Council has 3,795 kms of carriageway which are used every day by residents, businesses and visitors to the county, supporting the economic, social and environmental priorities within the county of Dorset.

6.2 The Council also has a legal duty under Section 41 of the Highways Act 1980 to maintain its public highway.

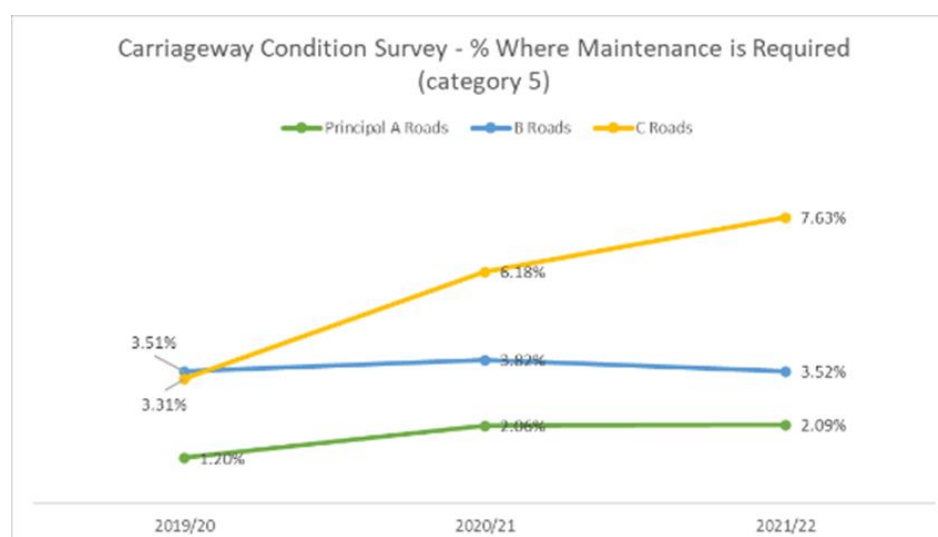
	Kms	Good condition	Fair condition	Poor condition
Principal	368.10	80.71%	17.21%	2.09%
Non-principal	1493.35	64.63%	28.79%	6.58%
Unclassified	1933.30	55.68%	31.51%	12.81%

6.3 Annual carriageway investment has been less than that required to hold current condition which can be evidenced in the trend in highway condition.

6.4 This shows carriageway condition deteriorating across all road classes (we have no trend data for unclassified roads at this time).

6.5 This is reflected in the increasing number of road defects (including potholes) which are recorded each year.

6.6 This has seen reactive road repairs increase from £1.5million in 2016, to £2.47million in 2021.



6.7 Investment scenarios

Scenario 1 £11.6million – Current funding with no capital top up – Managed decline.

This scenario would mean roads are deteriorating faster than we can repair them, and will see reactive defects and costs increasing year on year, meaning an approach of being predominantly reactive. This would pose a risk to the authority in performing its duty to maintain the highway.

This shows that the indicator 130-01 (A roads where maintenance should be planned – red banding) could increase from 2% in 2020, to 4% over a five year period. The indicator 130-02 for B and C roads could increase to 15.9% requiring maintenance (red category).

Scenario 2 £16.2million – Maintain steady state

Dorset Council can avoid further decline of its carriageway asset by investing an additional £4.8million of capital funding into carriageway maintenance.

Scenario 3 £21million – Clear backlog

Dorset Council could return all carriageways in good 'green' condition by investing £21million per year, over the next ten years.

6.8 Capital Investment strategy – Carriageways

£11.6million (71% of Department for Transport (DfT) capital funding)

Further recommendation of £5million of corporate capital funding (subject to Dorset Council Cabinet approval) to hold carriageway condition. This will include Community Response Teams that will carry out proactive maintenance on the network.

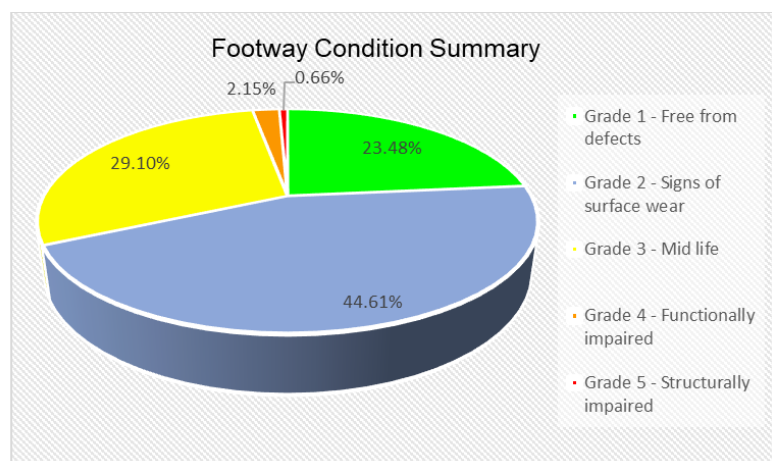
6.9 Carriageway Maintenance strategy

Early life intervention (surface treatment), combined with end of life replacement (reconstruction/resurfacing)

7 Footways

7.1 The footway asset facilitates the safe passage of pedestrians, and promotes healthier active life choices and travel options, which reduces both congestion on the road network, and pollution, whilst encouraging healthier travel choices to improve physical and mental wellbeing. Our footway network equates to 2,640 kms.

7.2 Footway condition summary



7.3 Whilst footway condition appears to be predominantly in good to fair condition, confidence in this survey data is low.

7.4 This is a representative sample of the footway network.

7.4 An alternative survey method for collecting footway condition data is planned for the spring / summer.

7.5 Investment scenarios

Scenario 1 Current investment with no capital top up £360,000 per year – This is significantly below the required investment to hold condition, and will most likely only fund a small programme of footway works.

This will see footway condition deteriorate and the number of reactive repairs increasing.

Scenario 2 Hold condition £1.5million investment per year

Lifecycle planning studies suggest we need to be investing £1.5million into footway maintenance to hold condition.

7.6 Footway Investment Strategy

£360,000 of 2.2% of Department for Transport (DfT) capital funding

Further recommendation of £140,000 of corporate capital funding (subject to Dorset Council Cabinet approval) to restore footway investment to levels experienced in 2019/20.

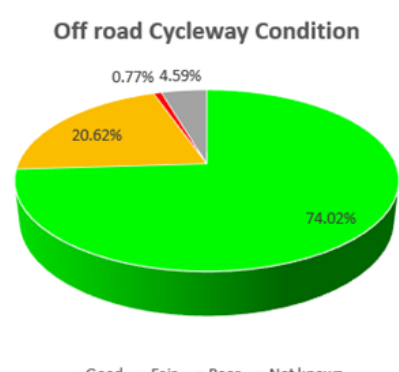
7.7 Footway Maintenance Strategy

Early life intervention (slurry seal treatment), combined with end of life replacement (reconstruction/resurfacing)

8 Cycleways

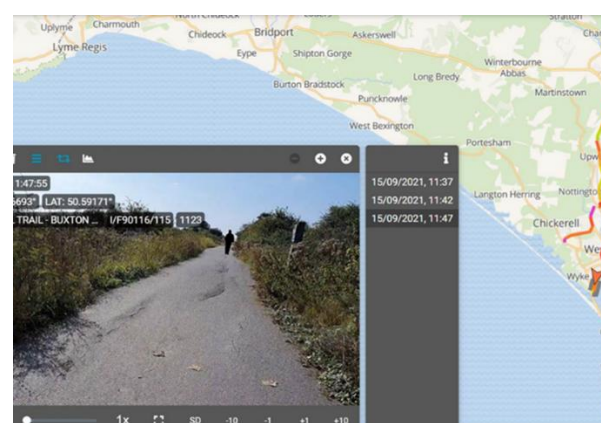
8.1 Cycleways form an important role in promoting more active travel choices, with the Government setting out their vision for walking and cycling, recognising the important role cycling has in improving health and reducing pollution and congestion.

8.2 We are currently undertaking a hierarchy review of our cycleway network to quantify our network inventory and establish key attributes, as well as cycleway condition.



8.3 An assessment carried out by Sustrans of our off-road cycleway network established this condition assessment, but we have low confidence in this assessment and the validity of the data.

8.4 We will be carrying out an alternative inventory/condition assessment in the spring / summer.



8.5 Cycleway Maintenance strategy

£0 0.0% of Department for Transport (DfT) capital funding

Recommendation of £200,000 of corporate capital funding (subject to Dorset Council Cabinet approval) to invest into cycleway maintenance.

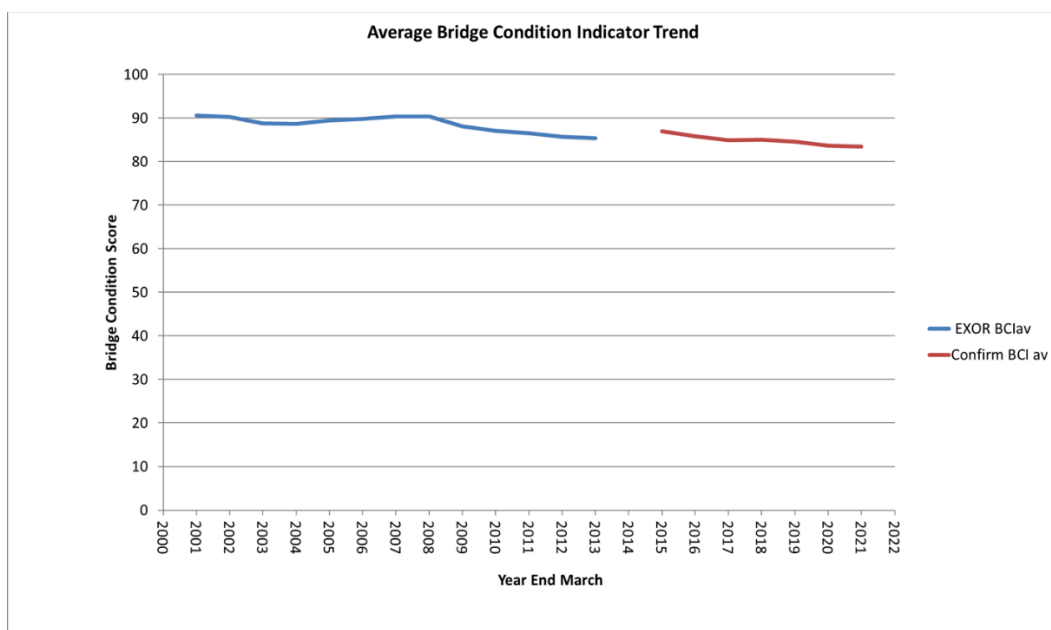
8.6 Cycleway Maintenance strategy

Focus on end of life replacement and structural patching

9 Bridges/Structures

9.1 Bridges and structures are essential to support the carriageway network. Without them, a continuous highway network would not exist. Around 10% of this stock is covered by a form of heritage protection, either listed building, or scheduled monument classification. The other major class of highway structures include culverts, underpasses retaining walls, cattle grids and fords.

9.2 We maintain 846 bridges, 93 footbridges, 288 culverts, 11 underpasses, 152 retaining walls and 11 cattle grids.



9.3 The bridge condition indicator shows a declining trend in bridge condition year on year, based on the current level of annual investment, which suggests that it is deteriorating more quickly than we are able to maintain our bridge stock, based on both historic and current capital investment.

9.4 Investment scenarios

Scenario 1 £1.359million– Current funding with no capital top up – Managed decline.

This level of investment will see our bridge stock condition continue to deteriorate, and impact the resilience of some of our bridges.

Scenario 2 £3.76million – Double annual investment to £3.8million

Doubling the investment to £3.8m per year would slow the deterioration and the fall from BClav = 78.9 to 74.6 over twenty years.

Scenario 3 £10million per year – Increased investment

This increased investment would see improvement in bridge condition with scores increasing from 78.1 in 2021, to 81.5 in 2031.

The total maintenance backlog for our bridges is estimated to be £317million

9.5 Bridge Investment Strategy

£1.359million (8.32% of Department for Transport (DfT) capital funding)

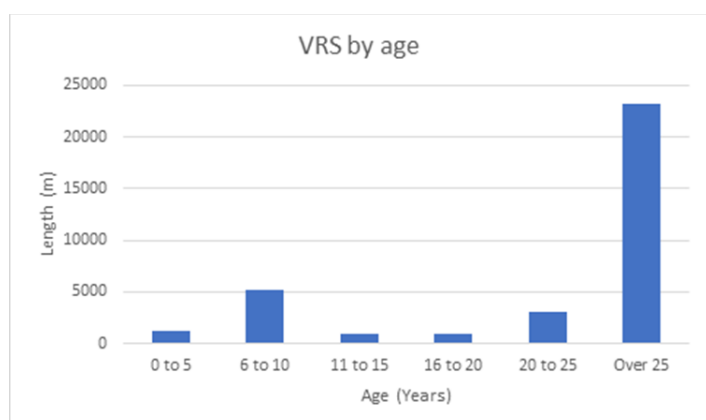
Further recommendation of £641,000 of corporate capital funding (subject to Dorset Council Cabinet approval) to restore bridge investment to levels experienced in 2019/20.

9.6 Bridge Maintenance Strategy

Schemes derived from analysis of bridge inspection data

10 Safety Fences or Vehicle Restraint Systems (VRS)

10.1 The purpose of safety fences is to redirect errant vehicles back on to the highway. They are located on the central reserves of dual carriageways to reduce the risk of collision with traffic travelling in the opposite direction and at the side of the road to protect drivers from hazards. We manage 45,533 metres of safety fencing in Dorset.



10.2 The figures indicate that 67% of the safety fencing is already over 15 years old. Therefore if no renewals take place in the next 10 years 78.5% of the Dorset's safety fence will have exceeded its expected service life by 2031. This risk is mitigated through safety inspections.

10.3 VRS Investment strategy

£0 (0% of Department for Transport (DfT) capital funding)

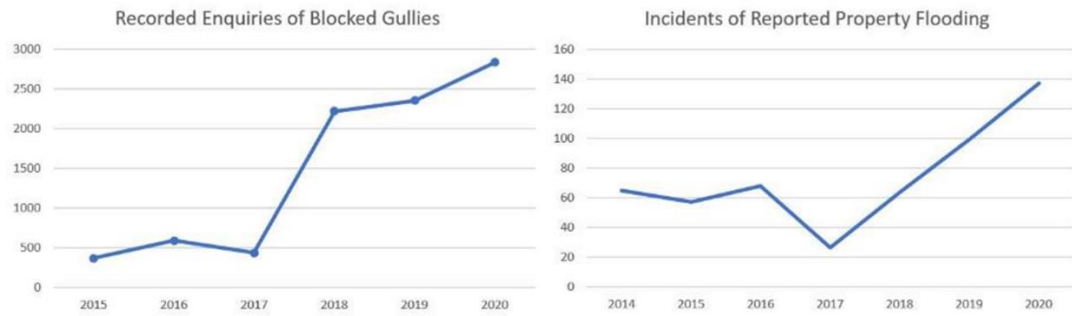
10.4 VRS Maintenance Strategy

This asset is managed entirely through inspection and replacing damaged / failed sections when identified.

11 Drainage

11.1 The role of the drainage asset is to capture water falling onto the road or footway surface, to then remove and convey the water to natural outfalls, including streams, or other watercourses. These assets are designed to 1. Prevent the accumulation of surface water on carriageways, footways and cycleways, which can freeze in the winter months, 2. To avoid the erosion of side slopes/verges and 3. Reduce future maintenance liability by minimising water damage to the highway structure.

11.2 Public satisfaction associated with Dorset Council’s management of the drainage asset is below the national average and reducing each year.



We have seen an increased frequency of significant storm events which can be linked to property flooding and blocked gullies.

11.3 Drainage Investment Strategy Scenarios

Revenue - A significant proportion of the maintenance of the drainage asset relates to revenue funded, cyclic and reactive maintenance activity. This would require the following additional revenue investment:

- Reinstate proactive gully emptying on the highest risk non-resilient network – annual cleansing £200K (revenue) funding per year + purchase of a gully emptier £185K.
- Reinstate cyclical jetting of pipe work, cleansing of manholes/catchpits £548,600 (revenue)
- Cyclic side verging programme on a quarter of the rural network each year £100,000 (revenue)

Capital –Current funding with no capital top up £500,000 (3.12% of Department for Transport (DfT) capital funding)

This investment will address a proportion of the minor local ‘dig down’ schemes and resilient risk sites where highway and / or property flooding have been identified.

11.4 Drainage Investment Strategy

Revenue

Investing in delivering annual proactive gully maintenance on the resilient road network only, with further reactive maintenance on both the resilient and non-resilient networks, at a cost of approximately £560,000 per year.

Capital

£500,000 (3.12% of the DfT highways capital funding)

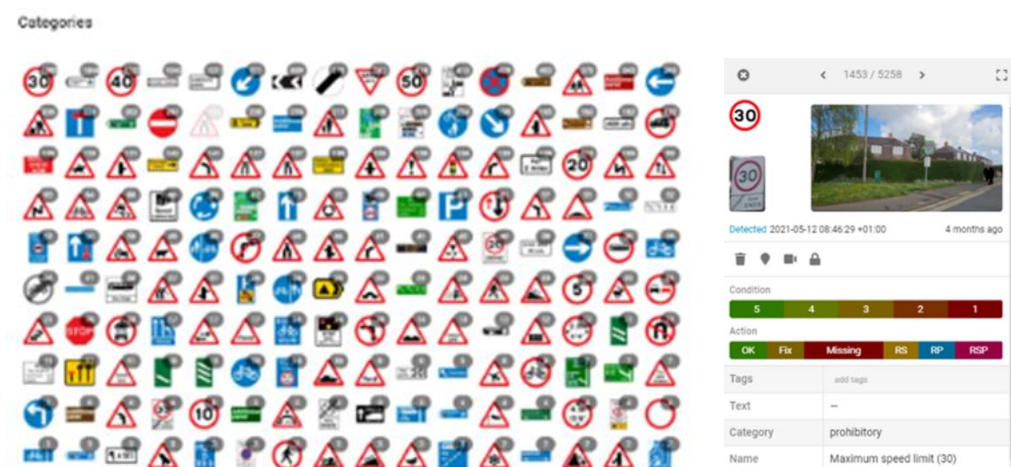
Further recommendation of £400,000 of corporate capital funding (subject to Dorset Council Cabinet approval) to target these highest ranking resilient risk sites.

11.5 Drainage Maintenance Strategy

Schemes are identified through public enquiries, safety inspections or arising from scheduled gully maintenance activity. These are recorded in a resilience risk appraisal system called HIRAM. Sites are prioritised through an overall risk score

12 Non illuminated Highways Signs

12.1 The non-illuminated sign assets deliver on key Service priorities of keeping motorists safe and reducing the risk of collisions through warning and informing, and regulating speeds of motorists, therefore reducing the risk of collisions, and the number of people killed or seriously injured on Dorset’s roads. These signs also provide directional information to motorists, which range from large reflective direction signs on our strategic networks, down to small wooden fingerposts in our rural locations.



12.2 We are currently engaged in a project to use Road AI technology to verify our sign inventory and identify condition.

12.3 This data will be used to inform future strategy and asset replacement programmes

12.4 Non illuminated Sign Investment Strategy

£125,000 (1% of Department for Transport (DfT) capital funding)

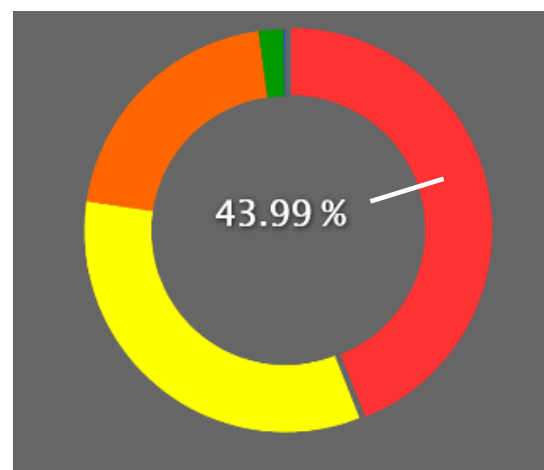
12.5 Non illuminated Sign Maintenance Strategy

Signs are currently managed through safety inspection, with the focus of replacement on warning and regulatory signs.

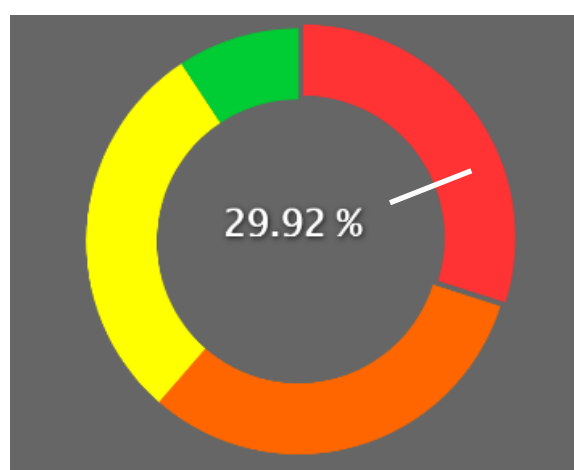
13 Road Markings and Studs

13.1 The road marking and road stud assets are to enforce, inform and direct highway users, to improve road safety and provide information. They are therefore an essential safety feature on the highway which will manage driver behaviour, especially at night and in foggy conditions.

13.2 Road marking condition

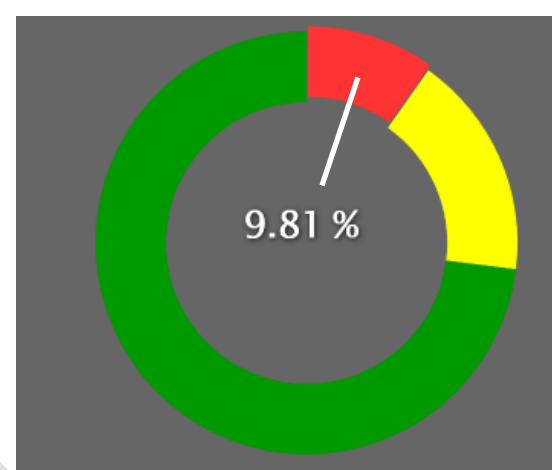


Roadmarkings A Roads reflectivity –
43.99% in the least reflective banding



Roadmarkings A Roads Visibility
29.92% in the least visible banding

Road stud condition



Road stud retroreflectivity A Roads
9.81% of road studs with least reflectivity

The condition data suggests we need to invest more to improve the condition of the roadmarking asset.

13.3 Investment scenarios – Road markings

Scenario 1 £125,000 per year – Current funding with no capital top up – Managed decline. No improvement in the worst condition roadmarkings

Scenario 2 £200,000 per year – This investment will remove the 0 – 10% worst condition (part of the reds)

Scenario 3 £450,000 per year – This would remove all of the 0-25% defective category (all of the reds)

13.4 Road Markings and Studs Capital Investment strategy – Carriageways

£125,000 (1% of Department for Transport (DfT) capital funding)

Further recommendation of £200,000 of corporate capital funding (subject to Dorset Council Cabinet approval) to tackle the worst of the 'red' (worst) category

13.5 Road Markings and Studs Maintenance strategy

We will adopt a 'worst first' approach to repainting road markings based on reflectivity and visibility data.

14 Bus Stops and Shelters

14.1 Bus stops and shelters support an accessible bus service across the county. The vast majority of Dorset's bus stops are physically identifiable with shelters and bus timetables.

14.2 A project is being undertaken to establish reliable inventory and condition data associated with this asset, which will be used to develop future maintenance and investment strategies.



14.3 Bus Stop and Shelters Investment Strategy

£0 (0% of Department for Transport (DfT) capital funding)

14.4 Bus Stops and Shelters Maintenance Strategy

Reactive - Repairs following of reports of vandalism, damage to assets

Shelters are routinely cleaned. Defects are reported where they are identified.

Replace when no longer serviceable – though no current funded replacement programme

There are sometimes 106 Developer contributions (plus other funding sources) to replace / construct bus stop / shelter assets

15 Traffic Control and Intelligent Transport Systems (ITS)

15.1 Traffic Control and Intelligent Transport Systems (ITS) are the electronically controlled traffic management assets across Dorset's highway network. This group includes items such as traffic signals, pedestrian crossings, weather stations, static and towable electronic message signs.

15.2 This asset group consists of :

93 Signal Junctions, 59 School Crossing flashing lights, 59 Puffin crossings, 56 Pelican crossings, 44 Zebra crossing and 23 Toucan crossings. It also consists of 67 Vehicle Activated Signs, 64 Car Park Signs, 31 ANPR Cameras, 21 Variable Message Signs, 12 Weather Stations and 4 Mobile Variable Message Signs.

15.3 Traffic Control and (ITS) Investment Scenarios

Scenario 1 £0 per year (0% of DfT Capital Funding) in asset replacement – Current funding with no capital top up – Managed decline

This scenario will result in the deterioration of asset condition from a current score of 65.5%, to an estimated 4.29% by 2036.

Scenario 2 £150K per year

This would equate to deterioration of asset condition from a current score of 65.5%, to 11.11% by 2036

Scenario 3 £600K per year

The projected deterioration of asset condition from a current score of 65.5%, to approximately 30% in 2036, depending on the rate of degradation.

Scenario 4 £1.434million per year is required to hold condition over a 15 year period, based on 50% rate of degradation.

15.4 Traffic Control and (ITS) Investment Strategy

£0 (0% of Department for Transport (DfT) capital funding)

Recommendation of £200,000 of corporate capital funding (subject to Dorset Council Cabinet approval) to tackle the worst category units where technology has become obsolete.

15.5 Traffic Control and (ITS) Investment Strategy

Management of this of this asset is through routine inspections by a third-party contractor.

Some crossings are upgraded through LTP funds.

16 Street Lighting

16.1 Carriageways and footways in urban and sub-urban areas of Dorset are usually lit to assist users of the highway after dark. The highway street lighting asset in Dorset is externalised and managed through a Private Finance Initiative (PFI) contract with SSE(C&R).

16.2 The street lighting asset lists some 46,000 individual elements, which includes around 4,600 illuminated traffic signs and bollards.

16.3 Almost all structural elements in the asset have been renewed and guaranteed until 2032 +5 years; the ongoing maintenance, testing and inspection of the service is carried out by the service provider in accordance with all industry best practice, guidance and statutory requirement.



16.4 Street Lighting Maintenance Strategy

Management of the asset wholly rests with the service provider, who is responsible for all risks however they might arise.

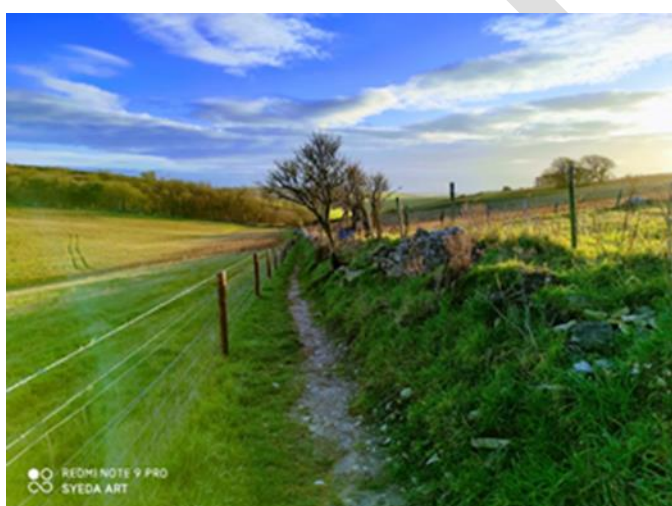
Inspection, Testing and all necessary maintenance is carried out by SSE(C&R) until the PFI concludes in 2032.

17 Public Rights of Way

17.1 The rights of way network is the best way for the public to access Dorset's countryside and is seen as the backbone of our tourism-based rural economy.

17.2 The physical asset i.e. the surface of these public rights of way, does not belong to Dorset Council, unless it is on Council land. It is vested in the authority to maintain access and the public have a right to pass and re-pass. The Council has a statutory duty to protect the right of the public to use the public rights of way network, for instance, by keeping them in a safe and accessible condition.

17.3 Dorset Council has a statutory duty to ensure that access furniture such as gates and stiles are maintained in safe and accessible condition. This includes liaison with landowners and enforcement where required to ensure these assets are in a safe condition allowing the public to pass and re-pass unhindered.



17.4 We are developing our strategic approach to management of rights of way assets, primarily focussing on bridges to improve asset knowledge and develop investment scenarios

Photo credit- Tara Hansford

17.5 Public Rights of Way Investment Strategy

£160K is invested in rights of way bridges which is taken from the Bridge budget.

17.6 Public Rights of Way Maintenance Strategy

Reactive - responding to enquiries / reports received by the public or the Rangers

18 Capitalisation

18.1 We are committed to capitalising some maintenance activities to ensure we fulfil our statutory duty to maintain the highway.

18.2 This includes a 14.7% allocation of DfT capital funds as follows:

£2,200,000 - Reactive carriageway repairs

£ 200,000 - Drainage grip cutting

DRAFT

Place and Resources Overview Committee 10th February 2022 Proposed Blue Badge Car Park Charging Policy

For Recommendation to Cabinet

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Councillor(s): All Cllrs

Executive Director: J Sellgren, Executive Director of Place

Report Author: Elizabeth Murray
Title: Strategic Parking Project Manager
Tel: 01305 221813
Email: Elizabeth.murray@dorsetcouncil.gov.uk

Report Status: Public

Recommendation:

That the committee support the new pan-Dorset Blue Badge Car Park Charging Policy to Cabinet.

Reason for Recommendation:

To align the former council policies to one to bring consistency and fairness to Blue Badge holders who park in Dorset Council car parks.

1. Executive Summary

Dorset Council Parking Services is currently working under the Parking Orders of the former Councils. This has meant that the offer for Blue Badge holders who park in Dorset Council car parks is different depending on the location that is visited. This has led to disparity of charges, with some areas giving free parking and others requiring payment (some with 1-hour free).

As part of the Parking Transformation project, it was recognised that along with other car parking charging alignment that this disparity needed to be addressed.

The proposed pan-Dorset policy offers Blue Badge holders:

- three-hours free parking for Blue Badge holders who also hold a Restricted Mobility Parking Permit.
- one-hour additional parking to all Blue Badge holders when a valid pay & display ticket is purchased.

1.1 Dorset Council Legal Duty

As per legal duty, Dorset Council has statutorily consulted with the chief officer of police for the area. Also, as per the former Councils' parking policies, consultation has taken place with Chambers of Commerce, Business Improvement Districts and Town Councils. Non-statutory consultation has also been undertaken with Parish Councils.

There were some questions raised via email which have been answered, full responses can be viewed in Appendix 1.

1.2 Public Engagement

To better understand what Blue Badge holders and their carers want and need a survey was undertaken. The survey also provided data and evidence on the potential impact of different charging options. The survey ran for six weeks; 1,513 responses were received.

Respondents were asked to rank four options in preference, as well as submit their own ideas for consideration. The highest-ranking option was for three-hours of free parking with 35%, followed by one-hours free parking when a pay & display ticket is purchased (25%). Free parking for higher exemption Blue Badge holders was also a popular option (20%).

The full survey report can be viewed in Appendix 2.

During December, the project team held virtual discussions with a range of Blue Badge holders, and carers of Blue Badge holders, from across the Dorset Council area to gain further feedback and shape the proposals.

Feedback from the discussion groups proved that the proposed policy is generally considered to be fair and does meet the needs of Blue Badge holders. There was a suggestion to change the name and the eligibility criteria for the 'Restricted Mobility Parking Permit', this was altered for the final proposal sent out to stakeholders for comment.

2. Financial Implications

Savings may be gained through the efficiency of having one pan-Dorset policy. It is not thought that this scheme will lose revenue for Dorset Council as the 3-hour free parking scheme is already available in most of the authority.

3. Well-being and Health Implications

The proposed policy should improve the well-being of Blue Badge holders in Dorset by giving two 'free' parking options. Due to the policy being the same across the authority, it removes the confusion that Blue Badge holders currently experience when parking in Dorset Council car parks in different locations, which may also increase well-being. Those visiting from other areas of the UK will also benefit from the scheme as they will be eligible for 1-hour additional parking.

4. Climate implications

The officer has not identified any Climate implications from the recommendations in this report.

5. Other Implications

The officer has not identified any other implications from the recommendations in this report.

6. Risk Assessment

Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

Having considered the risks associated with this decision using the Council's approved risk management methodology, it is the officer's opinion that there are no high risks that need to be reported.

7. Equalities Impact Assessment

A full Equalities Impact Assessment has been completed and this is shown in Appendix 3. The assessment found that there were no negative impacts on Dorset Council residents' protected characteristics.

8. Appendices

Appendix 1 – Comments from Statutory Consultees and Parish Councils

Appendix 2 – Blue Badge Survey Report

Appendix 3 – Equalities Impact Assessment

9. Background Papers - Dorset Council Proposed Blue Badge Car Park Charging Policy

9.1 Executive Summary

The purpose of this policy is to align the offer that Dorset Council gives to Blue Badge holders within Dorset Council car parks. The policy should be as easy to understand and consistent across Dorset Council.

The objectives are to:

- have one pan-Dorset Council scheme for Blue Badge holders
- have a policy that meets the needs of Blue Badge holders

The policy does not include applying for a Blue Badge and on-street parking restrictions as these are national arrangements, thus do not fall under the remit of local authorities.

9.2 Proposed scheme for Dorset Council car parks

Dorset Council will offer two concessions:

- i. Provide 3-hours free parking for Blue Badge holders who receive certain allowances, through the purchase of a Restricted Mobility Parking Permit
- ii. Provide an additional 1-hour parking to all Blue Badge holders when a valid pay & display ticket is purchased

The proposed scheme fulfils the needs of Blue Badge holders, by giving free parking to those who receive certain allowances due to having higher mobility needs. Besides this, it acknowledges the extra time that it may take Blue Badge holders to transition to and from their vehicle and destination, and that they may need more time at their destination.

9.3 Proposed Criteria for Restricted Mobility Parking Permit

Blue Badge holders who receive specified allowances will be entitled to apply for a Restricted Mobility Parking Permit (RMPP). Applicants must have a Blue Badge and be in receipt of one of the following:

- Higher rate mobility component of Disability Living Allowance (DLA)
- 10 points or more on the mobility component of Personal Independence Payment (PIP)
- Higher rate mobility component of Child Disability Payment
- War Pensioners' Mobility Supplement
- Armed Forces Independence Payment

Or evidence that the vehicle registered in the disabled person's name or their nominated driver's name is tax exempt.

It must only be used when the disabled person is present in the vehicle at some point during the trip. It cannot be used by a driver of a Blue Badge holder for their own personal use. The permit holder can only have one Restricted Mobility Parking Permit at any one time, and it cannot be used with the Dorset Council Short Stay Permit.

The cost of the permit is £15 (which covers the administration costs only) and will expire when the holder's Blue Badge expires. The RMPP cannot be transferred to other Blue Badge holders. The Blue Badge must be displayed with the RMPP to receive 3-hours free parking. The Blue Badge parking clock must be set at time of arrival. The RMPP is valid for use by Blue Badge holders in any parking bay including disabled bays (except those as stated in Section 9.5).

9.4 Proposed Criteria for 1-hour Free Parking

Blue Badge holders will qualify for 1-hour additional parking when a valid minimum tariff pay & display ticket or when a Dorset Council Short Stay Permit is displayed with the Blue Badge. The Blue Badge parking clock must be set at time of arrival. The 1-hour additional parking is valid for use by Blue Badge holders in any parking bay including disabled bays (except those as stated below).

9.5 Proposed Car Park Restrictions

- i. Vehicles must be parked within the bay markings. The pay and display charges apply to each space which is fully or partly occupied by a vehicle.
- ii. Some of our car parks have extra-wide designated 'disabled' parking spaces. Vehicles parked in 'disabled' spaces must have a valid blue badge clearly displayed, as well as a valid pay and display ticket/RMPP.
- iii. Parking is not permitted on double yellow lines or on yellow hatched areas within car parks.
- iv. Parking is not permitted in spaces designated for use by other users (such as permit holders) unless the Blue Badge holder also has the relevant permit.
- v. Parking is not permitted in spaces designated for use by specific types of vehicle (such as solo motorcycles) unless the Blue Badge holder's vehicle is of the type for which that space has been reserved.

9.6 Proposed Enforcement

As well as standard enforcement, Blue Badge holders may have their badge withdrawn/receive a Penalty Charge Notice for:

- not displaying the badge clearly

- not displaying the time clock set at time of arrival
- use of a badge that is no longer valid
- use of a badge that has been reported as lost or stolen
- letting a friend or relative use the badge
- use of a copied badge
- altering the details on the badge, for example, the expiry date
- making a fraudulent application (for example, providing false information on the application form) or using a badge obtained fraudulently

Misuse by a third party:

- using someone else's badge (with or without the badge holder's knowledge) without the badge holder being present in the vehicle at some point during the trip
- using a badge belonging to someone who has died
- copying, altering or faking badges
- using a stolen badge
- using a fake badge

9.7 Blue Badge Car Park Charging Policy Review

The Blue Badge Policy will be reviewed annually. When reviewing parking charges Dorset Council will consider:

- national changes to the Blue Badge scheme
- the effectiveness of the policy for Blue Badge holders
- the effectiveness of the policy for keeping highways clear
- the policy of neighbouring authorities and by private sector car parks within the local area, as well as comparing it with Dorset's Town Councils

Any change in policy will be subject to the usual legal procedure for consultation and advertisement.

Footnote:

Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

Comments from Statutory Consultees and Parish Councils

Pamphill and Shapwick Parish Council

I write on behalf of in relation to the above.

1. We welcome a consistent approach to this issue pan-Dorset
2. We welcome the proposed 3 hr free parking provision for those eligible
3. We agree that the conditions applied to the 3 hr free parking are fair (ie - Higher Rate Motability/PIP etc)
4. We welcome the second proposal (1 hr parking for all Badge Holders).

However, in closing, we do query if an Equality Impact Assessment has been undertaken in relation to this proposal, as the Government have just extended the Blue Badge scheme to those who are mentally ill, with no physical disability. We are surprised to see no mention of this group in the proposal.

Verwood Town Council

Members of the Verwood Town Council read the policy and discussed it at their last Full Town Council meeting. The members do not agree with offering the two concession under 3.1 of the policy.

They resolved that the Town Council believe that there should only be one concession for all Blue Badge Holders which would provide three hours free parking through the purchase of a Restricted Mobility Parking Permit.

Cranborne & Edmondsham Parish Council

The licence fee was once free and it is a great shame that residents will have to pay for their licence.

Symondsburry Parish Council

Symondsburry Parish Council feel that the one-hour free parking is not adequate and felt that two hours is more reasonable with no purchase of a car park ticket.

West Parley Parish Council

Please be advised that the Parish Council has no objection to the standardised charging across the council authority.

Shaftesbury Town Council

Shaftesbury Town Council acknowledges the importance of standardising the charging schedule so that Blue Badge holders have the same experience across all Dorset Council owned car parks.

The General Management Committee members resolved to submit a response stating the 3 hours free parking should be extended to all Blue Badge Holders and not restricted to just those awarded the Restricted Mobility Parking Permit (RMPP).

Whilst the proposed Blue Badge charging schedule relating to both concessions is fair and reasonable and the RMPP is an improvement versus the current charging situation the council expresses the need to extend the 3-hour parking to all Blue Badge holders.

Wareham Town Council

Wareham Town Council are not in favour of the proposal for several reasons.

Members feel the policy is far too complicated and will cause confusion to residents and visitors.

Visitors are a significant proportion of car park users, particularly in the summer months, and by making the system complicated it may deter people from parking. It could also encourage blue badge holders to park in the street on double yellow lines, which is free for up to three hours, although this may inadvertently cause traffic issues.

By having two concessions it is unfair and discriminatory. There is already a strict application process for obtaining a blue badge and all holders should be able to park without the need to apply for a further parking permit.

It is felt that this is a quick fix and other options should be explored. For example, members of the National Trust can scan QR codes from their membership card to obtain free parking at National Trust sites, while non-members have to pay. This idea could be used for blue badge holders?

We hope Dorset Council will reconsider these policy changes and look at alternative options that would be more favourable to blue badge users.

Dorchester Town Council

1. The harmonisation provided by the scheme is welcome.
2. The continued level of benefit provided to Blue Badge holders in West Dorset is welcomed:– 1hr supplementary parking in a Dorset Council car park space, and up to 3hrs free parking in a Dorset Council car park for cases of particularly restricted mobility.
3. The policy title is misleading. Although the policy requires people to have a Blue Badge in order for them to benefit from the policy, the policy is NOT a Blue Badge scheme, that being a national scheme for on-road parking. It is actually about supplementary permit schemes for parking in Council Car parks – the Restricted Mobility Parking Permit, and the 1hr supplementary parking scheme. The title should make that clear to a new user by perhaps redrafting to: “Dorset Council Car Parks Supplementary Parking Permit policy/scheme for Blue Badger holders”?.
4. On the same issue, the objectives stated in the Executive summary should start with perhaps;- “To provided a supplementary parking permit scheme for Dorset’s Blue Badge holders using Dorset Council car parks.”?
5. The policy makes no reference to the duration of a RMPP, and unless made explicit the lack of that information could be confusing to the reader particularly as a UK Blue Badge usually lasts 3 years.
6. The cost of a RMPP at £15 per year compares unfavourably to a UK Blue Badge at under £3.50 per year.
7. The policy makes no helpful mention of how to apply for a RMPP which is an essential prerequisite for running a scheme, and a link could be provided within the policy.
8. The Restrictions and enforcement are reasonable.

Blue Badge Survey Report



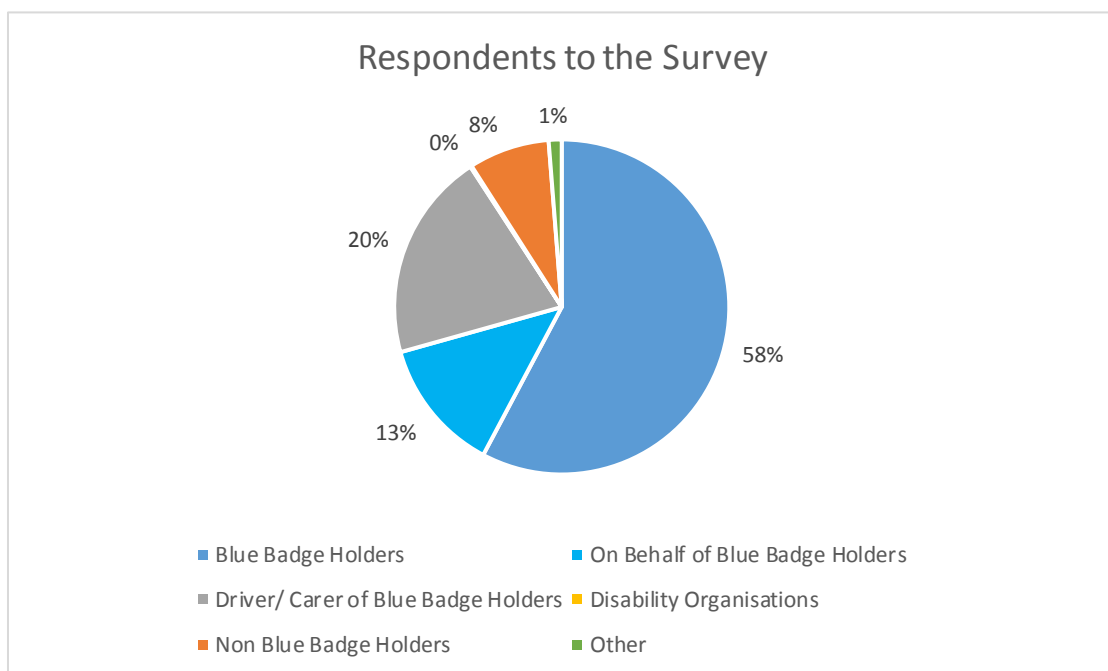
**Blue Badge Survey
Summary results
October 2021**

Mark Simons

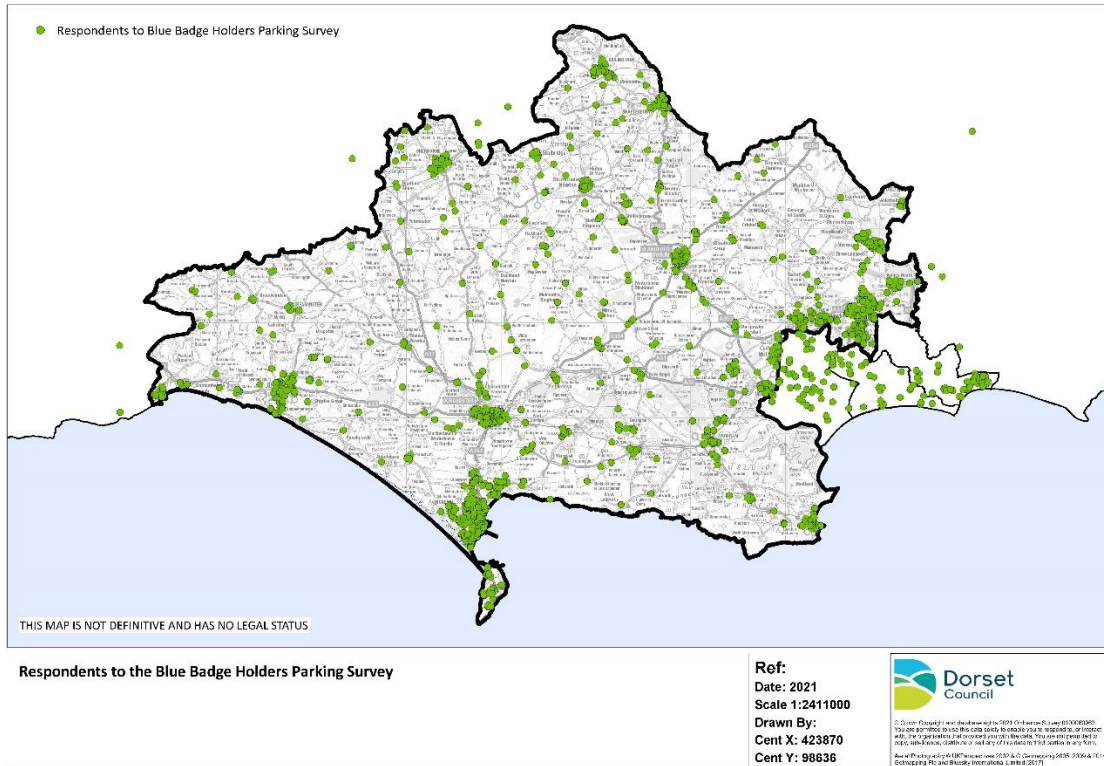
Corporate Consultation Officer

Blue Badge Survey

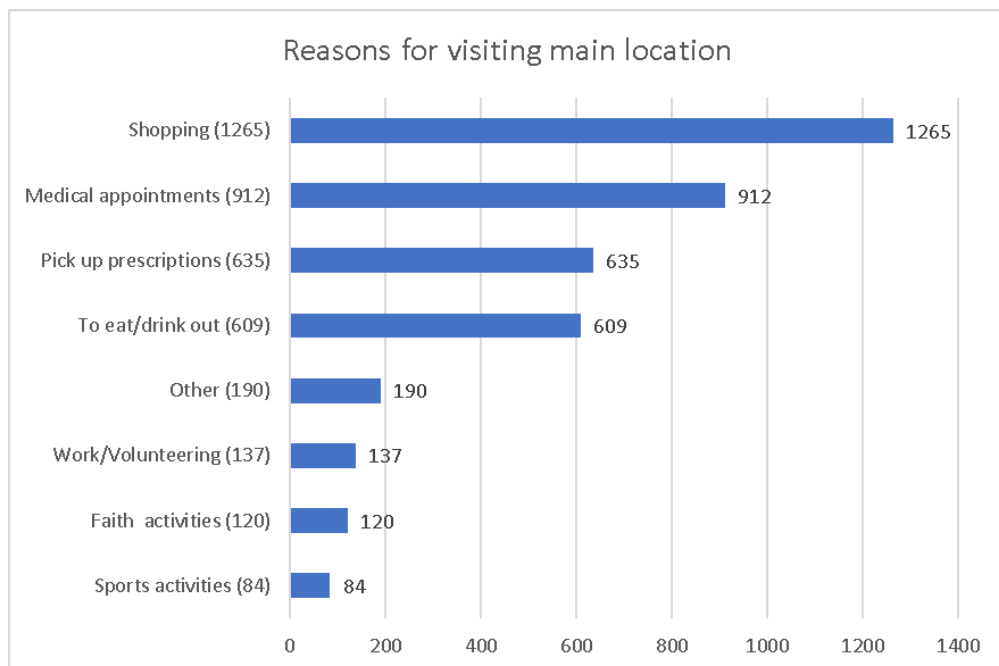
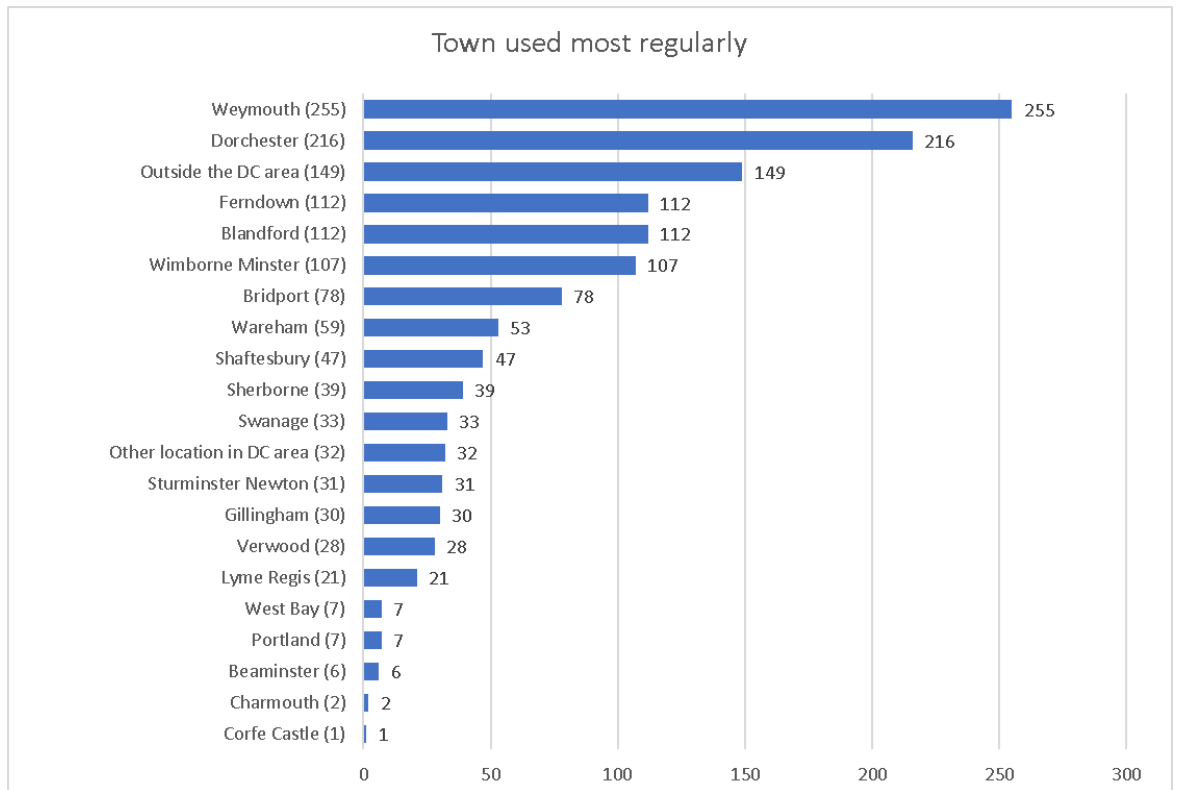
- **1,513 survey responses were received from across the wider area**
- **The survey ran from 13 August to 26 September 2021 inclusive.**
- Respondents came from across the age ranges with 55% aged 65 and older and 42% aged under 65.
- 57% of responses came from women compared to 40% from men – quite usual in council surveys.
- The biggest group of respondents was from Blue Badge holders themselves or people on behalf of Blue Badge holders, with 71% in these categories. A further 20% were drivers/carers of Blue Badge holders. Two disability organisations responded.



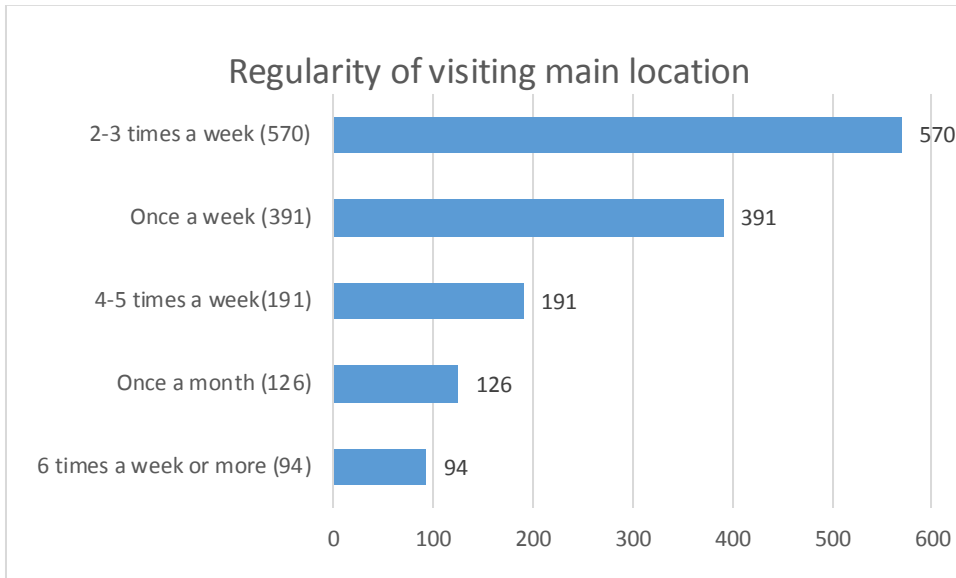
- The map (overpage) shows the distribution of the postcodes of respondents. The coverage is good, showing responses from right across the Dorset Council area and into Bournemouth, Christchurch and Poole.



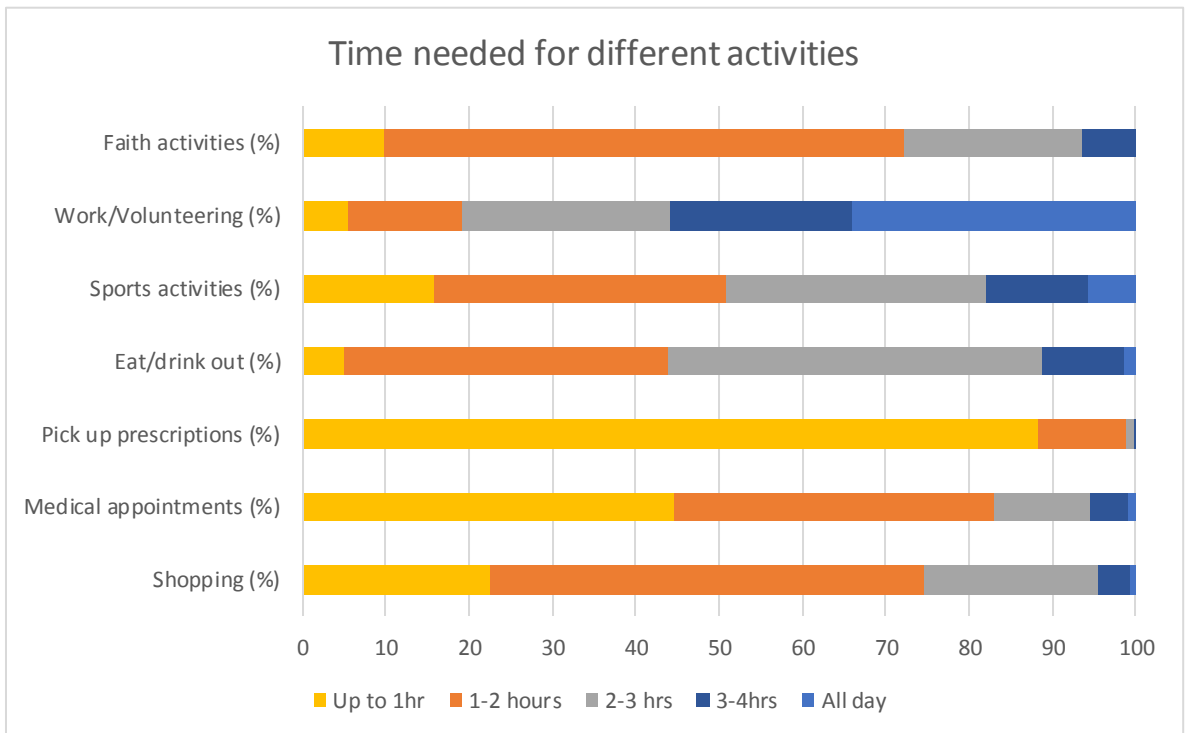
- There were responses from across the Dorset area, but three towns stood out from the other areas as respondents nearest main town they visited. Weymouth was the highest with 19% of responses (255 people) followed by Dorchester (16%). Beneath those was Blandford, Ferndown and Wimborne Minster with around 8%.
- Respondents were asked what towns they visited and which of those they visited the most. These are shown in the following chart.



- People were asked about their reasons for visiting their main location. Their principal reasons were predominately around shopping followed by health, involving medical appointments and prescriptions. Socialising/eating and drinking was the next most popular reason. These are shown in the chart above.



- Looking at how regularly people are visiting their main location it seems people's habits are quite varied. The most popular was 2-3 times a week. The second most popular was once a week. A considerable number (285) visited over 4 times a week.



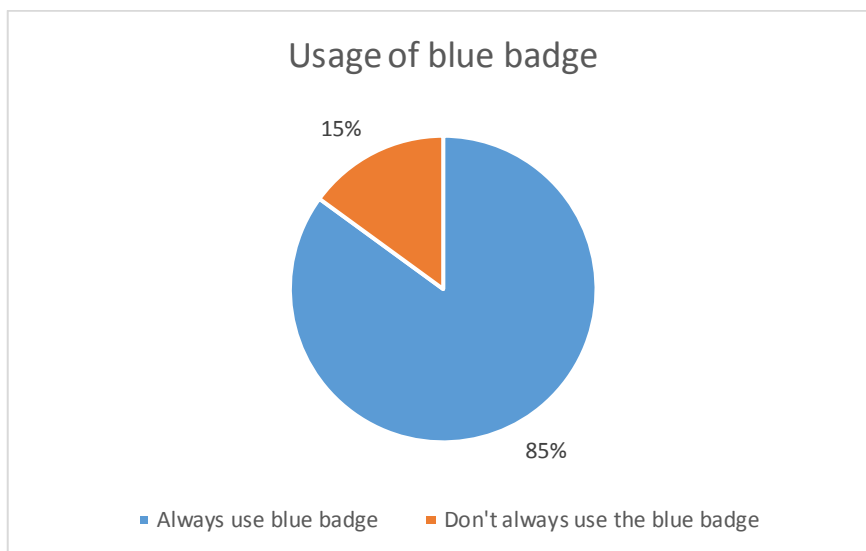
- Looking at the parking time needed for a variety of different activities the results are shown in the chart (above) and the table

below. We have excluded respondents who don't do these activities.

	Up to 1hr	1-2 hours	2-3 hrs	3-4hrs	All day
Shopping (%)	22	52	21	4	1
Medical appointments (%)	45	39	11	5	1
Pick up prescriptions (%)	88	11	1	0	0
Eat/drink out (%)	5	39	45	10	1
Sports activities (%)	16	35	31	12	6
Work/Volunteering (%)	5	14	25	22	34
Faith activities (%)	10	63	21	6	0

- The shortest time was needed for picking up a prescription and longest for work/volunteering.
- Looking at what could be done within a 2-hour window: 74% could do their shopping, 84% could attend their medical appointment, 99% get their prescription, 44% have a meal out, 51% do their sports activities, 19% could do their work/ volunteering, and 73% their faith activities.
- Looking at what could be done within a 3-hour window: 95% could do their shopping, 94% could attend their medical appointments, 100% could collect their prescriptions, 89% could have a meal out, 94% can do their sports activities, 44% can do their work/volunteering and 100% carry out their faith activities.
- The list of other activities included: Banking, cinema, trips out, exercise, hairdressers, library, school, visiting family, general leisure

Looking at whether Blue Badge holder/driver/carer, always use your/their Blue Badge when parking showed:



- Looking at the reasons for people not always using their Blue Badge showed the main reason was the lack of disabled spaces or the fact that the spaces were full.
- The second most common reason was people not using it as the badge holder themselves was not in the vehicle. Quite a few people mentioned that there were often more convenient spaces that were not specifically for disabled users.
- The table below shows the full analysis of the responses.

Issue	Mentions
No disabled spaces available/ Spaces full	76
Blue Badge holder not in the car	58
Other spaces are more convenient for destination	29
Have to pay anyway so not necessary	20
Leave disabled spaces to others who may need them more	11
Other parking options	8
Used to drop off only	3
Forget to take it	2
Happy to pay	1

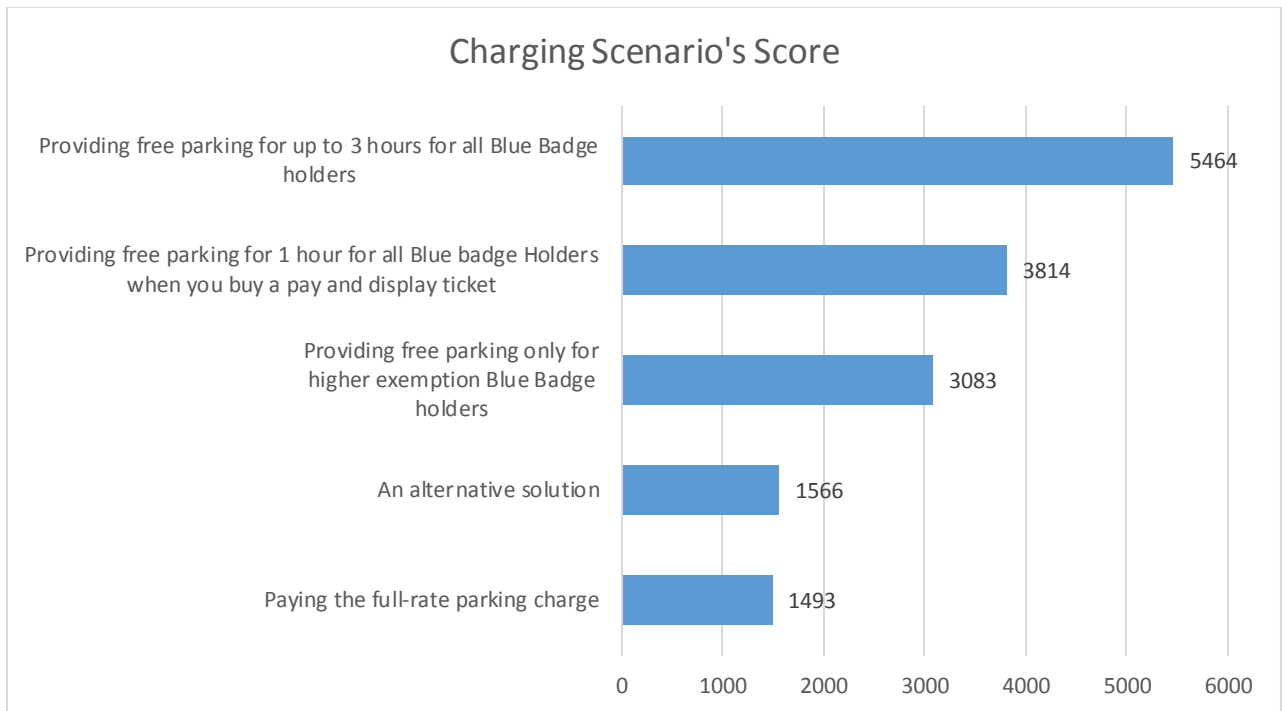
3hrs is not enough	1
Stigma to using	1

- Respondents were asked where they usually parked with their Blue Badge, with up to two selections possible. The table below shows the results:

Parking location	Numbers
In a car park	1,018
On-street on yellow lines - as permitted	601
On-street in free parking bays	485
On-street in a pay & display bay	318

- Whilst the majority chose to park in car parks, parking on double-yellow lines (as permitted) was the second most popular location.
- At present, the majority of Blue Badge holders pay when they park in car parks in the Dorset Council area but get one-hour free parking. On-street parking is free for Blue Badge holders.

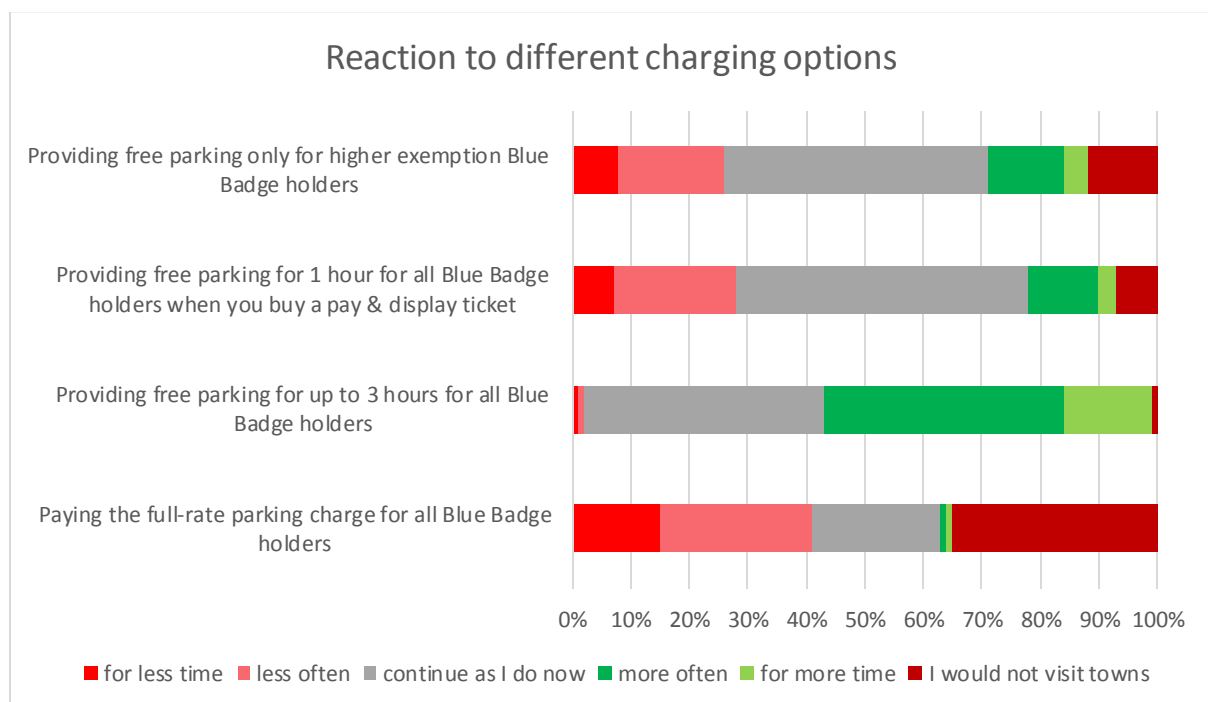
Four parking charging options (plus a user specified solution) were proposed for consideration and users were asked to rank the proposals by preference.



- The analysis method used was allocating 5 points for a first place down to 1 point for a fifth place when respondents were ranking.
- The chart above shows considerable support for free parking for 3 hours for Blue Badge holders. The second most popular choice was 1 hour free when Blue Badge holders buy a ticket. The third most popular was free parking for high exemption Blue Badge Holders. Paying the full parking charge was the least popular option.
- Free parking at all times for Blue Badge holders was not a specific option and was not proposed and supported in a big way as an alternative option by respondents.

Respondents were asked how they felt they would react to the different charging options. The table below shows their responses (%).

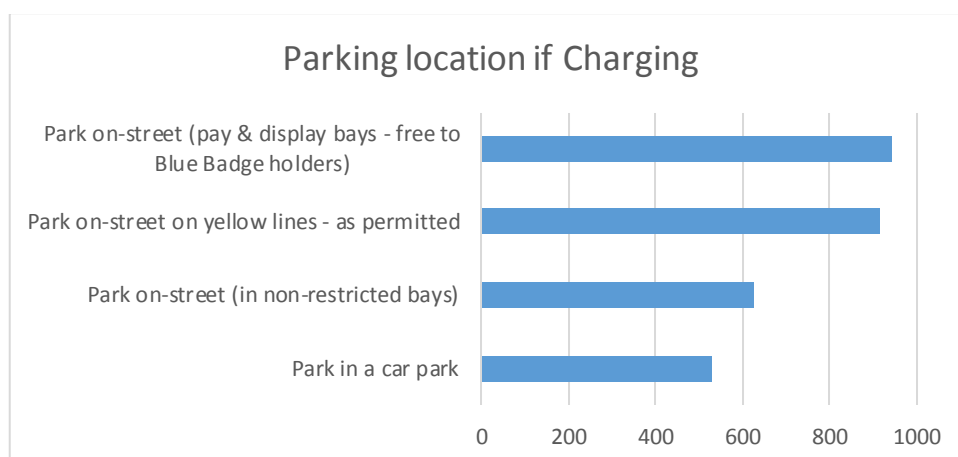
%	for less time	less often	continue as I do now	more often	for more time	I would not visit towns
Providing free parking only for higher exemption Blue Badge holders	8	18	45	13	4	12
Providing free parking for 1 hour for all Blue Badge holders when you buy a pay & display ticket	7	21	50	12	3	7
Providing free parking for up to 3 hours for all Blue Badge holders	1	1	41	41	15	1
Paying the full-rate parking charge for all Blue Badge holders	15	26	22	1	1	35



- The graph tries to highlight respondents' reaction with red colours being a negative reaction and green colours more positive. The grey shows no change in activity.
- So, for a number of people, whilst no change is the most popular choice, the option of 3 hours free parking would change behaviour bringing more people into town, and for longer. On the other hand, charging full fees was felt to have the opposite effect.
- Other options such as free parking for higher exemption permits and providing an hour free with a ticket purchased both had limited effect. Many people would continue as they do now, and a number would come into town for longer and more often.

Respondents were asked if parking charges were extended across Dorset Council car parks for all Blue Badge holders, how would this affect where they parked.

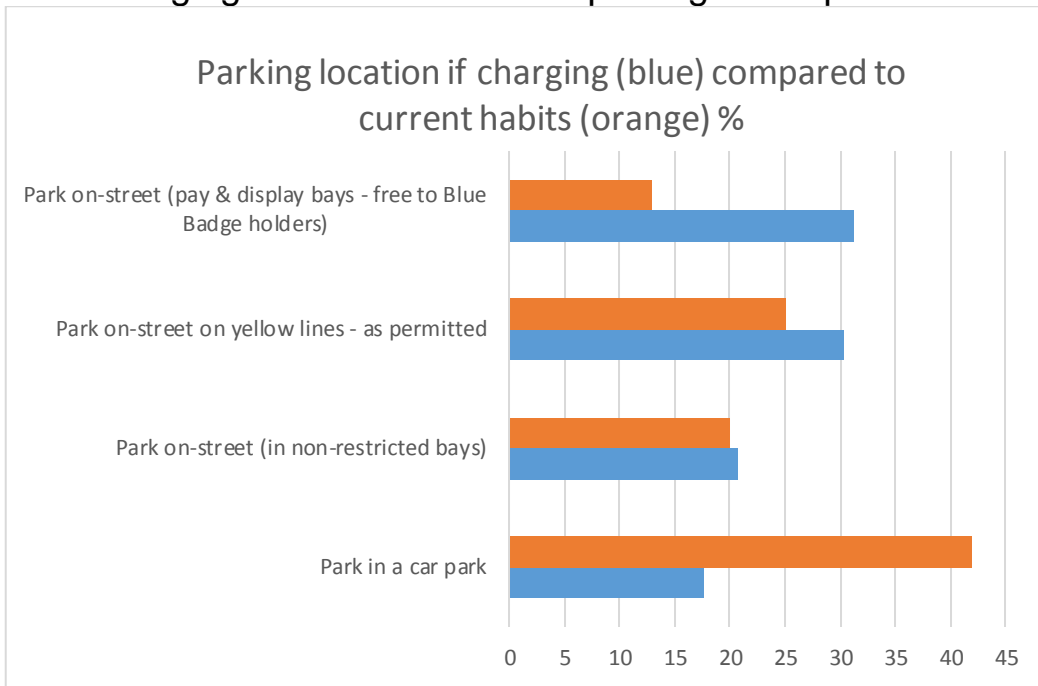
Parking location (could choose multiples)	responses
Park on-street (pay & display bays - free to Blue Badge holders)	943
Park on-street on yellow lines - as permitted	915
Park on-street (in non-restricted bays)	626
Park in a car park	531



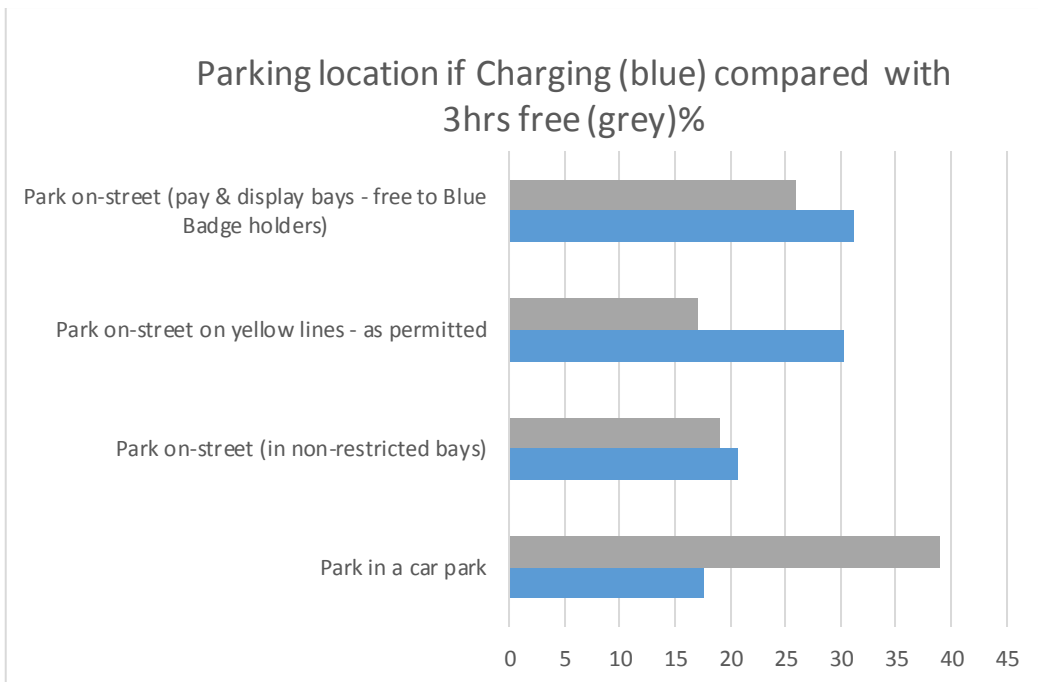
- As the table and chart shows if charging was applied across the area there would be a shift away from normal use, where Blue

Badge holders mainly parked in car parks, to on street parking.

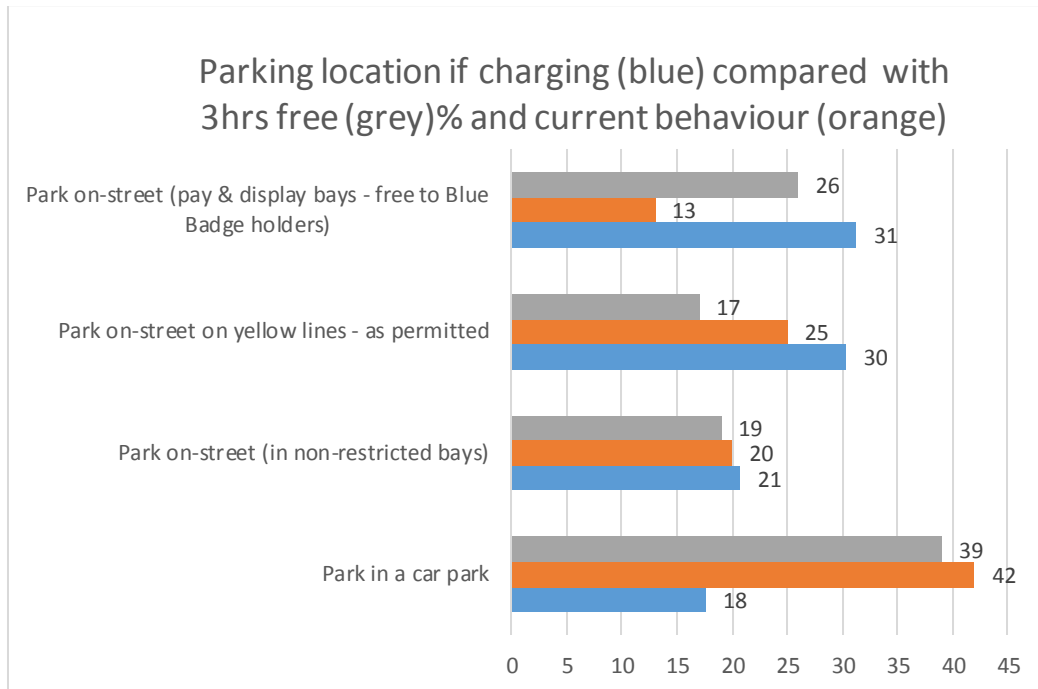
- All on-street parking methods increased for Blue Badge holders with charging at the same time as parking in car parks fell.



Respondents were then asked if car parking was free for 3 hours across Dorset Council car parks for all Blue Badge where they choose to park.



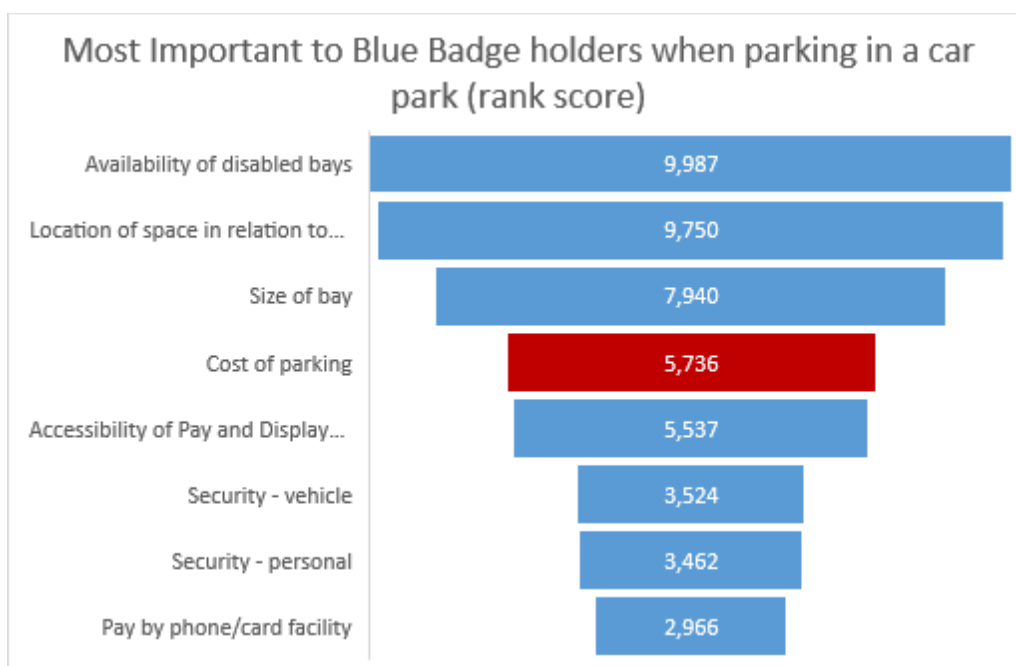
- So, comparing the option of full charging to 3hrs free parking in car parks, you now find car park use is high. On street parking (in free bays), on street (pay and display), and parking on yellow lines all reduce. The reduction in yellow line parking is the most noticeable.



- The chart above compares parking location as suggested by respondents depending what parking regime is in place
 - Current behaviour is shown in orange
 - The situation when parking is charged for is shown in blue
 - The situation when 3 hours free blue badge parking is offered shown in grey
 - It is clear that introducing full charging would reduce car park use.
 - Introducing 3 hours free would have a limited impact on car parking in car parks
-
- The table overpage shows the scores from the question about what was most important to a Blue Badge holder when parking in a car park
 - The top three items all relate to the space itself: availability, location in relation to facilities and the size of the space

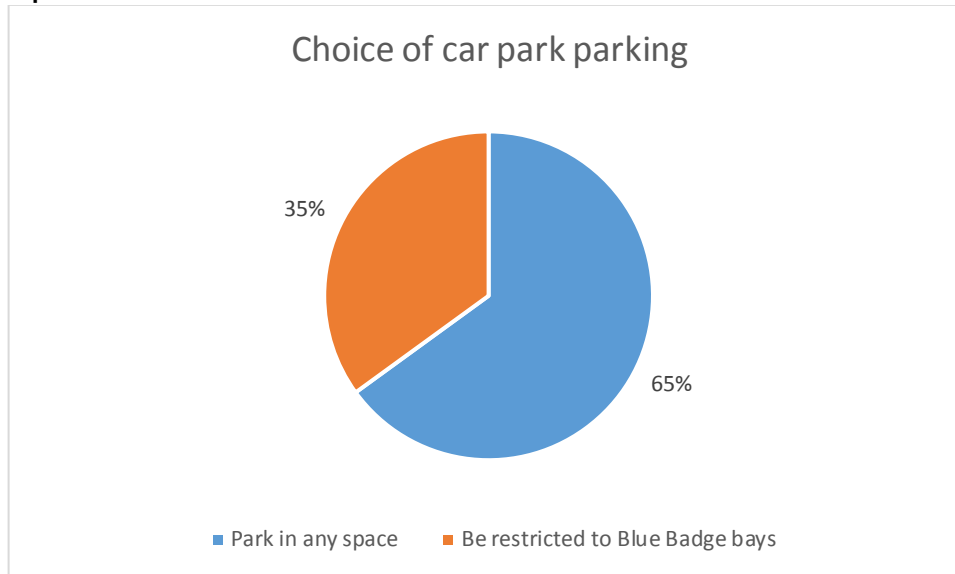
Most Important to Blue Badge holders when parking in a car park	score
Availability of disabled bays	9,987
Location of space in relation to local facilities	9,750
Size of bay	7,940
Cost of parking	5,736
Accessibility of Pay and Display machines	5,537
Security - vehicle	3,524
Security - personal	3,462
Pay by phone/card facility	2,966

- The cost of parking wasn't one of the most important issues



- When asked would you prefer to be able to park in any bay in a Dorset Council car park using your Blue Badge rather than be restricted to Blue Badge bays there was clear support to be able

to park anywhere in the car park, with 65% supporting that option.



- 1,111 people explained why they chose either to use a disabled bay or would rather have the option to park elsewhere in the car park. Many of those who chose to be restricted to disabled bays did so because they needed the extra access that those spaces normally brought. A typical comment was "I need a wider bay in order to open my door wide enough to get out of my car and also to get my wheelchair out of the car."
- However, many respondents felt they didn't need the extra space the disabled space gave and would be happy to use any space, as often they could get closer to their destination. Also, some end spaces gave them the necessary space they needed to access their vehicle. The shortage of disabled bays was a regular theme throughout the responses. A typical comment was "There are very few disabled spaces in most car parks so it's hard to guarantee a space which is stressful when with a disabled person".
- There were 581 further comments. These covered a very wide range of issues affecting blue badge holders, often re-iterating views already expressed. The comments demonstrate the range of issues faced with many asking for whatever scheme is proposed to ensure it brought fairness, clarity and simplicity.

Diversity Data - Key points

Age

- 55% of respondents aged 65+
- 38% aged 35-64
- 4% aged under 35

Gender

- 40% male
- 57% female

Disability

- 68% with a disability – most with a physical disability and/or long standing illness
- Even a third of all drivers/carers had a disability themselves.

Ethnicity

- 93% white British

Religion

- 57% Christian
- 28% no religion

Equalities Impact Assessment

Equality Impact Assessment (EqIA)

Before completing this EqIA please ensure you have read the guidance on the intranet.

Initial Information

Name:	Paul Hutton Elizabeth Murray
Job Title:	Service Manager for Parking Strategic Parking Projects Manager
Email address:	p.hutton@dorsetcouncil.gov.uk Elizabeth.murray@dorsetcouncil.gov.uk
Members of the assessment team:	Paul Hutton, Elizabeth Murray
Date assessment started:	21/09/2021
Date of completion:	
Version Number:	Final

Part 1: Background Information

Is this (please tick or expand the box to explain)

Existing	
Changing, updating or revision	/
New or proposed	
Other	

Is this (please tick or expand the box to explain)

Internal (employees only)	
External (residents, communities, partners)	
Both of the above	/

What is the name of your policy, strategy, project or service being assessed?

Blue Badge car park charging scheme

What is the policy, strategy, project or service designed to do? (Include the aims, purpose and intended outcomes of the policy)

The outcome of this project is to deliver greater consistency for our customers from aligned charging across the Dorset Council car park estate.

The scope of the project is as follows:

- Review of the current Blue Badge offers in each car park location in Dorset Council
- Public engagement to determine what Blue Badge holders need/want
- Option report for the highway's director, portfolio holder and lead members
- Implementation of the new scheme, including public communications

What is the background or context to the proposal?

Since the formation of Dorset Council, aligning parking charges has been a key priority to bring consistency across the former council areas. Two projects have been run to align charges in car parks, on-street and car park permits, it is now necessary to complete the same process for Blue Badge holders.

Currently, the offer for Blue Badge holders when paying for parking in car parks is different depending on the location that is visited as the previous Councils' offers are still in place. The objective is to have one pan-Dorset Council offer and the expected outcome is to have an offer that is easy to understand and consistent across Dorset Council. The portfolio holder, Cllr Ray Bryan, has requested this review and implementation.

Public consultation on what is required for Blue Badge holders is being undertaken. The final proposal will be shared with Members, Town and Parish Councils, Disability Action Groups, Chambers of Commerce and BIDs for their review and feedback.

Part 2: Gathering information

What sources of data, information, evidence and research was used to inform you about the people your proposal will have an impact on?

This project engaged with the public through a survey. The purpose of this was to get a view on what Blue Badge holders feel is needed and is fair. It also provides data and evidence on the potential impact of changes to charging.

Discussion groups were held with Blue Badge holders to review the proposed policy, to gain feedback on the policies fairness and effectiveness.

What did this data, information, evidence and research tell you?

The survey received 1,513 responses. The largest number of respondents were Blue Badge holders or people responding on behalf of Blue Badge holders (71%). A further 20% were drivers/carers of Blue Badge holders, and two disability organisations responded.

Respondents were asked to rank four options in preference, as well as submit their own ideas for consideration. The highest-ranking option was for three-hours of free parking with 35%, followed by one-hours free parking when a pay & display ticket is purchased (25%). Free parking for higher exemption Blue Badge holders was also a popular option (20%). The full survey report can be seen on the Dorset Council consultation page.

Feedback from the discussion groups proved that the proposed policy is generally considered to be fair and does meet the needs of Blue Badge holders. There was a suggestion to change the name and the eligibility criteria for the 'Restricted Mobility Parking Permit', this was altered for the final proposal sent out to stakeholders for comment.

Is further information needed to help inform this proposal?

No

Part 3: Engagement and Consultation

What engagement or consultation has taken place as part of this proposal?

Engagement has taken place with the following groups:

Blue badge holders

Carers/representatives of Blue Badge holders

Disability Access Groups and other charities/support agencies

Towns and Parish Councils

Local Business Improvement Districts (BIDs)

Chambers of Commerce

How will the outcome of consultation be fed back to those who you consulted with?

The survey results will be published on the Dorset Council website. Advice will be sort from the Communications Team as to whether the results should also be shared with the local media. The final proposal will be presented to Place and Resources Overview and Cabinet.

Please refer to the Equality Impact Assessment Guidance before completing this section.

Not every proposal will require an EqIA. If you decide that your proposal does **not** require an EqIA, it is important to show that you have given this adequate consideration. The data and research that you have used to inform you about the people who will be affected by the policy should enable you to make this decision and whether you need to continue with the EqIA.

Please tick the appropriate option:

An EqIA is required (please continue to Part 4 of this document)	Yes
An EqIA is not required (please complete the box below)	

This policy, strategy, project or service does not require an EqIA because:

Name: Elizabeth Murray Job Title: Strategic Parking Project Manager

Date: 21/09/2021

Please send a copy of this document to [Diversity & Inclusion Officer](#)

Next Steps:

- The EqIA will be reviewed by Business Intelligence & Communications and if in agreement, your EqIA will be signed off.
- If not, we will get in touch to chat further about the EqIA, to get a better understanding.

Part 4: Analysing the impact

Who does the service, strategy, policy, project or change impact?

- If your strategy, policy, project or service contains options you may wish to consider providing an assessment for each option. Please cut and paste the template accordingly.

For each protected characteristic please choose from the following options:

- Please note in some cases more than one impact may apply – in this case please state all relevant options and explain in the ‘Please provide details’ box.

Positive Impact	<ul style="list-style-type: none"> • the proposal eliminates discrimination, advances equality of opportunity and/or fosters good relations with protected groups.
Negative Impact	<ul style="list-style-type: none"> • Protected characteristic group(s) could be disadvantaged or discriminated against
Neutral Impact	<ul style="list-style-type: none"> • No change/ no assessed significant impact of protected characteristic groups
Unclear	<ul style="list-style-type: none"> • Not enough data/evidence has been collected to make an informed decision.

Age:	<i>Unclear</i>
Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. Due to introducing the Restricted Mobility Parking Permit, those in most need will be able to park without charge.

Disability: (including physical, mental, sensory and progressive conditions)	<i>Neutral Impact</i>
Please provide details:	There are currently over 22,000 active Blue Badge holders in the Dorset Council area and 1507 have the high-level exemption permit which gives free parking. Due to introducing the Restricted Mobility Parking Permit, those in most need will be able to park without charge.

Gender Reassignment & Gender Identity:	<i>Neutral Impact</i>
Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. The changes will affect all Blue Badge holders who use Dorset Council car parks. We do not anticipate at this stage; the proposals will have any impact on this protected characteristic group.

Pregnancy and maternity:	<i>Neutral Impact</i>
Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. The changes will affect all Blue Badge holders who use Dorset Council car parks. We do not anticipate at this stage; the proposals will have any impact on this protected characteristic group.

Race and Ethnicity:	<i>Neutral Impact</i>
Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. The changes will affect all Blue Badge holders who use Dorset Council car parks. We do not anticipate at this stage; the proposals will have any impact on this protected characteristic group.

Religion or belief:	<i>Neutral Impact</i>
Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. The changes will affect all Blue Badge holders who use Dorset Council car parks. We do not anticipate at this stage; the proposals will have any impact on this protected characteristic group.

Sexual orientation:	<i>Neutral Impact</i>
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Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. The changes will affect all Blue Badge holders who use Dorset Council car parks. We do not anticipate at this stage; the proposals will have any impact on this protected characteristic group.
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Sex (consider both men and women):	<i>Unclear</i>
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Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. Depending on the outcome of the policy change there could be a negative impact on those who are currently able to park for free.
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Marriage or civil partnership:	<i>Neutral Impact</i>
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Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. The changes will affect all Blue Badge holders who use Dorset Council car parks. We do not anticipate at this stage; the proposals will have any impact on this protected characteristic group.
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Carers:	<i>Neutral Impact</i>
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Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. The changes will affect all Blue Badge holders who use Dorset Council car parks. We do not anticipate at this stage; the proposals will have any impact on this protected characteristic group.
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Rural isolation:	<i>Neutral Impact</i>
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Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. The changes will affect all Blue Badge holders who use Dorset Council car parks.
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	We do not anticipate at this stage; the proposals will have any impact on this protected characteristic group.
Single parent families:	<i>Unclear</i>
Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. Due to introducing the Restricted Mobility Parking Permit, those in most need will be able to park without charge.
Social & economic deprivation:	<i>Unclear</i>
Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. Due to introducing the Restricted Mobility Parking Permit, those in most need will be able to park without charge.
Armed Forces communities	<i>Neutral Impact</i>
Please provide details:	There is no data held on the number of Blue Badge users who fall into this protected category, so we cannot establish the scale of this impact. The changes will affect all Blue Badge holders who use Dorset Council car parks. We do not anticipate at this stage; the proposals will have any impact on this protected characteristic group.

Part 5: Action Plan

Provide actions for **positive**, **negative** and **unclear** impacts.

If you have identified any **negative** or **unclear** impacts, describe what adjustments will be made to remove or reduce the impacts, or if this is not possible provide justification for continuing with the proposal.

Issue	Action to be taken	Person(s) responsible	Date to be completed by
The demographics of DC Blue Badge holders, including the number with a high-level exemption permit.	Investigate whether this information can be gathered from the Blue Badge team or another source.	Elizabeth Murray	January 2022

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EqIA Sign Off

Officer completing this EqIA:	Elizabeth Murray	Date:	12 January 2022
Equality Lead:	Rebecca Forester, Bridget Downton	Date:	12 January 2022

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Place and Resources Overview Committee 10 February 2022 QE Leisure Centre Future Management For Recommendation to Cabinet

Portfolio Holder: Cllr L Miller, Customer and Community Services

Local Councillor(s):

Executive Director: J Sellgren, Executive Director of Place

Report Author: Paul Rutter

Title: Service Manager for Leisure Services

Tel: 01202 795338

Email: paul.rutter@dorsetcouncil.gov.uk

Report Status: Public

Recommendation:

Place and Resources Overview Committee is asked to recommend to Cabinet:

1. That the Executive Director of Place is instructed to write to Queen Elizabeth School Foundation Trustees to give formal notice to withdraw from the dual use management agreement on the 31.3.24.
2. That officers continue to engage with the school during this transitional period and work with them to approach the Education and Skills Funding Agency to apply for exceptional circumstances funding in recognition of the change in contractual arrangements.
3. That officers work alongside Queen Elizabeth School in identifying ways to maximise the availability of leisure facilities for school and community use and provide advice to any displaced users who may need assistance in identifying opportunities to maintain their activity levels.
4. That a bid for one off capital funding (up to a max of £150,000) should be included in Dorset Councils 2023/24 capital budget process. If successful, this funding would be Dorset Council's contribution towards the replacement of the All-Weather Pitch.

Reason for Recommendation:

The existing dual use agreement permits the Council to give Queen Elizabeth School Foundation Trustees a 2-year notice to withdraw from managing the leisure centre.

There is a good level of alternative provision within the locality with seven public leisure facilities within a 20 min drive time of Queen Elizabeth Leisure Centre (QELC), three of which are owned by Dorset Council. Similarly, there are several large private and budget leisure clubs within a 10-mile radius.

A decision to withdraw would enable the Council to make a revenue saving of around £550,000 per annum.

The leisure centre is owned by the Foundation Trustees and any decisions around the future operation of the site would be for them as the land and property owner. The Council would be keen to support them during this transitional period with applications for exceptional factor funding as well as identifying ways to maximise school and community use of the facilities.

The all-weather pitch is a vital facility and one-off funding (up to £150k) could enable this to be replaced during 2023/24, benefitting both Queen Elizabeth School (QES) and the community. This would also allow QES to generate enough income to create a sinking fund for any future replacement.

1. Executive Summary

Dorset Council is currently subsidising the leisure centre facilities at Queen Elizabeth Leisure Centre (QELC) by around £550,000 pa, and this equates to 33.3% of the overall leisure centres budget. This is far higher than any of the leisure centres owned by the Council; and raises the question whether this provides best value for money. In 2019, future capital costs at QELC were estimated at £4.7m over the next 25 years, with the Council required to contribute £2.83m (60%) towards this.

The existing dual use agreement permits the Council to give Queen Elizabeth School Foundation Trustees a 2-year notice to withdraw from managing the leisure centre.

The leisure centre is owned by the Foundation Trustees and any decisions around the future operation of the site would be for them as the land and property owner. The school (QES) has previously indicated that it may be able to provide school and community use of its sports halls, tennis/netball courts and athletic facilities, and may be able to replace the all-weather pitch if they were to receive additional financial support.

There were 1799 responses to the consultation enabling the Council to consider the potential impact on users, clubs, and staff. Several key responses and impacts were highlighted and feedback to these are covered in the main body of the report.

Whilst QES have raised concerns of being able to maintain the swimming pool at QELC, Wimborne Multi Academy Trust already operate a pool at St Michaels Middle School in Colehill without any additional funding from Education and Skills Funding Agency (ESFA), and so there may be an opportunity to replicate this operating model.

The all-weather pitch is a vital facility and one-off funding (up to £150k) could enable this to be replaced during 2023/24, benefitting both QES and the community. This would also allow QES to generate enough income to create a sinking fund for any future replacement.

If the joint use agreement were to cease, then it fundamentally changes the exceptional circumstances historically agreed with the ESFA. As a result, to secure any funding through this route, the school would need to work with the Council to approach ESFA to apply for exceptional circumstances funding in recognition of the change in contractual arrangements.

It may be possible to transfer some staff to other leisure sites that the Council directly manages, and any redundant staff would be subject to the Council's redundancy process. A 2-year lead in time will provide an opportunity to identify ways to mitigate the impact on existing staff and minimise the costs of any redundancies.

2. Financial Implications

There is the potential to reduce the Council's revenue budget by circa. £550,000 pa were the Council to withdraw from the management agreement at QELC.

Condition surveys have identified estimated capital works of £952,000 that will need to be completed by 31/03/24. Dorset Council's contribution will be £571,200 (60%). With project management, a 10% contingency budget and consultancy fees the total cost is £730,567. The council are legally required to leave the facilities in a good condition and complete these capital works prior to exit. A capital bid has been made for these works and this will be considered separately by Cabinet and Full Council.

Capital funding (up to £150k) could enable the all-weather pitch to be replaced, benefitting both QES and the community. This would allow QES to generate enough income to create a sinking fund for any future replacement. The bid for funding will be included in Dorset Councils 2023/24 budget setting process.

The staff at the leisure centre are employed by the Council so the TUPE regulations will apply if the service is transferred to another employer.

It may be possible to transfer some staff to other leisure sites that the Council directly manages, and any redundant staff would be subject to the Council's redundancy process. A 2-year lead in time will provide an opportunity to identify ways to mitigate the impact on existing staff and minimise the costs of any redundancies.

3. Well-being and Health Implications

As reflected by the Government and Sport England strategies and recognised by local authorities and Public Health England for some time, 'sport' is no longer delivered solely for 'sport's' sake. Increasing participation in sport and physical activity and reducing levels of inactivity are key to both local and national Government achieving outcomes in public health (physical and mental), adult social care and education.

This is further reflected in the Council Plan, where a key priority is to help create strong, healthy communities. The council's aims are to support communities to be active, to increase people's healthy life expectancy and reduce differences between areas. Leisure facilities play a significant role in providing opportunities for all ages to lead a more physically active lifestyle.

The Council currently provides a good range of leisure facilities across the East Dorset area, and this is further enhanced by an additional 5 public leisure facilities within a 20 min drive time of QELC.

4. Climate implications

Having declared a climate emergency, Dorset Council is committed to reducing its carbon footprint by developing energy efficiency and renewable energy projects in council buildings. Leisure centres owned by the council are large buildings with high energy consumption.

Any future investment in existing leisure buildings, or decisions around future uses and viability of buildings, will need to take account of the ability of the building to incorporate low carbon technologies such as LED lighting, efficient pool ventilation, solar PV, biomass heating or air/ground source heat pumps etc.

The Council has recently received funding from the Public Sector Decarbonisation Scheme and is currently looking at the option to upgrade lighting to LED and install solar panels at QELC.

5. Other implications

None

6. Risk Assessment

Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: Medium

Residual Risk: Medium

7. Equalities Impact Assessment

It is difficult at this stage to consider the full impact of the Council withdrawing from its management role, as the leisure centre is owned by Queen Elizabeth School Foundation Trustees and any decisions around the future operation of the site would be for them as the land and property owner.

QES has previously indicated that it may be able to provide school and community use of its sports halls, tennis courts and athletic facilities, however it has been suggested that the school may be unable to operate a swimming pool or replace the all-weather pitch in the future without additional financial support. There are also 7 public leisure facilities within a 20 min drive time of QELC, three of which are owned by Dorset Council.

No changes would take effect prior to April 2024 and this gives time for the Council to work with the school to identify future impacts and look for ways to mitigate against these. Appendix 1 provides an overview of the current assessment, but this would be reviewed and updated as decisions are made, and more information becomes available.

8. Appendices

Appendix 1 – Equalities Impact Assessment

Appendix 2 - Consultation Response Report

9. Background Papers

<https://www.dorsetcouncil.gov.uk/documents/35024/282089/QE+Appendix+3+The+future+role+of+Dorset+Council+in+Queen+Elizabeth+Leisure+Centre+-+comments.pdf/c71c1141-b78c-2cb4-440a-32e6de4360dc?t=1643208048100>

10. Background

10.1 As stated in the summary above the land and leisure centre at QELC are under the ownership of the Queen Elizabeth School Foundation Trustees,

with QES managed under the umbrella of Wimborne Multi Academy Trust (WAT). Dorset Council, who currently manage the leisure facilities on the school site, have the option to give a 2-year notice to withdraw from the dual use management agreement.

- 10.2 The Council's revenue costs at QELC are circa. £550,000 pa, however this is not unexpected given the number of public leisure facilities within a 20 min drive time of QELC, three of which are owned by Dorset Council. In addition to the public facilities, there are several large private and budget leisure clubs within a 10-mile radius and this high level of competition continues to have a negative impact on the centre's trading. The BH Live leisure centre in Corfe Mullen has had a detrimental impact on usage numbers and income at a time when costs continue to rise.
- 10.3 In 2019, future capital costs at the centre were estimated at £4.7m over the next 25 years, with the Council required to contribute £2.83m (60%) towards this.
- 10.4 At the 6 April 2020 Cabinet meeting, members agreed to undertake a public consultation to consider the implications of the Council withdrawing from the dual use management agreement.

11. Consultation Process

- 11.1 The aim of the consultation was to enable the Council to fully understand the future impact on users, clubs, and staff should they decide to no longer manage the leisure centre.
- 11.2. QES was given the opportunity to provide feedback prior to the consultation questionnaire being finalised. It was agreed to include a detailed introduction at the start of the questionnaire to explain the complexities around the management arrangements as well as a number of questions and answers to help provide further clarity.
- 11.3 It should be noted that on some of the question's respondents were able to provide multiple responses and therefore some totals have exceeded 100%.
- 11.4 The consultation period ran from 10th September 2021 to 7th November 2021. The consultation was well publicised throughout the duration and involved an online and paper consultation survey

12. Consultation responses

- 12.1 Overall, 1799 responses were received. The highest number of responses (64.6%) were received from users of the leisure centre. In addition to this

22.1% were also/either a parent/carer (19%) or pupil of the QE school (3.1%), 17% were residents but non- users, 3.4% were organisations or clubs, and 12.7% reported being members of a club that uses the centre.

- 12.2 Representation was also made by organisations such as Active Dorset, Wimborne Minster Town Council, Pamphill Parish Council, England Netball, and user groups such as Wimborne Wayfarers Hockey Club, Wimborne Athletics Club, Wimborne Wagtails, Poole Netball League and the Wimborne Manta Rays Swimming Club. In addition to this there were two petitions submitted with one of them exceeding 300 signatures.
- 12.3 The response details are set out in Appendix 2 - Consultation Response Report and the individual comments given in response to the narrative questions are set out in Appendix 3 which can be accessed via the link at Section 9. The Executive Summary on pages 5 and 6 provides a clear overview of the feedback received.

13. Consideration of the key responses and impacts

- 13.1 There was overwhelming support for the continuation of the existing operating model which would result in no change and no impact to residents, QES and those that use QELC.
- 13.2 The consultation is only one part of the decision process, but in terms of outcomes, the Council was keen to fully understand the future impact on users, clubs, and staff if they decided to withdraw from managing the leisure centre and if necessary, consider what could be done to mitigate this.
- 13.3 The response rate for this consultation was good and it is positive that so many have taken the time to contribute and share their thoughts and feedback. Appendix 2 and 3 provide all the information received through the consultation and whilst it is not possible to provide a response to every comment, each response has made a valuable contribution and has been considered as part of the overall evaluation.
- 13.4 As previously mentioned, it is difficult to fully understand the implications of the Council not managing the leisure centre, given that it would be for QES to decide how the facilities are operated in the future. However, it is likely that many of the facilities will still be available for school use as well as community groups and this needs to be considered alongside the feedback provided in 13.5 – 13.15.

13.5 Housing

There was a high number of responses (269) that highlighted the need for local leisure facilities to support housing growth in Wimborne. There are currently three large housing developments around Wimborne which will

bring about 757 new dwellings. Whilst it is recognised that some of these future residents could become users of QELC they are unlikely to have much impact on reducing the overall subsidy and in terms of available leisure provision there are several alternative facilities close by.

13.6 Travel

A key barrier to going to other sites was that of increased travel and congestion and the environmental impact this would have. Others raised issues such as practical reasons or convenience e.g., travel time and impact, other commitments, parking, prefer to walk etc. The responses do however show that 83% of users currently travel to QELC by car and whilst the travel distance to other local centres may be a little more this is no different to many other areas across Dorset.

13.7 QE School

Concerns were raised about the potential impact on the QES children. The school would still be able to apply for funding from ESFA for any exceptional factors that would apply, and they have already indicated that they would still be able to operate the sports hall, tennis/netball courts, athletic facilities as well as the sports pitches that are not within the dual use agreement.

Whilst QES have raised concerns of being able to maintain the swimming pool at QELC, WAT already operate a pool at St Michaels Middle School in Colehill without any additional funding from ESFA, and so there may be an opportunity to replicate this operating model.

13.8 Health and Wellbeing

The value of health and wellbeing is understandably raised by many respondents as an important factor and given that the Council operates 3 other leisure facilities in the East Dorset area as well as 2 country parks, there is clear evidence that it is supporting the community to be physically active. Many other areas of Dorset are less fortunate and don't have access to the same level of leisure facilities and so equity of provision needs to be a wider consideration.

13.9 Use of other leisure facilities

The consultation has clearly highlighted the strong sense of place and loyalty that users have with many emphasising the value and quality of facilities on offer at QELC. It is therefore to be expected that many users will not have had a need to look at alternative centres. Of those responding however, 51.1% have indicated that they use or have used other local sports facilities by selecting one or more other sites.

13.10 Future activity levels

It is clear from the feedback and responses that although the question was based on QELC not continuing as it is now, many of responses were clearly provided with the thinking that facilities would not be available. Overall, a loss of provision would mostly reduce (57.4%), as opposed to cease (24.0%) sporting/fitness activities engaged with by individual users and 19.4% would look to use other facilities in the local area.

As previously stated, if some facilities are available and alternative provision was identified then this would mitigate a significant part of any identified impact.

13.11 Swimming

The most popular activity at QELC is swimming with 860 respondents saying they use the pool and 85.4% of disabled users who visit the centre use the pool. Wimborne Wagtails which is a swimming group for the disabled, has been based at the centre for many years and they have understandably raised concerns about their ability to continue if the pool at QELC was unavailable. There is also a newly established swim club that utilises the pool and several GP referral specific aqua therapy classes. The centre also provides a learn to swim programme for children.

QES have raised concerns around their ability to financially maintain a swimming pool, although as previously mentioned WAT does already do this at one of their other schools; opening it up to community groups and several external swim schools who deliver learn to swim programmes.

Some of the condition works funding would be allocated to swimming pool facility improvements, ensuring that it is left in a good useable condition.

There are several public pools in the local area most of which provide disability specific equipment and changing facilities, and many provide specific sessions for disabled swimmers. Most local facilities provide GP referral programmes and aqua classes and would no doubt be keen to welcome individuals or larger groups.

13.12 Hockey

There is unquestionably a lack of all-weather hockey pitches in the local area with most new artificial pitches primarily catering for football. Wimborne will soon have two new 3G pitches funded from housing developer contributions. Concerns raised by the hockey users and club members around alternative provision are valid. The school also fully utilise this pitch as it is a fundamental part of their sporting facilities.

However, the pitch is coming to the end of its useable life and the school have highlighted that they would not have the funds to replace it. Whilst this does not fall within the condition survey works identified prior to 2024, the Council could look to provide transformational funding (60% of costs) to ensure the continuity of this facility. The income generated from community use would allow the school to build a sinking fund so it could replace the hockey pitch when required in future years.

13.13 Netball

Responses were received from England Netball, the league organisers, local clubs, and players all highlighting the concern around a lack of alternative provision. The income from community netball is around £18k pa. and this would be an invaluable source of income to the school who have previously indicated that they would continue to maintain these facilities for school use.

13.14 Climbing

A few local dual use leisure centres have in the past operated climbing walls, although many of these have been decommissioned. There are other local climbing centres although these offer bouldering facilities as opposed to rope climbing. Whilst the school would look to retain the sports hall it is unlikely that they would want to have the responsibility of maintaining a climbing wall.

13.15 Athletics

The athletics facilities are used by the school and the local athletics club. The annual maintenance costs of this are relatively low and could be covered by the £8k pa. income received by the athletics club. This would enable continued use by the school and club.

14. Condition survey works

Condition surveys have identified estimated capital works of £952,000 that will need to be completed by 31/03/24. Dorset Council's contribution will be £571,200 (60%). With project management, a 10% contingency budget and consultancy fees the total cost is £730,567. The council are legally required to leave the facilities in a good condition and complete these capital works prior to exit. A capital bid has been made for these works and this will be considered separately by Cabinet and Full Council.

Most of the schedule relates to mechanical and engineering works and electrical and roofing replacements, so there will still be a requirement to carry out these works irrespective of how the site is operated in the future.

15. Exceptional Factor Funding

QES is currently in receipt of Exceptional Factor Funding from the Education and Skills Funding Agency (ESFA). This is for exceptional circumstances relating to school premises. For example, these may be for rents or in QES's case, for joint-use sports facilities. For 21/22 QES received £279,500 in funding from the ESFA to support the revenue and capital costs at the leisure centre. If the school were to operate the facilities without full community access, then this would effectively end the joint use agreement.

If this were to happen, it fundamentally changes the exceptional circumstances historically agreed with the ESFA. As a result, to secure any funding through this route, the school would need to work with the Council to approach ESFA to apply for exceptional circumstances funding in recognition of the change in contractual arrangements. The Council would only be able to support this if there was a clear rationale and justification for this funding application. The final decision would rest with the ESFA. Each application is considered on its own merits and it should not be assumed that a future application would be successful just because it falls into one of the categories for exceptional circumstances funding.

It is also worth noting that school funding is largely determined through the National Funding Formula (NFF) which forms the basis for the funding guide produced by ESFA. This currently is a 'soft' NFF. This means that most of the formula that determines school funding is determined at a national level with some flexibility, albeit limited, to change things at a local level. This is about to change.

The DfE has made it clear that it intends to move towards a 'hard' national funding formula, and this will happen over the next couple of years. This will remove all local changes to the formula and the criteria for exceptional funding are likely to be determined nationally. The implications regarding joint use funding are likely to be significant. By April 2024, the hard NFF is likely to be fully implemented. Whether or not QE, along with all other Dorset schools, will be entitled to this funding is likely to be determined nationally at this time.

16. Staff Implications

The staff at the leisure centre are employees of the Council. The TUPE regulations will apply to service changes and staff and unions will be consulted as required.

If not retained by QES some staff may transfer to other leisure sites that the Council directly manages. Any remaining staff would be subject to the Council's redundancy process, at the Council's cost.

However, with a potential 2-year lead in time, there should be an opportunity to identify ways to mitigate any adverse impact on existing staff.

Footnote:

Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

Equality Impact Assessment (EqIA) Template

Before completing the EQIA please have a look at the [Dorset Council style guide](#) and also use the [accessibility checker](#) to make sure your document is easy for people of all abilities to read.

Use the [Hemingwayapp](#) to check the readability of your document, to do this, click the edit button on the top right of the hemminwayapp screen, paste your text and the app will highlight if there are any problem areas.

Some key tips

- avoid tables and charts, if possible please provide raw data
- avoid pictures and maps if possible.
- avoid using bold, italics or colour to highlight or stress a point
- when using numbering or bullet points avoid using capitals at the beginning unless the name of something
- date format is dd month yyyy (1 June 2021)
- use clear and simple language
- where you need to use technical terms, abbreviations or acronyms, explain what they mean the first time you use them
- if using hyperlinks, make sure the link text describes where the link goes rather than 'click here' Please note equality impact assessments are published on the Dorset Council [website](#)

Before completing this form, please refer to the [supporting guidance](#). The aim of an Equality Impact Assessment (EqIA) is to consider the equality implications of your policy, strategy, project or service on different groups of people including employees of Dorset Council, residents and users of our services and to consider if there are ways to proactively advance equality.

Where further guidance is needed, please contact the Inclusion Champion or the [Diversity & Inclusion Officer](#).

1. Initial information

Name of the policy, project, strategy, project or service being assessed:

[The future role of Dorset Council in Queen Elizabeth Leisure Centre](#)

2. Is this a (please delete those not required):

[Review of a service](#)

3. Is this (please delete those not required):

External

4. Please provide a brief overview of its aims and objectives:

Queen Elizabeth Leisure Centre in Wimborne, Dorset is owned by the Queen Elizabeth School Foundation Trustees. The leisure facilities are managed by Dorset Council under a Dual Use Management Agreement. This agreement enables both the school and community to have access to the facilities at set times. Queen Elizabeth School receives funding from the Education and Skills Funding Agency for their use of the facilities and the community usage is funded by Dorset Council. The Council has the right under the agreement, to give 2 years notice to withdraw from the management agreement.

The aim of the public consultation was to enable the Council to fully understand the future impact on users, clubs, and staff should they decide to withdraw from managing the Queen Elizabeth Leisure Centre.

5. Please provide the background to this proposal?

As part of its wider Leisure Review, Dorset Council is committed to help create strong, healthy communities. The council's aims are to support communities to be active, to increase people's healthy life expectancy and reduce health inequalities between areas. Leisure facilities will play a significant role in providing opportunities for all ages to lead a more physically active lifestyle, alongside the council's greenspaces, Rights of Way, country parks and outdoor education centres.

The leisure centre at Queen Elizabeth School is not under the ownership of Dorset Council, however through the dual use agreement, the Council manages the site and has an ongoing joint liability for both revenue costs and capital investment.

Dorset Council's Leisure Services is currently subsidising the leisure centre at Queen Elizabeth School by around £550,000 per annum, and this is far higher than any of the leisure centres owned by the Council. Dorset Council owns and funds 8 leisure facilities across the council area; providing an overall subsidy of approximately £1.7m per annum. The funding at Queen Elizabeth Leisure Centre equates to 33.3% of the council's total leisure centres budget and raises the question as to whether this provides value for money.

There are a high number of public leisure facilities within a 20-minute drive time of Queen Elizabeth Leisure Centre, three of which are owned by Dorset Council (see map on the next page). Similarly, there are several large private and budget leisure clubs within a 10-mile radius; and this high level of competition continues to have a negative impact on the centre's usage figures and trading. The BH Live leisure centre in Corfe Mullen has attracted a high number of local users who are able to have full access to facilities without the restrictions of a school having priority use.

Under the contract, Dorset Council has the right to give written notice to Queen Elizabeth School Foundation Trustees to withdraw from the management agreement. There is a requirement to give at least two years notice. If this were to happen then Queen Elizabeth School have confirmed that they would not be able to operate a full leisure offer due to financial constraints.

The school currently receives exceptional factor funding from the Education and Skills Funding Agency, as a result of the centre being opened fully for community leisure use. Given that Queen Elizabeth School would not have the funds to operate a dual use leisure provision, it would no longer be eligible for circa £279,500 annual payment from the Education and Skills Funding Agency. This would not only impact the school's ability to provide community access but would also reduce the leisure facilities available for school use.

The school continue to make the case that they would still be left with exceptional premises and that the funding should continue. However, school funding is bound by the regulations from the Educational Skills Funding Agency.

Evidence gathering and engagement

6. What sources of data, evidence or research has been used for this assessment? (e.g national statistics, employee data):

Public and staff consultation

Stat maps (postcode analysis)

Medium Financial Strategy

Play pitch Strategy

Governing Bodies (England Hockey, Swim England)

Dorset Council Corporate Plan

7. What did this tell you?

The consultation told us the main activities undertaken at QE Leisure Centre by individual users are swimming, exercise classes, court or astro pitch sports and climbing. 38% said they use the centre weekly, with a further third several times a week. 82.8% travel by car and 10.4% walk. Respondents choose QE as it is close to where they live (74.9%) and has good facilities (68.0%); these are factors they also value highly in a leisure centre. Some are members of a club that is based at QE and commented on the unique facilities there (e.g. climbing, swimming apparatus). While many commented that there were no disadvantages to using QE, those who did highlight concerns referred to small gym/studio spaces and poor maintenance of equipment and the outdoor space. Reference was also made to limitations due to dual use with the school.

When asked what other local sports facilities you use or have you used, 51.1% of those responding to this question selected one or more other sites, the remaining 48.9% of respondents to this question said none of the other facilities. The key barrier to going to other sites that were highlighted by respondents was that of distance, travel and being 'too far', along with a lack of or inadequate/unavailable facilities for clubs, certain classes not being available at other sites and cost (whether for attendance, membership, or extra travel). Others raised issues such as practical reasons or convenience e.g., travel time and impact, other commitments, parking, prefer to walk etc. Some said there were no barriers to them using other sites and a few respondents already do use them.

Overall, a change in the provision from QE would mostly reduce (57.4%), as opposed to cease (24.0%) sporting/fitness activities engaged with by individual users. 19.4% would look to use other facilities in the local area. Findings were similar for those who use a car (58.2% reduce v 21.8% cease v 21.7% use other facilities). Respondents commented that a change would affect their levels of exercise and fitness (especially swimming), their lives generally and impact the area itself, and the school and students. Further mention was given to the impact on mental health.

There were 62 responses from organisations, some sports clubs had multiple submissions from members. Many of these organisations base their core activity at the QE Leisure Centre. The key messages from this group include that QE has the facilities they need to operate (e.g. roped climbing, adapted swimming pool equipment, astro-turf, athletic equipment, privacy for swimmers, flood-lit courts) and other sites do not have the equipment or capacity to host another club/team/league. The impact of travel and membership are mentioned with the overall impact of changes being that the club will cease to exist or reduce its capacity to operate.

Findings from disability individuals and group are generally like the wider results; there is a specific group for disabled swimmers who use the QE pool. Disabled users reported that they were more likely to cease sport/fitness altogether if the centre could not continue as it is now (50.7%). There were also a number of responses referring to those who go to the QE leisure centre due to a GP referral or for rehabilitation purposes.

Although also referenced throughout the responses, the key issues raised in 'Any Other Comments' were those of the need for a leisure centre in Wimborne (if not actually increasing the facilities available) due to increasing housing provision in the area, the impact on the school and its students and the community as a whole. Reference was also made to the impact on the environment of asking residents to drive, the contrast in asking people to drive versus being encouraged to walk/cycle and the importance of access to health/wellbeing activities.

The findings from competitor analysis also told us that there are 7 public leisure facilities within a 10-mile radius offering the same and similar facilities that are on offer at QE Leisure Centre.

Particular concern was voiced by governing bodies of Hockey and Netball if provision were withdrawn as to whether the local hockey club 'Wayfarers' and the local netball league would be able to continue.

8. Who have you engaged and consulted with as part of this assessment?

The consultation received 1,799 responses were received: two thirds (64.6%) said they were users of the QE Leisure Centre; 22.1% were parents/carers of (19%), or pupils (3.1%), of QE school. 3.4% were organisations, with a further 12.7% responding as members of clubs. 1.3% were members of staff and 0.3% representing Town/Parish councils. 17% stated that they were non-users of the leisure centre. 'Other' users included previous/ex-users, parent of a future student, ex-pupil, or teacher/staff member of QE. About a third of respondents said they were members of QE.

Members of clubs came from a wide range of organisations such as Wimborne Wayfarers Hockey Club, Wimborne Athletics Club, Wimborne Wagtails, Poole Netball League, and the Wimborne Manta Rays Swimming Club.

Outside of the consultation local and parish councils were consulted as well as QE School, local clubs and organisations associated with QE Leisure Centre, associated governing bodies and public health/Active Dorset

9. Is further information needed to help inform decision making?

The consultation brought up comments from users that needed to be tested and, in some respects, challenged. Currently work is being undertaken with other leisure providers to ensure appropriate sessions are available and these key groups such as disability and GP referral groups are not impacted

Is an EQIA required?

Not every proposal will need an EqIA. The data and research should inform your decision whether to continue with this EqIA. If you decide that your proposal does not need an EqIA, please answer the following question:

This policy, strategy, project or service does not require an EqIA because (provide details):

Assessing the impact on different groups of people

For each of the protected characteristics groups below, please explain whether your proposal could have a positive, negative, unclear or no impact. Where an impact has been identified, please explain what it is and if unclear or negative please explain what mitigating actions will be taken.

- use the evidence you have gathered to inform your decision making.
- consider impacts on residents, service users and employees separately.
- if your strategy, policy, project or service contains options you may wish to consider providing an assessment for each option.

- see guidance for more information about the different [protected characteristics](#).

Key to impacts

Positive Impact	<ul style="list-style-type: none"> • the proposal eliminates discrimination, advances equality of opportunity and/or fosters good relations with protected groups.
Negative Impact	<ul style="list-style-type: none"> • protected characteristic group(s) could be disadvantaged or discriminated against
Neutral Impact	<ul style="list-style-type: none"> • no change/ no assessed significant impact of protected characteristic groups
Unclear	<ul style="list-style-type: none"> • not enough data/evidence has been collected to make an informed decision.

Impacts on who or what?	Choose impact	How
Age	Negative	Potential sporting development of school children attending QE School
Disability	Unclear	If the pool were to close would there be any other provision in the local area to accommodate
Gender reassignment and Gender Identity	Neutral	
Marriage or civil partnership	Neutral	
Pregnancy and maternity	Neutral	
Race and Ethnicity	Neutral	
Religion and belief	Neutral	
Sex (consider men and women)	Negative	The Poole netball league would need to relocate and find alternative provision which could affect hundreds of women
Sexual orientation	Neutral	
People with caring responsibilities	Unclear	As per disability if the disabled client requires a carer

Impacts on who or what?	Choose impact	How
Rural isolation	Neutral	
Socio-economic deprivation	Neutral	
Armed forces communities	Neutral	

Please provide a summary of the impacts:

Many of the impacts would not be affected, and the unclear impacts could become neutral once it becomes clear from liaising with local centres on their provision for the effected groups such as disability and people with caring responsibilities

If an alternative management company cannot be found, the greatest impact is likely to be on the children attending QE school as they would have a lack of resources for physical education classes and their on-going sporting development, health, and wellbeing

It is clear however that if the outside provision were to cease operation it would affect a large number of ladies teams who participate in the weekly Poole Netball League.

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Action Plan

Summarise any actions required as a result of this EqIA.

Issue	Action to be taken	Person(s) responsible	Date to be completed by
Disability Provision	Competitor analysis of sessions and spare time within timetables for sessions and groups to relocate	Darren Spreadbury	
Dorset Council and Wimborne Academy Trust agreement on conditional survey	Both parties need to make agreement on what provision needs to be upgraded, repaired, and replaced that could elevate the Age impact	Paul Rutter	

Sign Off

Officer completing this EqIA: Paul Rutter

Officers involved in completing the EqIA: Darren Spreadbury, Rebecca Forrester

Date of completion: 14/01/2022

Version Number: 1

EqIA review date: On-going

Inclusion Champion Sign Off:

Equality Lead Sign Off:

Next Steps:

- the EqIA will be reviewed by Business Intelligence & Performance and if in agreement, your EqIA will be signed off.
- if not, we will get in touch to chat further about the EqIA, to get a better understanding.
- EqIA authors are responsible to ensuring any actions in the action plan are implemented.

Please send to [Diversity and Inclusion Officer](#)

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Appendix 2

The future role of Dorset Council in Queen Elizabeth Leisure Centre Consultation Response Report

Produced by Consultation and Engagement Team
for Dorset Council

December 2021

Deliberately blank

The future role of Dorset Council in Queen Elizabeth Leisure Centre

Consultation Response Report

<p>What was the consultation about?</p>	<p>Queen Elizabeth Leisure Centre in Wimborne, Dorset is owned by the Queen Elizabeth School Foundation Trustees. The leisure facilities are managed by Dorset Council under a Dual Use Management Agreement. This agreement enables both the school and community to have access to the facilities at set times. Queen Elizabeth School receives funding from the Education and Skills Funding Agency for their use of the facilities and the community usage is funded by Dorset Council. The Council has the right under the agreement, to give 2 years notice to withdraw from the management agreement.</p> <p>Dorset Council's Leisure Services is currently subsidising the leisure centre at Queen Elizabeth School by around £550,000 per annum, and this is far higher than any of the leisure centres owned by the Council. Dorset Council owns and funds 8 leisure facilities across the council area; providing an overall subsidy of approximately £1.7m per annum. The funding at Queen Elizabeth Leisure Centre equates to 33.3% of the council's total leisure centres budget and raises the question as to whether this provides value for money. In 2019, future capital costs at the centre were estimated at £4.7m over the next 25 years, with the Council required to contribute £2.83m (60%) towards this.</p> <p>There are a high number of public leisure facilities within a 20 min drive time of Queen Elizabeth Leisure Centre, three of which are owned by Dorset Council. Similarly, there are several large private and budget leisure clubs within a 10-mile radius and this high level of competition continues to have a negative impact on the centre's trading. The leisure centre in Corfe Mullen has had a detrimental impact on usage numbers and income at a time when costs continue to rise.</p> <p>Under the contract, Dorset Council has the right to give written notice to Queen Elizabeth School Foundation Trustees to withdraw from the management agreement. There is a requirement to give at least two years notice. If this were to happen then Queen Elizabeth School have confirmed that they wouldn't be able to operate a full leisure offer due to financial constraints. The school currently receives exceptional factor funding from the Education and Skills Funding Agency, as a result of the centre being opened fully for community leisure use. Given that Queen Elizabeth School would not have the funds to operate a dual use leisure provision, it would no longer be eligible for circa £279,500 annual payment from the Education and Skills Funding Agency. This would not only impact the school's ability to provide community access but would also reduce the leisure facilities available for school use. The school continue to make the case that they would still be left with exceptional</p>
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	premises and that the funding should continue. However, school funding is bound by the regulations from the Educational Skills Funding Agency.
What did we need to find out	<p>The aim of the consultation was to enable the Council to fully understand the future impact on users, clubs, and staff should they decide to withdraw from managing the Queen Elizabeth Leisure Centre.</p> <p>The consultation aimed to hear the views of the local community and users of the centre. Respondents were informed that no decision will be made until the council have heard and considered the views of those affected. The feedback will be used to generate a proposal where Dorset Council Cabinet will make the final decision.</p>
Over what period did the consultation run?	The consultation period ran from 10th September 2021 to midnight on the 7th November 2021.
What consultation methods were used?	<p>The consultation involved an online and paper consultation survey. This included:</p> <ul style="list-style-type: none"> • Online survey. This included free text sections for people to add any other comments. • Paper surveys available from Dorset Council libraries and upon request.
How many responses were received overall?	<p>1799 overall responses were received. Respondents could pick multiple options to reflect their use of the leisure centre. 64.6% said they were users of the leisure centre. 22.1% were also either a parent/carer (19%) or pupil of the QE school (3.1%), 3.4% of respondents were organisations or clubs, and 12.7% reported being members of a club that uses the centre. 1.3% were staff members and 0.3% town and parish councils. 17% said they were local residents but did not use the leisure centre. 6.7% were 'other'.</p> <p>A number of out-of-format responses were received – the number and type of which are noted in this report.</p>
How representative is the response to the wider population?	<p>The response size is good for a council consultation of this type. As this was an open survey it is not possible to define a statistically valid sample size. The response from residents was reasonably representative of the Dorset population, with a broader range of ages responding than usual. Around 51% of respondents were aged 35 – 54 years, and 17.2% aged 65 or over. There was an uneven balance between males and females with 66.4% of responses from females and 31.3% from males. With 91% of the respondents saying their ethnic group was White British this is fairly typical of the wider population. Responses from disabled people were above average at 7.8% of responses compared to a Dorset figure of 5% based on those claiming either Disability Living Allowance, Personal Independence Payments or Attendance Allowance.</p>
Where will the results be published?	Results will be published on the council's website www.dorsetcouncil.gov.uk
How will the results be used?	The feedback will be used to generate a proposal where Dorset Council Cabinet will make the final decision.
Who has produced this report?	Consultation and Engagement team, Dorset Council, December 2021

Executive Summary

Introduction: The aim of the consultation was to enable the Council to fully understand the future impact on users, clubs, and staff should they decide to withdraw from managing the Queen Elizabeth Leisure Centre. The consultation ran for about 8 weeks from 10th September to 7th November 2021.

Respondents: 1,799 survey responses were received: two thirds (64.6%) said they were users of the QE Leisure Centre; 22.1% were parents/carers of (19%), or pupils (3.1%), of QE school. 3.4% were organisations, with a further 12.7% responding as members of clubs. 1.3% were members of staff and 0.3% representing Town/Parish councils. 17% stated that they were non-users of the leisure centre. 'Other' users included previous/ex-users, parent of a future student, ex-pupil or teacher/staff member of QE. About a third of respondents said they were members of QE.

Members of clubs came from a wide range of organisations such as Wimborne Wayfarers Hockey Club, Wimborne Athletics Club, Wimborne Wagtails, Poole Netball League and the Wimborne Manta Rays Swimming Club.

Individuals: The main activities undertaken at QE Leisure Centre by individual users are swimming, exercise classes, court or astro pitch sports and climbing. 38% said they use the centre weekly, with a further third several times a week. 82.8% travel by car and 10.4% walk. Respondents choose QE as it is close to where they live (74.9%) and has good facilities (68.0%); these are factors they also value highly in a leisure centre. Some are members of a club that is based at QE and commented on the unique facilities there (e.g. climbing, swimming apparatus). While many commented that there were no disadvantages to using QE, those who did highlight concerns referred to small gym/studio spaces and poor maintenance of equipment and the outdoor space. Reference was also made to limitations due to dual use with the school.

When asked what other local sports facilities you use or have you used, 51.1% of those responding to this question selected one or more other sites, the remaining 48.9% of respondents to this question said none of the other facilities. The key barrier to going to other sites that were highlighted by respondents was that of distance, travel and being 'too far', along with a lack of or inadequate/unavailable facilities for clubs, certain classes not being available at other sites and also cost (whether for attendance, membership or extra travel). Others raised issues such as practical reasons or convenience e.g., travel time and impact, other commitments, parking, prefer to walk etc. Some said there were no barriers to them using other sites and a few respondents already do use them.

Overall, a change in the provision from QE would mostly reduce (57.4%), as opposed to cease (24.0%) sporting/fitness activities engaged with by individual users. 19.4% would look to use other facilities in the local area. Findings were similar for those who use a car (58.2% reduce v 21.8% cease v 21.7% use other facilities). Respondents commented that a change would affect their levels of exercise and fitness (especially swimming), their lives generally and also impact the area itself, and the school and students. Further mention was given to the impact on mental health.

Organisations: Although there were 62 responses to this section, some sports clubs had multiple submissions from members. Many of these organisations base their core activity at the QE Leisure Centre. The key messages from this group include that QE has the facilities they need to operate (e.g. roped climbing, adapted swimming pool equipment,

astro-turf, athletic equipment, privacy for swimmers, flood-lit courts) and other sites do not have the equipment or capacity to host another club/team/league. The impact of travel and membership are mentioned with the overall impact of changes being that the club will cease to exist or reduce its capacity to operate.

Disabled users: Findings from this group are generally similar to the wider results; there is a specific group for disabled swimmers who use the QE pool. Disabled users reported that they were more likely to cease sport/fitness altogether if the centre could not continue as it is now (50.7%). There were also a number of responses referring to those who go to the QE leisure centre due to a GP referral or for rehabilitation purposes.

Other comments and relevant factors: Although also referenced throughout the responses, the key issues raised in 'Any Other Comments' were those of the need for a leisure centre in Wimborne (if not actually increasing the facilities available) due to increasing housing provision in the area, the impact on the school and its students and the community as a whole. Reference was also made to the impact on the environment of asking residents to drive, the contrast in asking people to drive versus being encouraged to walk/cycle and the importance of access to health/wellbeing activities.

Leisure Centre staff also referred to the loss of community and length of time they had been there, along with their own employment and sports that they engage with.

Background

The consultation explained:

Queen Elizabeth Leisure Centre in Wimborne, Dorset is owned by the Queen Elizabeth School Foundation Trustees. The leisure facilities are managed by Dorset Council under a Dual Use Management Agreement. This agreement enables both the school and community to have access to the facilities at set times. Queen Elizabeth School receives funding from the Education and Skills Funding Agency for their use of the facilities and the community usage is funded by Dorset Council. The Council has the right under the agreement, to give 2 years notice to withdraw from the management agreement.

Overview

As part of its wider Leisure Review, Dorset Council is committed to help create strong, healthy communities. The council's aims are to support communities to be active, to increase people's healthy life expectancy and reduce health inequalities between areas. Leisure facilities will play a significant role in providing opportunities for all ages to lead a more physically active lifestyle, alongside the council's greenspaces, Rights of Way, country parks and outdoor education centres.

The leisure centre at Queen Elizabeth School is not under the ownership of Dorset Council, however through the dual use agreement, the Council manages the site and has an ongoing joint liability for both revenue costs and capital investment.

Dorset Council's Leisure Services is currently subsidising the leisure centre at Queen Elizabeth School by around £550,000 per annum, and this is far higher than any of the leisure centres owned by the Council. Dorset Council owns and funds 8 leisure facilities across the council area; providing an overall subsidy of approximately £1.7m per annum. The funding at Queen Elizabeth Leisure Centre equates to 33.3% of the council's total leisure centres budget and raises the question as to whether this provides value for money.

There are a high number of public leisure facilities within a 20-minute drive time of Queen Elizabeth Leisure Centre, three of which are owned by Dorset Council (see map on the next page). Similarly, there are several large private and budget leisure clubs within a 10-mile radius; and this high level of competition continues to have a negative impact on the centre's usage figures and trading. The BH Live leisure centre in Corfe Mullen has attracted a high number of local users who are able to have full access to facilities without the restrictions of a school having priority use.

Under the contract, Dorset Council has the right to give written notice to Queen Elizabeth School Foundation Trustees to withdraw from the management agreement. There is a requirement to give at least two years notice. If this were to happen then Queen Elizabeth School have confirmed that they wouldn't be able to operate a full leisure offer due to financial constraints.

The school currently receives exceptional factor funding from the Education and Skills Funding Agency, as a result of the centre being opened fully for community leisure use. Given that Queen Elizabeth School would not have the funds to operate a dual use leisure provision, it would no longer be eligible for circa £279,500 annual payment from the Education and Skills Funding Agency. This would not only impact the school's ability to

provide community access but would also reduce the leisure facilities available for school use.

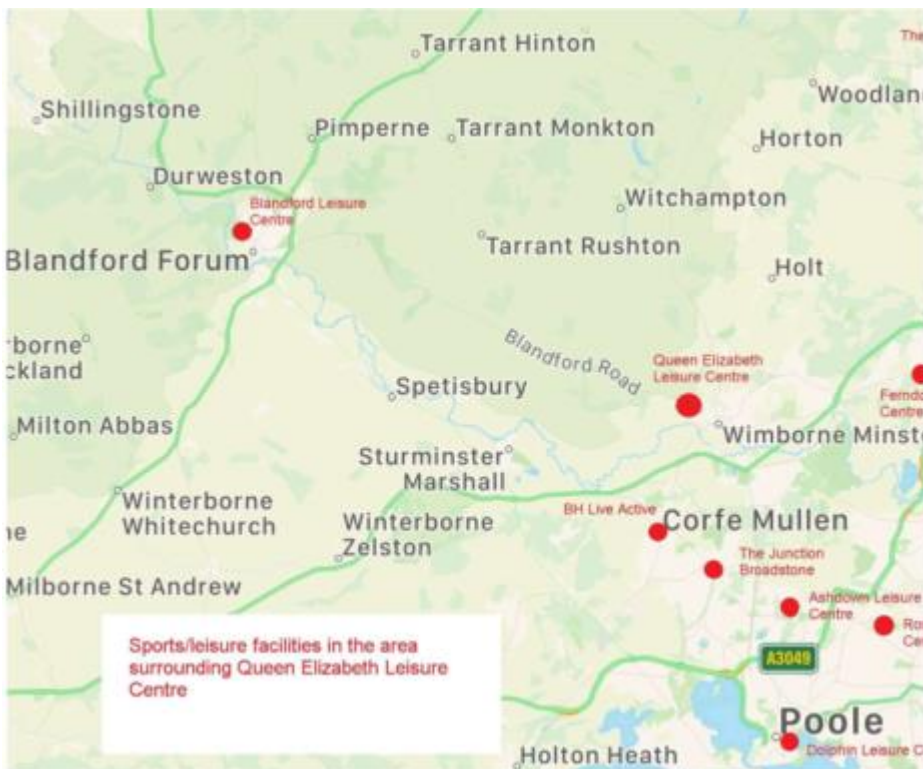
The school continue to make the case that they would still be left with exceptional premises and that the funding should continue. However, school funding is bound by the regulations from the Educational Skills Funding Agency.

Why are we consulting?

The council is considering withdrawing from the dual use agreement at Queen Elizabeth Leisure Centre for multiple reasons including:

Dorset Council is currently subsidising the leisure centre facilities at Queen Elizabeth Leisure Centre by around £550,000 pa, and as one of one of eight centres this equates to 33.3% of the overall leisure centres budget. This is far higher than any of the leisure centres owned by the Council; and raises the question as to whether this provides value for money. In 2019, future capital costs at the centre were estimated at £4.7m over the next 25 years, with the Council required to contribute £2.83m (60%) towards this.

There are a high number of public leisure facilities within a 20 min drive time of Queen Elizabeth Leisure Centre, three of which are owned by Dorset Council (see map). Similarly, there are several large private and budget leisure clubs within a 10-mile radius; and this high level of competition continues to have a negative impact on the centre's trading. The leisure centre in Corfe Mullen has had a detrimental impact on usage numbers and income at a time when costs continue to rise.



The centres marked on the map suggest that there is a very good level of alternative leisure provision in the local area. Many other parts of the Dorset Council area compare poorly with this and have higher levels of deprivation and health inequalities.

There is scope within the agreement for the Council to withdraw from managing Queen Elizabeth Leisure Centre, and although there is strong evidence of alternative local provision, a consultation exercise would enable the Council to fully understand the future impact on users, clubs, and staff.

We would like to hear the views of the local community and users of the centre. No decision will be made until we have heard and considered the views of those affected. The feedback will be used to generate a proposal where Dorset Council Cabinet will make the final decision.

If you have any questions, or would like the survey in an alternative format please contact darren.spreadbury@dorsetcouncil.gov.uk

The survey will close at midnight on Sunday 7th November 2021.

Important Information - Frequently Asked Questions

We have tried to explain the situation regarding QE Leisure Centre in some detail in a collection of questions and answers.

Why are Dorset Council proposing to close Queen Elizabeth Leisure Centre?

Dorset Council is currently considering its option to withdraw from the management agreement. The leisure centre is owned by Queen Elizabeth School Foundation Trustees and any decisions around the future operation of the site would be for them as the land and property owner.

Why is the annual subsidy for QE much higher than other leisure facilities in the Dorset Council area?

There are several factors that determines the trading performance of a leisure centre. However, a high level of alternative provision creates an overly competitive trading environment. There are 8 public leisure centres within a 20 min drive time of Queen Elizabeth Leisure Centre as well as several private and budget leisure clubs in the nearby conurbation; many of which provide unrestricted access to leisure facilities.

Why can't QE school operate the site themselves or find someone else to manage it?

The council currently subsidises the community leisure access by £550,000 per annum. The school's budget is ringfenced for educational purposes and so it is not permitted to use its funds in this way. Its core business is education and although it does provide community access to some of its facilities, managing a fully operational leisure centre is very different. Similarly, any other third-party operator would require a substantial subsidy to provide the service.

Why would the school no longer be entitled to funding from the Education and Skills Funding Agency?

The Education and Skills Funding Agency currently fund 6 schools within the Dorset Council area, all of which provide dual use leisure facilities. These schools incur additional costs because they have exceptional premises. Providing these circumstances are exceptional – i.e. they apply to less than 5% of the schools in the local authority and

account for more than 1% of the budget of the school or schools affected, local authorities can request that an exceptional premises factor is included within their local formula. If the school no longer operated the leisure centre as current, which would be like many other schools across Dorset, then the Education and Skills Funding Agency no longer view Queen Elizabeth School as having exceptional premises.

Could the school not open some of the facilities?

The school may be able to provide school and community use of its sports halls, tennis courts and athletic facilities, however it is unlikely to be able to operate a swimming pool without additional funding or replace the all-weather pitch in the future.

If the Council were to decide to withdraw from the management arrangement, does that mean that no further money would be invested in the site?

If the Council was to give notice to withdraw then it would be required to still meet its contractual obligations during the notice period and would continue to maintain the facilities to the current standards.

If the council's aims are to support communities to be active, to increase people's healthy life expectancy and reduce health inequalities between areas, then why would it withdraw from Queen Elizabeth Leisure Centre and cease funding the community access?

A third of the overall leisure budget is currently being spent on one leisure centre, in an area that has an excellent supply of leisure facilities. The Council is committed to making sure that its leisure spend is used effectively to increase people's healthy life expectancy and reduce health inequalities across the whole Dorset Council area.

The Consultation

The consultation period ran from 10 September 2021 to midnight on 7 November 2021. Very few questions were compulsory. A copy of the survey is available in the appendix.

Analysis Method

Questions were considered on an individual basis. Overall responses were examined, and specific responses of respondents were looked at, including those who said they were users, organisations or had a disability. The organisational responses were looked at separately. The main method of analysis was looking at the percentage of respondents who expressed a view on each question.

For each open question the text comments have been studied and "coded" depending on what issues were raised. The coded comments are then reported on based on the amount of times those individual issues have been raised. Total redacted comments are provided in an appendix. **Note:** some figures may not sum due to rounding.

Response Method

Overall, 1799 survey responses were received. The majority of these were electronic responses, Dorset Council staff entered any paper copies that were received. The number of these was not individually recorded.

A number of 'out-of-format' responses were received; they will be reviewed by the service as part of the consultation process. Some responses were, or included, requests for further information. They were received from:

Respondent	Format
Wimborne Minster Town Council	Letter via email (scanned dated 5 th November)
Active Dorset CIC	Letter via email (dated 5 th November)
England Netball	Letter via email (dated 10 th November)
Petition document (dated 4 th November from [name redacted])	
Petition document (Active 4 Health, undated from [name redacted])	
Active Dorset (Chair)	Email dated 14 th September with additional questions
Wimborne Wayfarers Hockey Club	Letter dated 2 nd November via email
[Name redacted]	Email dated 14 th September with additional questions
S. Broad, Pamphill parish council	Email dated 15 th September with view and that it will be taken to meeting
[Name redacted]	Email exchange with requests for further financial information.

There was also e-mail correspondence received re: timeframe and requesting an extension (dated 3rd November).

Responses received after the deadline: A response from England Netball (dated 10th November), one survey and one e-mail (received on 11th November) have not been included in this report and will be considered separately by the service.

About respondents

1799 overall survey responses were received.

Q: Are you completing this survey as:

Respondents were invited to select as many options as applied to them. Almost two thirds of respondents (64.6%) said that they used the QE Leisure centre. 22.1% were parents/carers of, or pupils, of QE school. 3.4% were organisations, with a further 12.7% responding as members of clubs. 1.3% were members of staff and 0.3% representing Town/Parish councils. 17% stated that they were non-users of the leisure centre.

Total respondents: 1,799	% of all respondents	Number
A Queen Elizabeth Leisure Centre user	64.6	1162
A local resident but non-QE Leisure Centre user	17.0	306
A QE school pupil	3.1	56
A parent/carer of a QE school pupil	19.0	341
A member of a club using QE Leisure Centre	12.7	229
An organisation/club	3.4	62
A Town/Parish council	0.3	5
A member of QE Leisure Centre staff	1.3	23
Other	6.7	120

NOTE: Table % will not sum to 100% due to respondents being able to give multiple answers.

6.7% responded 'other' – 111 gave further details and these are shown in the table below. Most were either previous/ex users of the leisure centre, or a parent/carer/family member of a child who uses the site. Also responding were parents of future pupils, ex-pupils and teachers or staff members of QE.

Other	No.
Previous/ex-user of QE	22
Parent/carer/family member of a current user of QE (e.g. child)	20
User of sports facilities (individual or organisation - esp climbing (7))	14
Parent of future pupil of QE school	11
Ex-pupil of QE school	10
Teacher/staff member of QE	10
Dorset/local resident / taxpayer	10
Medical - either professional or patient	9

Other	6
Future/possible future user of QE	6
Occasional user	3
Councillor	2
Parent of ex-pupil	2
Non-user of QE	1
QE Trust	1

Q: What is the name of your organisation/club? Is it the organisation's official response?

62 respondents representing 28 clubs/organisations stated that they were an organisation or club. These are shown in the table below. Where one of the responses received was an 'official' club/organisation response, this is indicated.

Club	No.	Official Response
1st Wimborne Cubs	1	
3rd Poole Sea Scouts	1	
Allenbourn Middle School	2	Y
Boathouse Netball Club	1	
Bournemouth Hockey Club	2	
British Naturism	1	Y
Buckingham Hockey Club	1	
Dorset County Netball Association	1	Y
Gillingham Hockey Club	1	
Hampshire Hockey Umpires Association (now South Central)	1	
QE swimming lessons/club	1	
Merley Cobham Football Club	1	
Poole Hockey Club	1	
Poole Netball League	4	
Scouts	2	
Southampton Hockey Club	1	Y
Sturminster Marshall	1	
The Cranborn Practice	1	
Wessex Mountaineering Club	4	
Wimborne Academy Trust	1	Y
Wimborne Athletic Club	9	Y
Wimborne Manta Ray's Swimming Club	2	Y
Wimborne Royal British Legion	1	
Wimborne Sun Club	1	Y
Wimborne Town FC Youth	1	Y
Wimborne Vets	1	Y
Wimborne Wagtails	3	Y
Wimborne Wayfarers Hockey Club	14	Y

229 respondents said that they were a member of a club who used the QE facilities. These clubs are listed in the table below along with the number of respondents who

said they were a member. Most were members of sports clubs such as hockey, athletics, specialist swimming groups and a variety of netball clubs. Other organisations included those for performing arts and scouts.

Organisation/Club	No. of respondents
Wimborne Wayfarers Hockey Club	62
Wimborne Athletics Club	33
Wimborne Wagtails Swimming Club for the Disabled	23
Poole Netball League	11
Wimborne Manta Rays Swimming Club	11
Bournemouth Hockey Club	6
Wimborne Sun Club	6
Wessex Mountaineering Club	5
Poole Netball/Poole Netball Club	4
Swim Fit/Junior Swim fit	4
Dorset Netball League	3
Mainstage Performing Arts	3
Netball (unspecified)	3
Wimborne Aquarians Netball club	3
Wimborne Swim Club	3
14 Feet Netball Club	2
Bourne 2 Bounce	2
Climbing Edge	2
Dragonflies Netball Team	2
Poole Diving/Swim England	2
Wimborne Badminton Club	2
Wimborne Netball Club	2
All Stars Netball	1
Aqua Therapy	1
Baby Ballers	1
Boathouse Netball Club	1
Codestone Clovers Poole Netball League	1
Comets Netball Team (via Poole Netball League)	1
Community Badminton	1
Doodlebugs	1
Ex Chairman of Broadstone Chamber of Trade	1
Grasshoppers Netball Club	1
Hockey club (unspecified)	1
Karabiner Climbing Club	1
PE Teacher - Allenbourn	1
Wimborne Football Club	1
Men's 7-A Side Football, and Ladies Netball Team	1
Monarch Netball Club	1
Poole Hockey Club	1
Scouts	1
Soccer Pitch 7-a-side football leagues	1
Sturminster Marshall Walking Netball team	1
We hire it for adult football every week	1

A section of the survey was dedicated to responses from those involved in organisations and can be found later in this report.

5 respondents stated they were Town and Parish Councils; 3 gave their names as shown in the table below, 1 respondent revealed a previous link to Broadstone Chamber of Trade and 1 gave no further information.

Council	Official response?
Sixpenny Handley and Pentridge Parish Council	N
Holt Parish Council	Y
Pamphill and Shapwick Parish Council	Y

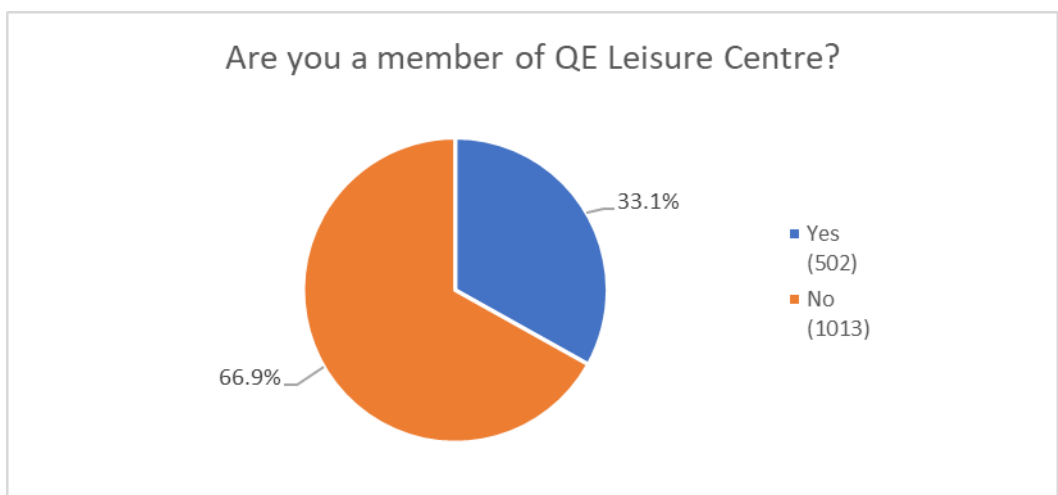
Staff Responses

23 staff members responded to the survey. Overall, their feedback and comments focus largely on the loss to the local community should the leisure centre have to eventually close and the range of facilities and support it offers that isn't offered elsewhere. They also commented on the personal impact it would have on them in terms of their employment and their involvement in sport. Two staff members indicated that it would not affect them at all if the centre could no longer continue as it is now.

Full comments are available in the Appendix.

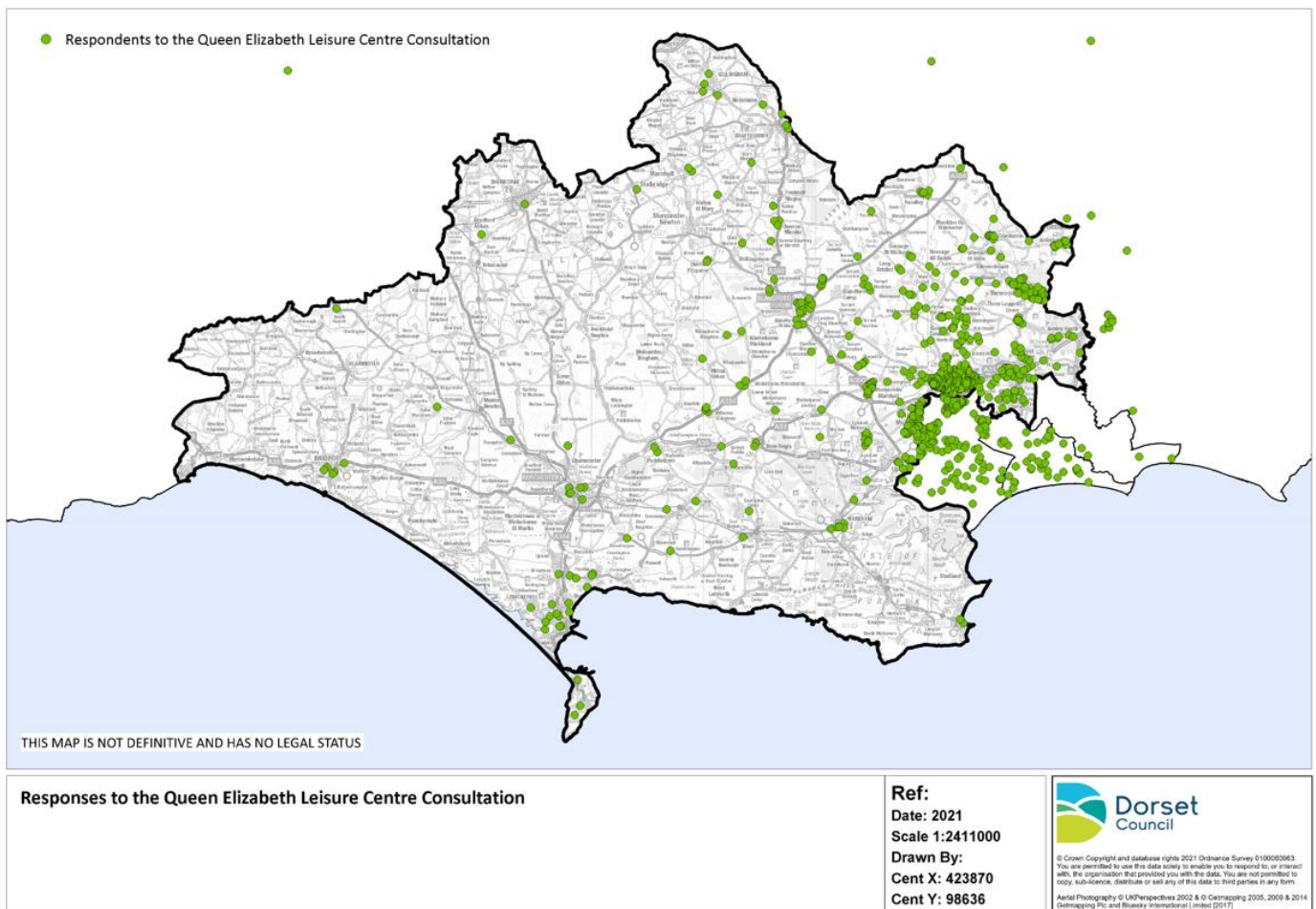
Q: Are you a member of Queen Elizabeth Leisure Centre?

As shown by the chart below, about a third of those who responded to this question are current members of QE Leisure Centre.

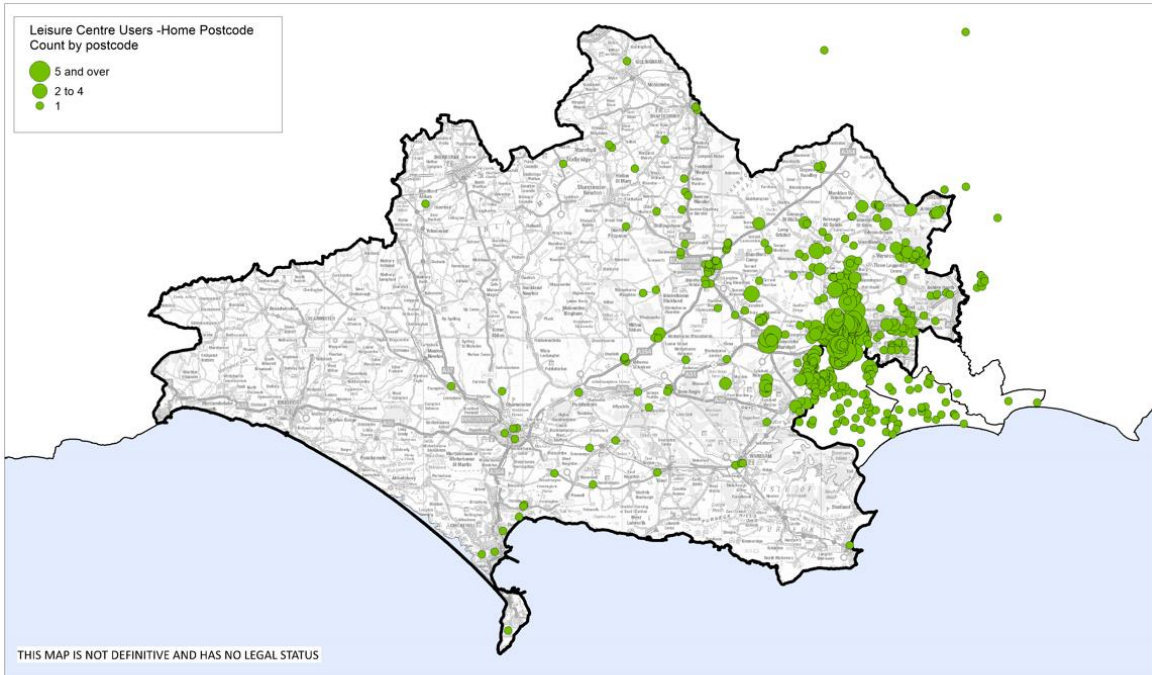


Maps of responses to the consultation

Postcodes were supplied by 1,773 respondents with the majority of those living in the east of the county. The map shows the distribution of overall responses to the consultation.



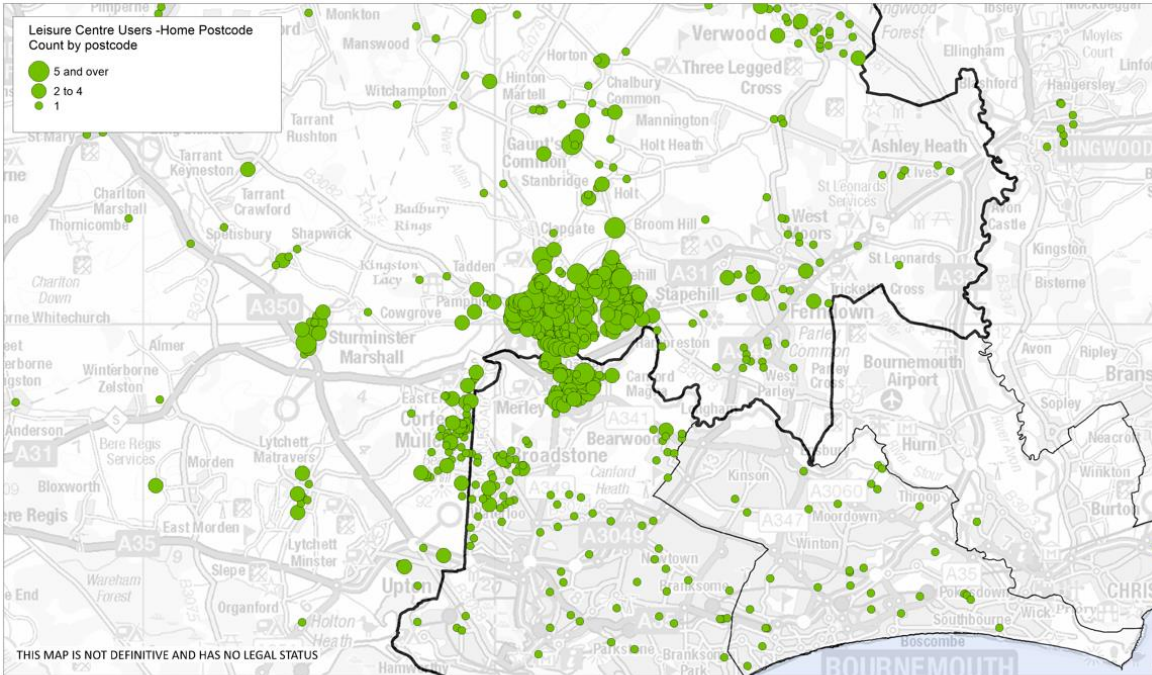
The maps below show the home postcodes of respondents who are users of the QE leisure centre: i.e., those who responded that they were users, members of an organisation who use the site or organisations themselves. The second map more closely shows the concentration of respondents around the leisure centre and the Wimborne area. The larger the dot, the more responses from a specific postcode.



Queen Elizabeth Leisure Centre Users- Home Postcode

Ref:
Date: 2021
Scale 1:2411000
Drawn By:
Cent X: 423870
Cent Y: 98636

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Queen Elizabeth Leisure Centre Users- Home Postcode

Ref:
Date: 2021
Scale 1:2411000
Drawn By:
Cent X: 423870
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Cartography: Piri and Wainwright International Limited (2017)

Q: What activities do you/your organisation currently do at Queen Elizabeth Leisure Centre?

Respondents were able to select multiple options for this question. The most popular activity at QE is use of the swimming pool (65.9%), followed by fitness and exercise activities and classes. A fifth engage in court sports and a further 18% in sports using the AstroTurf pitch such as hockey and football.

Total respondents (1,305)	% of all respondents	Number
Swimming	65.9	860
Fitness suites	28.6	373
Exercise classes	26.4	345
Court sports (tennis, badminton, squash etc)	20.3	265
Astro pitch sports	18.4	240
Climbing	15.2	198
Other	9.3	121

NOTE: Table % will not sum to 100% due to respondents being able to give multiple answers.

Other

Of the 121 who said they did 'other' activities at QE, 119 gave further details. These are set out in the table below. Most frequently mentioned was athletics, followed by netball. Non-sporting activities included hosting children's parties, events and activities and the health suite.

Other Activities	No
Athletics (esp. field events)	42
Netball	18
Children's parties/events/activities	16
Health Suite (sauna, steam room)	10
Trampolining	6
Aquafit/therapy	6
Dancing	5
Holiday clubs/activities	5
Gym	3
Meeting place for walking group	3
Astro pitches	2
Outdoor courts	2
Youth passport	2
Swimming	2
QE School use	1
GP referral	1

Badminton	1
Diving	1
Football	1
Table tennis	1
Rugby	1
Other facilities e.g showering, toilets	1

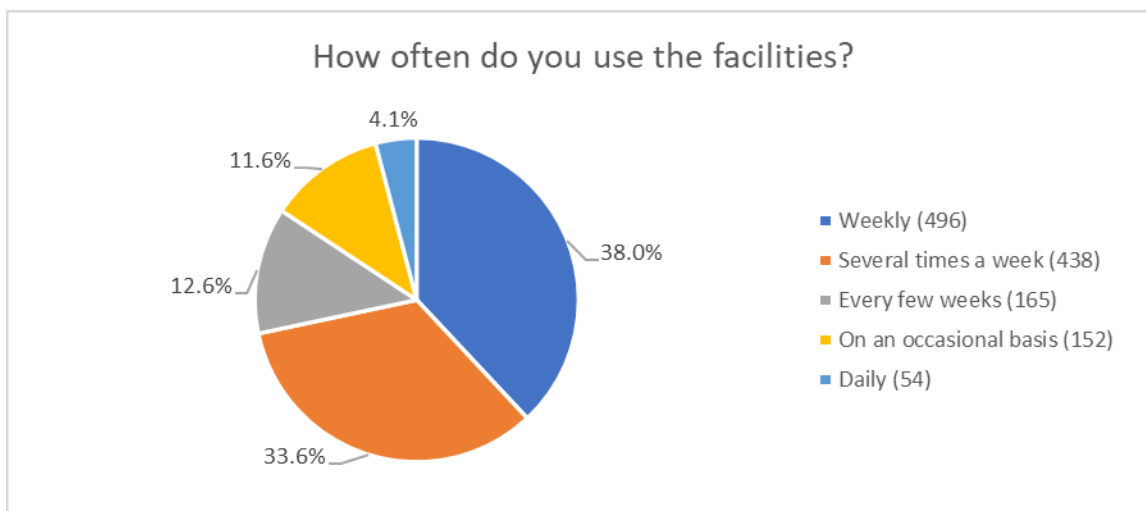
Looking at disabled users, 85.4% of respondents use the pool; a group specially for disabled swimmers is based at the centre – Wimborne Wagtails – and others use it for health reasons. A quarter also use the fitness suites and 15% attend exercise classes.

Total respondents (96)	Disabled %	No
Swimming	85.4	82
Fitness suites	25.0	24
Exercise classes	14.6	14
Court sports (tennis, badminton, squash etc)	9.4	9
Climbing	8.3	8
Astro pitch sports	6.3	6
Other	10.4	10

NOTE: Table % will not sum to 100% due to respondents being able to give multiple answers.

Q: How often do you use the facilities?

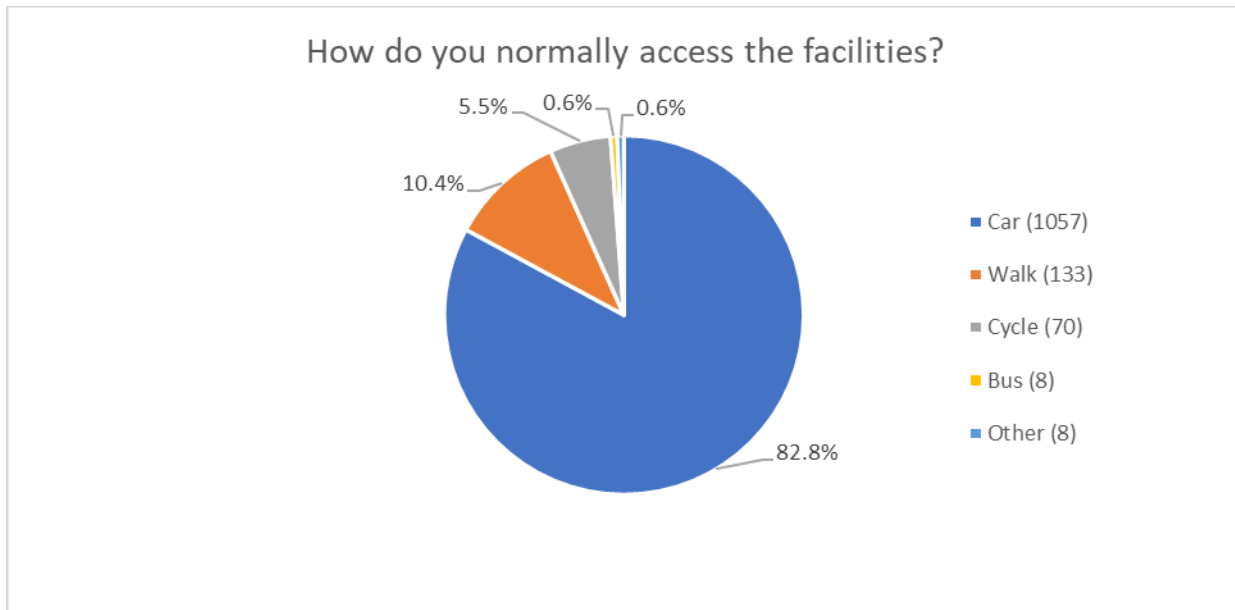
As the chart below shows, overall, most respondents stated that they use the facilities on a weekly basis or several times during a week.



Disabled users mostly use the leisure centre weekly (51.5%) or several times a week (34.0%)

Q: How do you normally access the facilities?

Users of QE leisure centre predominantly access the site by car (82.8%) with some walking (10.4%) or cycling (5.5%). 75.3% of disabled users also use a car, 13.4% cycle.



Q: Why do you choose to use Queen Elizabeth Leisure Centre for your activities?

Respondents were able to select multiple responses to this question. They were asked why they choose to use QE Leisure Centre; they could pick as many options as they liked. Three-quarters of respondents said it was close to where they lived (74.9%), with 68.0% stating that the facilities were good. Over half felt that QE offers good value for money (55.4%), and 44.2% good opening hours.

30.1% said that there was no other available provision in the area, and a quarter said it was where their club is based.

	% of all respondents	Number
Total respondents (1,304)		
Close to where I/other users live	74.9	977
Good facilities	68.0	887
Good value	55.4	723
Good opening hours	44.2	577
No other available provision in the local area	30.1	392
My club is based there	25.4	331

Total respondents (1,304)	% of all respondents	Number
Not aware of other centres available	3.4	44

NOTE: Table % will not sum to 100% due to respondents being able to give multiple answers.

Being close to where other users live (58.8%) and good facilities (56.7%) were also important to disabled users. 35% highlighted that their club is based at QE and 33% that there was no other available provision in the local area.

Q: Please explain what activity you do at Queen Elizabeth Leisure Centre that you can't do elsewhere in the local area.

If respondents stated that there was 'No other available provision in the local area' for the previous question, they were then asked about the activities they do at QE leisure centre that they cannot do elsewhere. The table below shows the activities and how often they were mentioned; the most frequent were climbing and swimming. Notes are provided in some cases to illustrate why the activity cannot be done elsewhere, for example: it is the only indoor, roped climbing facility; special equipment provided for use of the pool by Wimborne Wagtails and Wimborne Sun Club; only AstroTurf pitch or athletics facilities in the area and low availability/capacity of other sites to host clubs or leagues.

Respondents also commented on other factors such as convenience, distance and travel, being able to combine activities and the attraction of the school having the facility. Reference was also made to new housing developments and the impact it would have.

Activity/Comment	Mentions	Notes
Climbing	108	Indoor roped, distance, opening times and accessibility
Swimming	99	Special equipment for disabled (Wagtails), privacy for Sun Club, size of pool, diving, chlorination
Hockey	52	Only astro in area, low availability elsewhere/booked up
Gym	28	
GP referral/medical/hydro and aqua therapy	25	
Exercise Classes	25	High standard, time of day, specific to needs, not available elsewhere
Athletics	23	Available all year round, field events/equipment
Other sites require travel/do not drive/do not want to or can't travel	19	
Netball	18	Low availability elsewhere, limited, need flood lit courts, full league held.
Racquet sports (tennis, squash, badminton)	16	

Parties/activities	12	e.g. wet and wild swimming (6), youth passport
Convenient to get to QE (walk/cycle, part of routine)	12	
No alternative/capacity/availability elsewhere	11	
Football (inc youth football)	9	Facilities
Comment about link to the school/other schools using the site	9	QE school and school in local area - proximity
Other activities (e.g. yoga, pilates, dance, trampoline, basketball, tai chi (2))	7	
Swimfit	6	Evening, pay-as-you-go, times
Other sites issues	6	Cost (3), Lesser standard (2), lack of bulk hire (1)
Not aware of other facilities/distance/timetable	6	
Health suite (sauna etc)	5	
Other comments	5	
QE has social/community/friendly atmosphere	4	
Positive comment about QE	4	
No barrier to going elsewhere	1	

Q: Are there any disadvantages to using Queen Elizabeth Leisure Centre?

1026 respondents answered this question. Most said that they felt there were no disadvantages to using QE. Those that did identify disadvantages commented on the impact of the site being dual use, limitations in size and equipment (e.g. gym and lack of maintenance), the centre requiring refurbishment and investment, the need for better maintenance of equipment and outdoor space, or improvement to existing facilities. Some highlighted limitations in terms of missing facilities (e.g. auto-belays for climbing, no toddler/learner pool or full size athletics track). Others find the location/distance difficult while others commented on costs and inflexibility with membership.

Comment	Mentions
No disadvantages	745
Access/restrictions due to dual-use (21) (also including limited swimming times (23))	44
Gym/studio space limited size and equipment, poorly maintained (20)	36
Run down/requires refurb and investment	31
Outside space maintenance required (Astro, 23, Netball/tennis, 6)	29
Lack of facility or improvement needed (e.g. climbing route/auto-belays, 14, no toddler/learner pool/access, 4, no full size athletic track, 4)	25
Positive/supportive QE comment only	21
Location/distance	21
Cost/prices/membership inflexible/PAYG	17
Cleaning and changing room maintenance (showers, lockers)	15
Issues with parking	12
Public transport is limited	11

Poor management/staff and communication	10
Communication - online booking poor/no block booking, late timetable changes, website info/not up to date	10
Other	10
N/A or don't know	8
Opening hours	7
Lack of customer focus (e.g. café/refreshments availability, 4)	6
No working sauna/spa	5
Not accessible/difficult to use	5
Busy/competition/availability for spaces	5
Exercise timetable unsuitable/limited times in day/fewer available	5
COVID measures	3
Sound argument made/support for alternative management/model	3
Yes (unspecified/personal)	3
Issues with swimming (cancellation, teaching)	2
Better facilities elsewhere	2

Q: What other local sports facilities do you currently use or have you used?

Respondents were presented with a list of other leisure centres in the area and invited to select which others they had used or do use; or they could select 'none of the above'. Respondents were able to select multiple responses to this question if relevant. As shown in the table below, there was a relatively even split as 51.1% selected one or more other local facilities that they have or currently use, the remaining 48.9% said that they have not and do not use the other local facilities in the area.

	% of all respondents	Number
None of the other listed local facilities	48.9*	712
Use one or more of the other local facilities	51.1	744

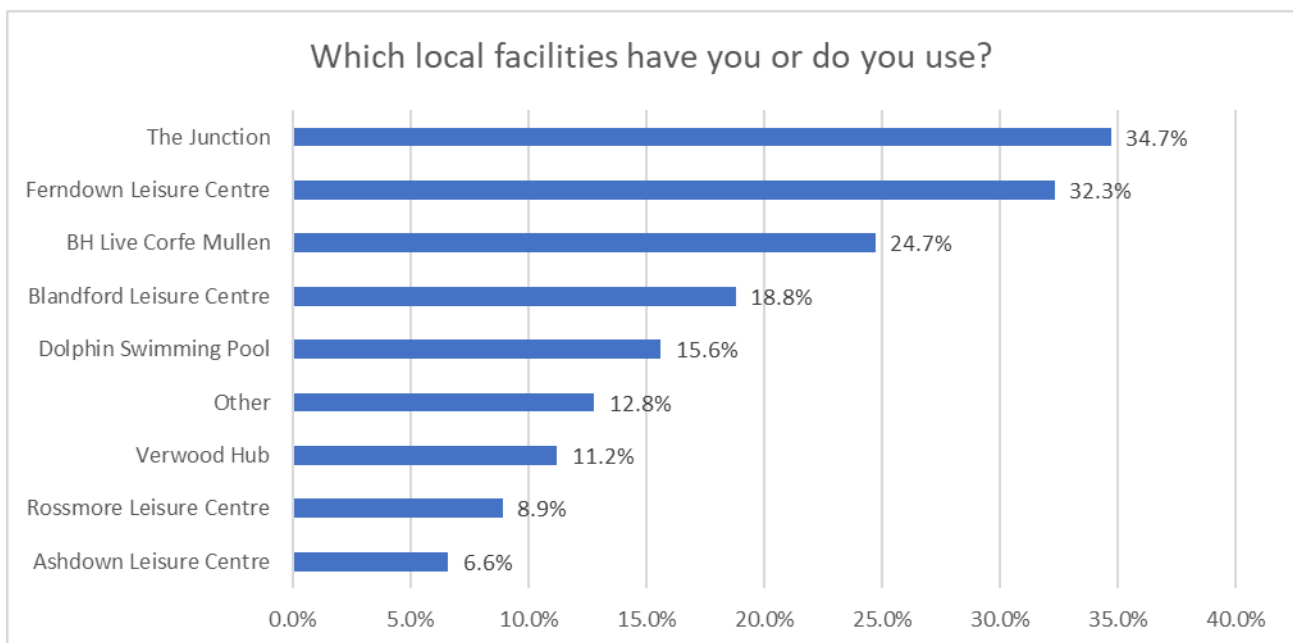
*When respondents who reported being non-users of QE and also non-users of other sites (selected 'none of the above') were removed from the data set (109 respondents), the 48.9% figure decreased by a limited amount to 44.9%, meaning 55.1% used one or more of the other local facilities.

The table and graph below show the breakdown of sites selected by the 51.1% who have or do use one or more of the other facilities listed in the survey. Respondents could select multiple answers. The most frequently selected sites were The Junction (34.7%), Ferndown Leisure Centre (32.3%) and BH Live Corfe Mullen (24.7%).

Total respondents: 744	% of all respondents	Number
The Junction - Broadstone	34.7	258
Ferndown Leisure Centre	32.3	240

Total respondents: 744	% of all respondents	Number
BH Live Corfe Mullen Club	24.7	184
Blandford Leisure Centre	18.8	140
Dolphin Swimming Pool	15.6	116
Other	12.8	95
Verwood Hub	11.2	83
Rossmore Leisure Centre	8.9	66
Ashdown Leisure Centre	6.6	49

NOTE: Table % will not sum to 100% due to respondents being able to give multiple answers.



Of those who said they were non-users of QE, 37.3% also said that they did not use any of the other listed sites. The most popular clubs among non-users of QE who did use other sites (62.7%) were Ferndown (38.3%), The Junction (36.1%) and BH Live Corfe Mullen (27.9%)

55.8% of disabled respondents to this question said that they use or have used other sites; the most popular being BH Live Corfe Mullen (29.3%), The Junction (27.6%), Verwood (25.9%), the Dolphin Swimming Pool (24.1%) and Ferndown (22.4%).

When looking at the [official responses](#) from organisations, 6 responded 'None of the above', 2 said they used Ashdown Leisure Centre and 1 responded other.

Specify 'other' centres

Those who said they use a different site were asked to identify which centres/facilities they used; the most mentioned site was Canford School/Sports Centre.

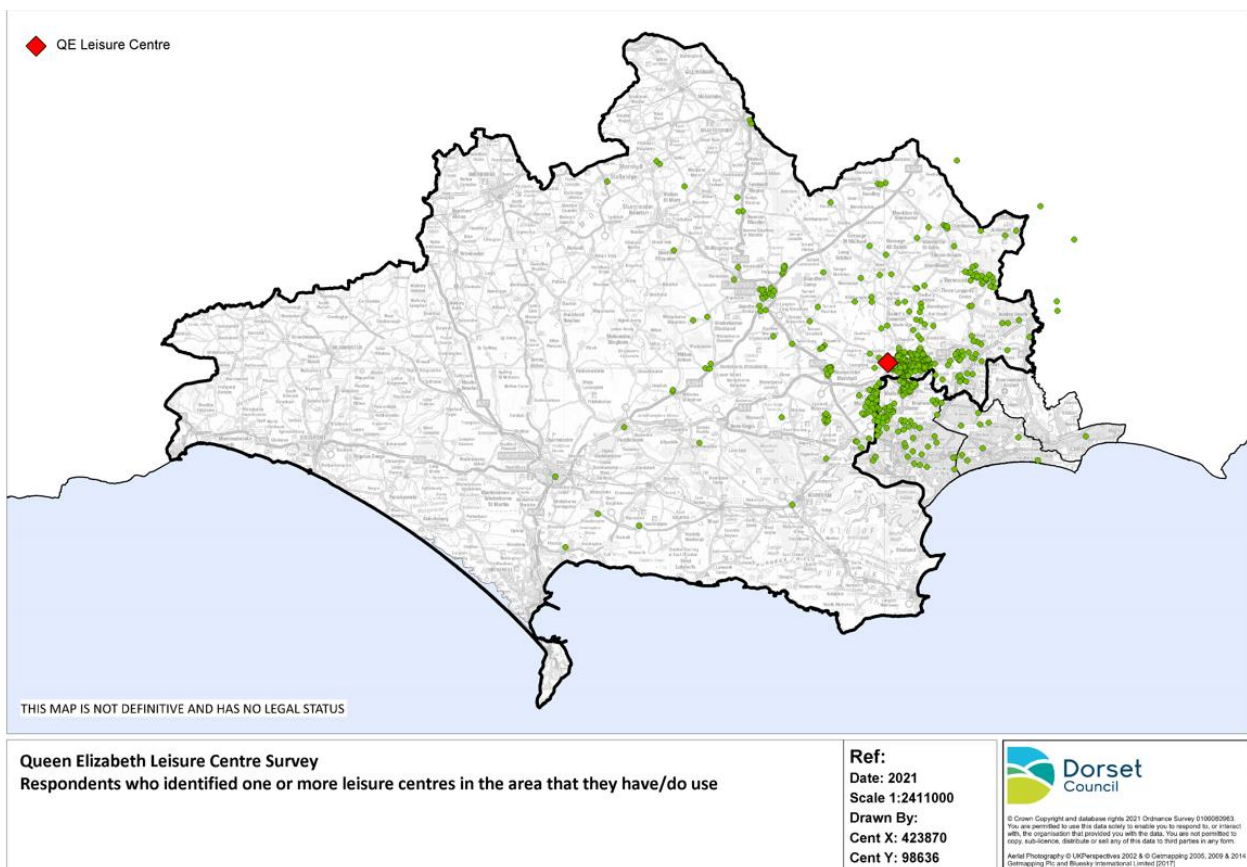
Other local sports centres/facilities	Mentions
Canford School/Sports Centre	12
The Project, Poole	9
David Lloyd	8
Ringwood Health and Leisure	8
Littledown	6
Pelhams	6
Purbeck School/Sports Centre	4
David English	4
Pure Gyms (Salisbury, Tower Park etc)	4
WOW Ladies Fitness	3
The Gym, Poole	3
St Michaels School pool	3
Hamworthy Club	2
Blandford Army Camp	2
RiversMeet, Gillingham	2
1610	1
Anytime Fitness, Ferndown	1
Broadstone Leisure Centre	1
Calshot	1
Chapel Gate	1
Corfe Mullen Recreational Ground / King George V1 tennis courts	1
East Dorset Tennis Club	1
Five Rivers Salisbury	1
Kinson BH live	1
Local Hockey club	1
Riverside	1
Rob Lukins Gym	1
Sanford Pool	1
SDE	1
The Allendale Centre	1
Parthian	1
Ashdown athletics track	1

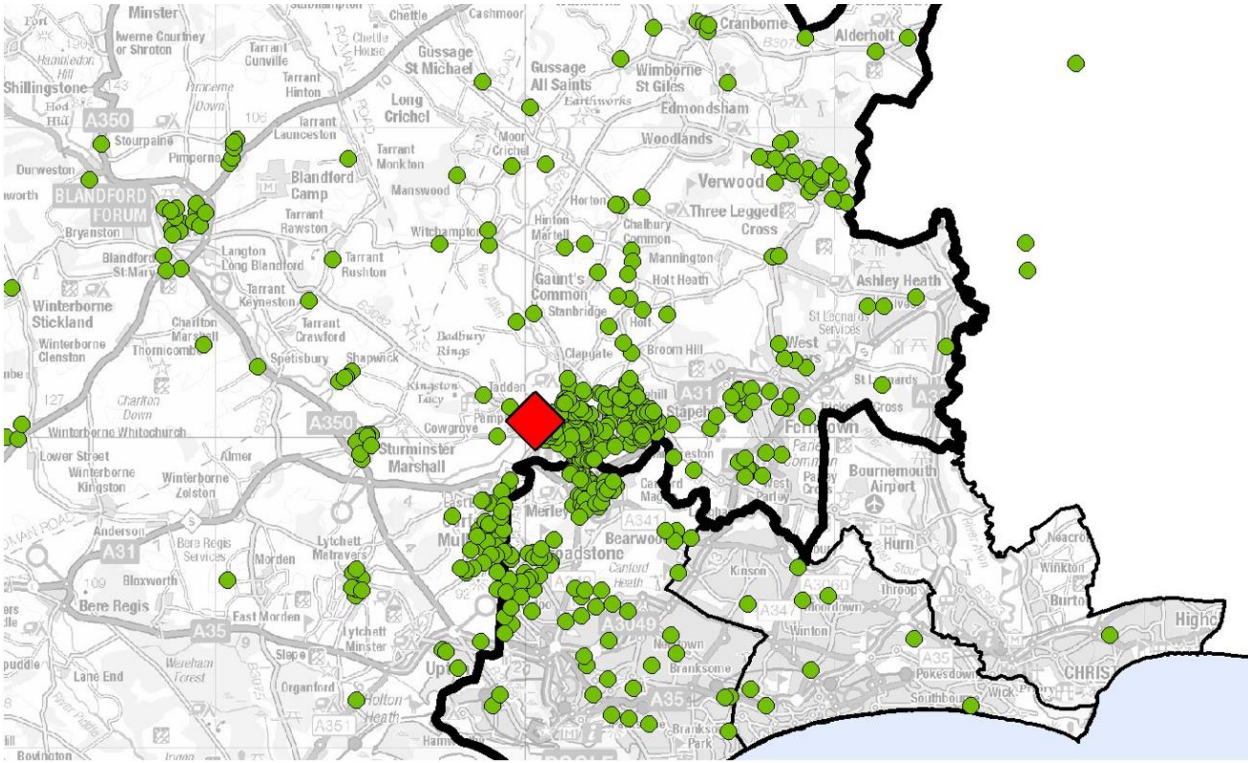
Maps showing the postcodes of users and non-users of other leisure facilities in the area.

The maps below show two different groups: the postcodes of respondents who identified one or more leisure facilities in the area that they have or do use, and the postcodes of those who stated that they do not use another leisure facility in the area.

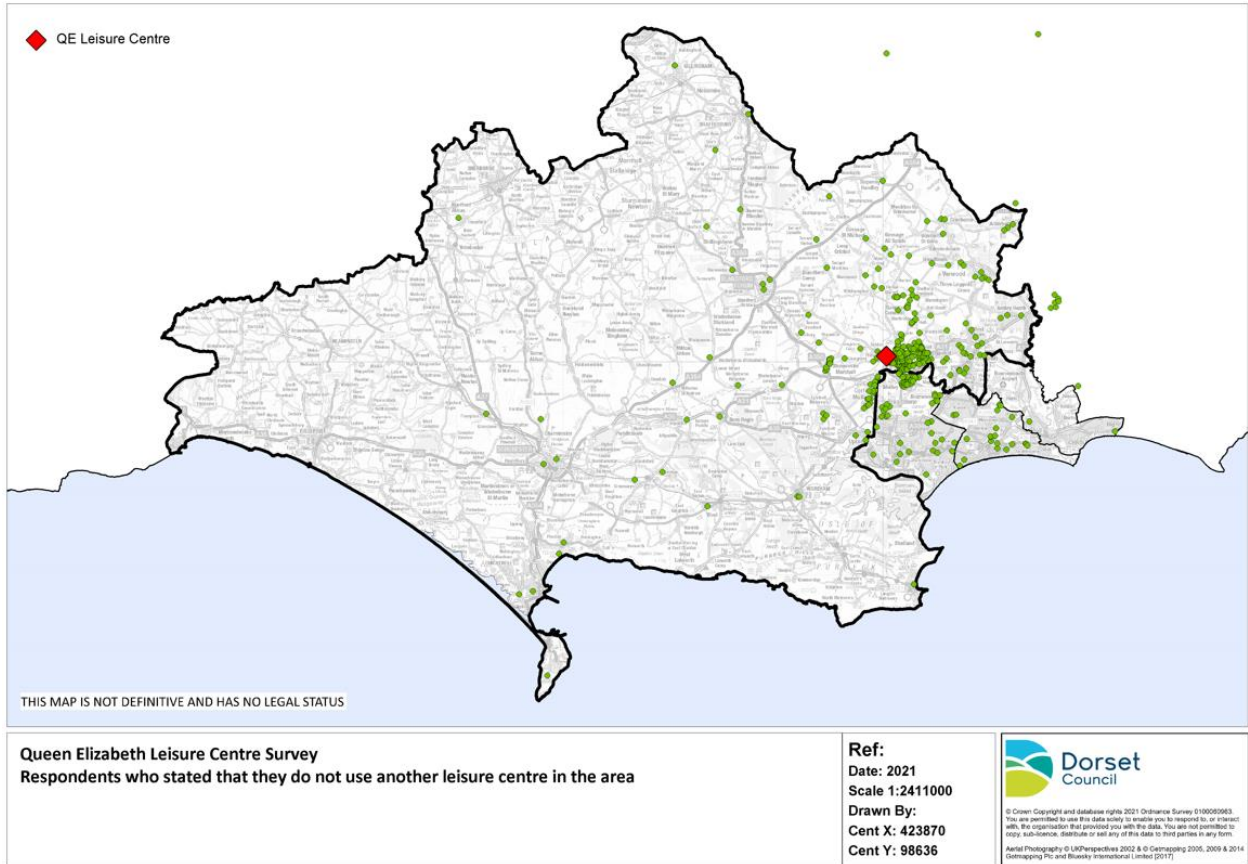
The first map in each case is of the wider Dorset area, the second is more focused on the vicinity of the QE leisure centre.

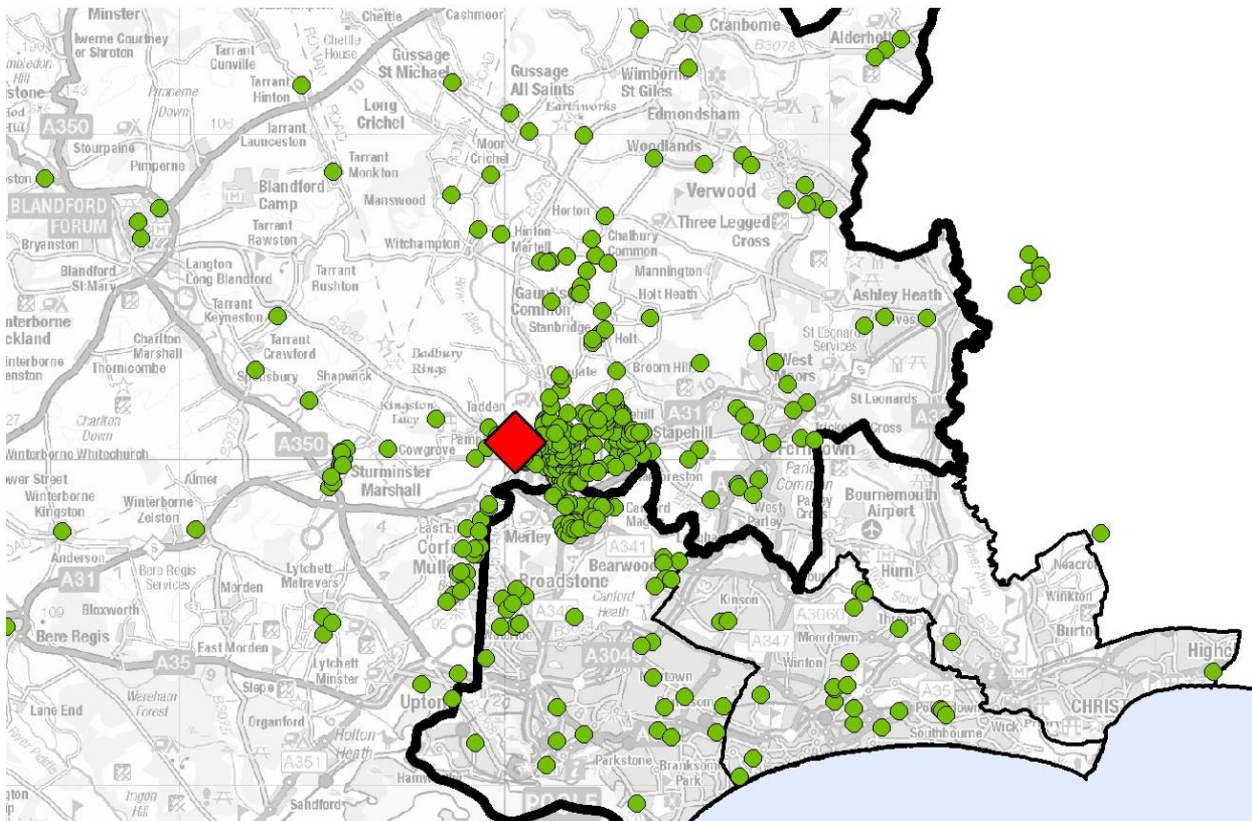
Maps showing the postcodes of respondents who identified other leisure centres in the area that they have or do use





Maps showing the postcodes of respondents who stated that they do not use another leisure facility in the area





Q: Are there any barriers to using these other facilities?

Respondents were asked if there were any barriers to them being able to use other facilities in the area; there were 1085 responses to this question. Most commented using several single words such as 'distance', 'travel', 'transport' and how it was 'further away', some highlighted that it was 'too far' for them to travel but did not expand further. The next most frequently mentioned issue was that the other facilities did not have, or did not have adequate, facilities for their sport or activity, especially climbing and outdoor facilities such as the AstroTurf and courts. Some highlighted that other sites were already hosting other clubs and would not have capacity for them.

Some respondents said that there were generally no barriers to them going elsewhere or using another facility, some would or already actively do so.

Costs such as for fees, membership and additional travel were a barrier for some respondents. There were comments about the presence of a pool at other sites and that if there was one it was not fit for purpose or too small. More generally, the facilities and classes at other sites were seen as not being comparable to QE, as well maintained or as well-equipped. The lack of availability of specific activities and classes at other sites was also highlighted - whether other sites did not run them, or their activities were fully booked/busy. Some commented on methods of transport, including a preference of walking or cycling to their site of choice and the environmental impact of needing to use a car for travel. Others spoke about the convenience of QE given other commitments and saving time (e.g. commuting, taking children/after-school clubs, work)

Comments	Mention
Comments relating to distance/location/travel/transport/too far/further away/not local to me	409
Lack of/inadequate facilities for other sports/groups (or availability due to other clubs using) e.g. climbing, astro for hockey/football, netball, athletics, tennis, squash)	115
No barriers to using other sites (have/would/do use other sites - 19)	97
Cost (fees, travel, have to have membership etc)	84
Pool - no pool/small/not as nice or suitable for needs	70
Facilities/classes not comparable/same quality/as well-maintained/equipped as QE	61
Comments relating to travel time/time	55
Do not offer what I need/classes/facilities etc.	48
Less availability/other sites too busy/full/booked up	47
Cannot walk/cycle to another site	45
Would mean driving/car journey - also environmentally problematic	45
Club/League is based at QE/QE has facilities (e.g. Wagtails)	41
Parking issues at other sites (fees, availability)	36
Traffic/congestion (A31, 4)	33
Not as convenient as QE (various reasons QE convenient)	33
Preference overall for QE	27
Public transport (lack, cost, difficult to use)	22
Swimming - times/availability/busy/not-affordable	17
Not as disabled friendly/no disabled programme	17
Cannot get there (no car/drive, travel alone, health, other)	17
Difficult due to working hours/other commitments/children	15
Accessibility	13
Opening hours unsuitable	12
Would not use other sites/no appeal or need	11
Not tried the other sites/aware/don't know/don't know timetable	11
Other/question/unclear	11
Timetable not suitable	10
Lose social element/don't know anyone there/not community/support	10
More variety of facilities at QE	7
Not suitable for young people/how will they get there?	6
School usage (inc other schools visiting)	6
Unhelpful staff/unsupportive/less friendly at other sites	5
N/A	4
Prefer not to drive	3
COVID	2
Yes (but did not specify)	2

Q: What are the most important features of a Sports/Leisure facility?

Respondents were asked to rank the most important features of a sports/leisure facility from 1st to 7th. These are shown in the table below.

	1st	2nd	3rd	4th	5th	6th	7th
Close to where people live	861	329	151	91	54	57	56
Good facilities	637	643	178	91	43	17	4
Good customer service	67	141	218	299	318	268	123
Low cost	108	215	390	260	207	170	128
Opening hours	66	156	317	341	300	204	88
Easy parking	64	155	245	255	273	328	173
Disability friendly	113	72	90	96	127	208	632

Being 'close to where people live' and 'good facilities' were the features most frequently ranked 1st. This is perhaps unsurprising given answers to the previous questions where distance and choice of facilities have been highlighted as relevant factors. However, if the one awards 7 points for a first choice down to 1 point for a 7th choice you can create an overall score for each feature. The table below shows that 'good facilities' was the highest overall important feature, taking all rankings into account. This is closely followed by close to where people live. Also important is low cost and opening hours.

	Total score
Good facilities	9,829
Close to where people live	9,543
Low cost	6,385
Opening hours	6,084
Easy parking	5,526
Good customer service	5,513
Disability friendly	3,582

For disabled users, as the table below shows, the same two features were important followed by being disability friendly.

	Total score
Good facilities	632
Close to where people live	604
Disability friendly	540
Low cost	458
Easy parking	407
Good customer service	404
Opening hours	363

Q: What makes your top choices so important?

Respondents were asked what made their top choices important to them; these comments have been analysed based on their top answer.

Close to where people live (1st choice - 861)

Being close to where people live was important to respondents as the centre is easy to access and convenient which helps with discipline and motivation. Respondents also felt that the provision of leisure activities were important to the community. Others commented on the distance they would have to travel to another centre, highlighting issues such as traffic, congestion and also difficulties with accessibility given other commitments (e.g., time before and after work/school). Some respondents preferred to walk, run or cycle and not use a car; others highlighted the impact it would have on young people and their ability to get to another centre.

Comment	Mentions
People will use facilities that are easy to access/convenience/helps with discipline and motivation	213
Do not want to drive considerable distances/traffic/congestion. Would reduce visits/act as barrier	131
Important for the community/gives residents access/provision of fitness to growing population	121
Accessibility due to other commitments/wasting time/no time after school/work	83
Climate change/economic car journeys/can walk, run or cycle	73
Not having to travel by car/currently walk/cycle there	66
Young people who cannot drive can attend/important for children/young people to enjoy sport	52
Within an easy reach of home	43
Other	31
Important for the school	29

Important for those with no access to own transport/can only access by walking/no public transport options	29
No other alternative/wouldn't be able to access other facility	26
Swimming pool close has important health benefits/swimming pool access/no swimming alternative	23
Heavily disabled/need good access to the Centre/access to those most in need/may not be able to travel far	22
Cost for fuel/travelling costs	19
Can meet local people and local clubs/socialising/part of community	16
League matches would not be fulfilled/important for competitions/clubs	13
Distance as in a rural area	8
If facility is to be part of community, needs to be near where people live	5
Helps keep a healthy lifestyle	4
Wimborne needs more facilities, not less	3
Make sport accessible to all	2
Best facility near me/family	2
Facilities help us stay healthy more easily	2

Good Facilities (1st choice - 637)

Those who rated 'Good Facilities' as their first choice highlighted the importance of a range of good facilities and that is a strength of the QE leisure centre in retaining users. Particularly noted was that of the swimming pool, accessible equipment and being disability friendly and also the offering for students and school/young people. Reference was also made to specific facilities such as the climbing wall and AstroTurf pitches.

Comments	Mentions
Range of options important for all training requirements and needs/good facilities vital	79
Facilities are key for leisure centre usage/make the centre so good/retaining users	61
Use of swimming pool/swimming facilities/chlorine sensitivities	36
Accessible equipment/disability friendly	36
Good offering for students/important for school/young people	28
Climbing Wall/roped climbing	27
Growing population needs access to facilities/need local facilities	26
Cleanliness/well kept centre (especially due to covid)	25
Astro pitches/hockey pitches	24
Few places offer training for my sport - QE does/lack of facilities elsewhere	21
Convenience/easy to use	21
Facilities for league matches/clubs	19
Other	19
Enjoyable experience/community atmosphere/family friendly	18
Would not use the centre if the facilities weren't right/good enough	17
Classes/Group exercise	14
Value for money	10
GP referrals/recovery	7
Important for a healthy lifestyle and mental health	6
Tennis courts/floodlights	6
If the QE has good facilities, no need to travel further	4
Facilities that can be screened off/Naturist friendly	3

Safety	2
Spacious changing rooms and showers a priority	2
Facilities for coaching	2
Chose the school in part due to sports facilities	2
Not possible to replicate equipment at home	2

Disability Friendly (1st choice – 113)

Those who rated disability friendly as their first choice highlighted the importance of having safe access to facilities and of adaptations to meet their needs. In the case of QE Leisure Centre this is particularly relevant regarding access to the swimming pool and adaptations that have increased opportunities for disabled people to participate.

Comments	Mentions
Need safe access/accessibility due to disability	23
Swimming pool helpful for disabilities/mobility/hoist and graduated steps at QE/only exercise able to do/aqua therapy	17
Adapting facilities to meet those with disabilities' needs/equality of opportunity	15
Socialising in a safe and enclosed environment/inclusive	10
Parking is important	9
Access to instructors/friendly staff	8
Use the facility due for general rehab/ due to mobility issues/ improving health	7
Few centres offering disabled facilities for group activity	4
Unable to drive	2
Disabled people need facilities close to them/near home	2
I have a child with disabilities	2
I am disabled myself	2
Other comment/positive comment	2

Low Cost (1st choice - 108)

Those who responded that low cost was the most important factor for them mostly commented that affordability and value for money was most important to them. Others highlighted the impact on having children or a large family, and that affordability would allow more access to facilities and help people stay fit.

Comments	Mentions
Value for money is key/affordability	31
Children/large family/cost effective due to this	7
Affordability will encourage people to stay fit/everyone should have access to fitness/cater to all budgets	7
Pensioner/Concessionary Rate/Retired	6
Cannot afford private leisure centres/on a budget	5
Low income/classed as poor/times are hard	4
Other	4

Good Customer Service (1st choice - 67)

A positive, welcoming experience was one of the top comments for those who rated 'Good Customer Service' as their 1st choice. Respondents also commented that it was motivational in helping their attendance and in retaining members.

Comments	Mentions
Makes it a positive experience/feels like a family/welcoming/social	10
Without good customer service, people wouldn't want to attend/helps retain members	6
Quality staff/coaching/makes you want to go	5
Helps when I have a problem/understanding of needs	3
Customer service is key/if staff don't care the experience is bad	3
It matters to me/I look for it as a customer	2

Opening hours (1st choice - 66)

Fitting around work and other commitments was the main reason why some respondents put opening hours as most important to them.

Comment	Mentions
Fits around work/other commitments	10
Other	4
Should be open when people wish to use it/help get people in the door/encourage	4
Convenience	3
More and more people working 'Non-traditional hours'/fit around all working hours	2
Allow accessibility	2

Easy Parking (1st choice - 64)

Convenience was a key issue for those who rated 'Easy Parking' as something they most value, followed by accessibility and being disability friendly.

What made this their top choice?	Mentions
Convenience/Ease of use/Reduce stress	13
Accessibility/Disability friendly	5
Having nowhere to park is a massive barrier to access	3
Need to be able to park due to mobility issues/not able to walk	2
Important for consultations	2

Q: If the QE leisure facility could no longer continue as it is now, how would that affect your sporting/fitness activity?

Over half of respondents felt that if the QE leisure centre could no longer continue as it is now, that it would reduce the amount of sport/fitness taken. A quarter of respondents would cease undertaking sport/fitness.

	% of all respondents	Number
Would reduce the amount of sport/fitness undertaken	57.4	660

	% of all respondents	Number
Would cease undertaking sport/fitness	24.0	276
Would look to use other facilities in the local area	19.4	223
Would undertake more outdoor activities/pursuits (e.g. cycling, running, walking)	9.3	107
Other	7.7	88

When looking at responses from disabled users, 50.7% said they would stop undertaking sport/fitness altogether. A third said it would reduce the amount of sport/fitness they did.

When looking at those who use a car, the percentages are relatively similar to the overall picture: 58.2% said it would reduce the amount of sport/fitness undertaken, 21.8% would cease activity completely and 21.7% would look to use other facilities in the local area.

Other responses

86 people gave 'other' ways that their sport/fitness activity would be affected if QE did not continue as it is now. Some reinforced that they could no longer do their activity or do it as much, whereas others highlighted it would mean their children would be unable to do certain activities or do them as easily. Some respondents highlighted the impact on their physical and mental wellbeing and others felt there was no viable alternative option for them.

Comment	Mentions
Could no longer do activity/do it as much	21
Children unable to do activities/do easily (including school)	15
Physical/Mental health and wellbeing	14
No suitable/viable alternative options (e.g. availability, capacity, dislike it)	13
Would need to travel	9
Don't know/not sure	8
Use/consider alternative site	6
Do activities at home, other activity	3
Loss of social aspect	3
Cost of other facilities/going elsewhere	3
Other comments	3

Q: If the QE leisure facility could no longer continue as it is now, how would it affect you personally?

Respondents were asked how they would personally be affected if the QE leisure centre did not continue as it is now. The most significant impact was that on general exercise

and fitness, with specific sports including swimming. Others commented on a general loss to themselves, to the area overall and also to school children. The biggest health concern was that of mental health. 96 said that it would not affect them personally.

Comment	Mentions
Miss out on healthy exercise and fitness - general	279
Miss out on healthy exercise and fitness - swimming	167
A significant loss personally or to the area	146
Will affect school children negatively	139
Affects people's mental health	109
Would not affect personally	96
Social and community impacts	85
Miss out on healthy exercise and fitness - climbing	66
Team/club sports activities will probably stop	66
Negative environmental impact and time impact from the extra travel necessary	60
Miss out on healthy exercise and fitness - hockey	45
Loss to those undergoing medical rehabilitation	40
Other sports facilities are expensive/unaffordable	39
QE has better facilities than elsewhere	39
Particular effect on the disabled	37
Extra housing being built in Wimborne needs extra facilities	33
Negative affect on older people's fitness/mobility	32
Miss out on healthy exercise and fitness - Gym	30
Miss out on healthy exercise and fitness - netball	28
Miss out on healthy exercise and fitness - other inc athletics	26
Area deserves better	26
Will travel elsewhere to use facilities	25
Job losses	18
Centre feels safe/comfortable to people	18
Overcrowding at facilities elsewhere	17
QELC needs improvement	12
impact on young people without anything to do	9
Can't cope with change being older	7
Other	6
Accept need to save money	5

Organisations

Q: Please describe your organisation's activities

The organisations that responded were asked to describe some of the activities that they conduct at QE Leisure Centre; most were of a sport or exercise nature. Some clubs described the nature of the activity that they do and how it benefits the people they work with. A few referred to why QE was the best site for them, e.g. availability of an AstroTurf pitch, privacy required for nude swimming.

Organisations Activities	No.	Descriptions (if given)
Hockey	19	Various teams and age groups, only astro pitches in area, umpires, promote team spirit
Athletics	10	Range of age groups, youngsters, coaching, competitions at local and national level
Swimming	8	Various ages, charitable activities, group for disabled swimmers
Netball	7	League set-up and walking netball for ladies and girls, walking netball mostly 50+ age group
Football	5	Various ages e.g. youth, over 35s social
Outdoor activities (e.g. climbing)	5	Acquire strength/skills indoors first, building soft skills.
Nude swimming	3	long-standing group with proven benefits, centre offers required private set-up
School use	2	Core PE sport for school/extend curriculum meeting swimming expectations (younger)
Roped climbing	1	
Exercise Classes	1	
GP Practice	1	
Dance classes	1	Limited elsewhere

Q: If the QE leisure facility could no longer continue as it is now, how would your organisation continue its sport/activity?

When asked how their organisation would continue its sport/activity should the QE leisure facility no longer continue as it is now, 38.6% indicated that they would have to cease organising their sport/activity altogether. 29.8% said it would reduce the amount of activity organised and 21.1% would look to use other local facilities.

	% of all respondents	Number
Would cease organising sport/activity	38.6	22
Would reduce the amount of sport/activity organised	29.8	17
Other	22.8	13
Would look to use other facilities in the local area	21.1	12

Other

There were 12 'other' comments relating to the impact on organisations should the QE leisure facility not continue as it is now. These have been organised according to the sport/activity they relate to and reported verbatim.

Type	Comments
Hockey	<ul style="list-style-type: none"> We would look to use elsewhere but might not be an option. We are concerned that the lack of a local pitch would cause a long-standing member of our league to fold

	<ul style="list-style-type: none"> Finding a local pitch would be very hard and could even lead to the end of the club as it stands. We would not be able to continue with our sport and club at all as we wouldn't have a pitch to play on let alone one that's local as we have a lot of youth players who cannot travel (As above answer) Would reduce the number of teams that I could play against and thus reduce my physical fitness.
Athletics	<ul style="list-style-type: none"> I don't know but it would have a significant negative impact to the club As a club, I think we would have to seriously consider whether we can continue to safely provide coaching and competition opportunity for all the athletic disciplines that we do currently. Unsure how the Club committee would steer the club
Swimming	<ul style="list-style-type: none"> Wagtails have been based in Wimborne for nearly 30 years and our relationship is mostly from the local area. It would be very different to see how we would continue to function as a club if we could not use QE. the facility on offer suit our needs very well, the manager and staff positively welcome us. The pool is warm and low chlorine and the accessibility arrangements are very good.
Netball	<ul style="list-style-type: none"> QE is located ideally for the urban population and also the rural population. Alternative facilities would not be viable for those living in the rural parts of Dorset.
Climbing and Walking	<ul style="list-style-type: none"> There aren't currently any organised meets at QE for WMC - this could change when new routes are put in
British Legion	<ul style="list-style-type: none"> The key is the swimming pool. If that closed - and there aren't many other swimming pools in the area - then the local community would find it hard to use another swimming facility - which would inevitably become over-crowded if the QE swimming pool closed.

Q: As an organisation, are you aware what other sports/leisure facilities are available locally?

85.7% of organisations that responded said they were aware of what other sports/leisure facilities are available locally.

	% of all respondents	Number
Yes	85.7	54
No	14.3	9

Q: If the QE leisure facility could no longer continue as it is now, how do you feel this would affect your organisation?

58 organisations responded to this question. Half felt that they would not be able to continue operating, especially in their current form. Some felt that they would lose

members and struggle to attract new ones, and there would be less opportunities for people to participate.

Comment	Mentions
Not continue/end in current form (e.g. hold events, quality, no other suitable venue or capacity)	29
Lose/affect members/no new members (e.g due to travel)	8
Negative effects	8
Less opportunities	6
Effect on school participation (both QE and AMS)	6
Affect patient/resident health and wellbeing	4
Reduction in social aspects	4
Loss of opposition for sport	3
Suggestions for raising cash	2
Other	2

Q: Any other comments about the impact of any potential changes to Queen Elizabeth Leisure Centre.

There were 1123 further comments. These covered a wide range of issues and these are summarised in the table below (if the answer was 'No', these have been omitted). The main points raised related to new housing and an increase in the population meaning there is a requirement for a leisure facility, if not more so now, and new residents could bring more use and income. There was an emphasis on the importance of the centre to the community and the impact change would have. There were a significant number of comments about the impact on the school and students, with further comments on the impact on young people, their physical and mental health and possible outcomes from the loss of activities in the area such as crime and anti-social behaviour. The benefits of participating in leisure activities on health and reducing pressure on the NHS was also highlighted.

There were comments that refer to issues reflected throughout the report, namely about the impact on specific activities such as swimming, climbing, athletics, hockey and netball, and how other centres cannot easily meet their needs, if at all, and the subsequent increase in travel, traffic and congestion that results from having to travel elsewhere.

A number of suggestions were made by respondents as to how the council might approach its relationship with the leisure centre. These included reviewing charges, gradually tapering the subsidy, diversifying funding opportunities, making use of community support, having more non-sport clubs use the facility or bringing in third parties to fund/run the centre. These can all be found in the Appendix.

Those who supported the withdrawal of funding commented on savings, value for money and spend on essential services. Some queried the variation in spend across the leisure centres. Again, these comments can be found in full in the Appendix.

Comments	Mentions
Wimborne Housing growing - population needs QE (184), need to add facilities not to remove them (57) new residents will bring more users/income (28)	269

Emphasis on QE quality and importance to the community/impact and loss/inclusivity/continue as is	203
Impact on the school - loss to school/students, loss of funding/cannot maintain	198
Impact on activities e.g. swimming (64) loss of leagues and clubs due to no venue/pitch (athletics, netball, hockey - 63), climbing (22)	149
Participation leads to better physical/mental health/reduce NHS burden and save money long-term/change will reduce participation	107
Inclusivity - important for young people/want young people to stay in the area/not enough facilities for younger people/rise in childhood obesity/mental health, development/young people cannot travel/if no activities results in more crime and ASB.	84
Increasing travel/cars/congestion - pressure on the roads and the environment	82
Other centres - not same standard/no alternative and already busy (over-subscribed/pressure/raise precepts etc), not viable	67
Accessible and inclusive community clubs should be supported/encouraging social activity important/safe environment for vulnerable adults/children/older people	59
Suggestions (e.g. willing to pay more, more non-sport clubs, 3rd party involvement, diversifying funding, community support, taper subsidy, review charges etc	50
Council should play part in encouraging healthy lifestyles/ensuring residents can access facilities (36), invest in school/community, honour pledge, cost effective	43
Improve marketing/advertising/investment opportunities to increase use	39
Inconvenience is a barrier to health and fitness/would stop using leisure centres/other options too far away	35
Wimborne needs accessible leisure facilities	31
The centre serves a large area to north and east of Wimborne who are less likely to have access to other facilities/no public transport/where can non-drivers go?	31
The centre would benefit from better management	30
Need low cost, council run facility - not everyone can afford private	19
No access to other facilities e.g public transport poor, cannot drive/travel, not viable	18
Support for council withdrawal - for essential services/if not valuable investment/good saving, also not fair on other centres (should be equitable 3)	16
GP/exercise referral scheme so important for rehabilitation/closure would impact both medical and mental health conditions	16
Negative comment (e.g. short-sighted, devastated, need a rethink)	14
Problem with consultation document/rationale/questions/binary approach/timing/what are the options?	14
Council should review budget/management/spend at other centres/find investment/lead, not every decision about cost saving	14
Other comments	13
Money should not have been wasted on cycle lanes instead	12
Positive comment about QE	11
Loss for those who walk/cycle, should encourage walking/cycling	11
Close others/look at others/other ways to save money/why a problem now?	11
Loss for those less-able/older/disabled/requiring rehabilitation	10
Loss of employment for local experts and support staff	10
Other travel - increased costs and time/unfair	8
What next (e.g. if closed)	6

Numbers likely low due to pandemic and people concerned about mixing with others	5
Other school comments - e.g. school priority should be education, school should pay its share, opening hours unfair due to school use	5
Centre can be a draw for people to the town/tourist revenue	3
Other impact on school comments - e.g. will impact choice of school, work with school	2
Comment stating personal loss/effect	2
Centre has been poorly maintained	2
Would rather my council tax money be used to community venues like this rather than churches	2

Demographic Information

The tables below show the profile of people who took part in the consultation.

Age

As shown in the table below, there was a spread of age groups that responded to the consultation, with about half between the ages of 35 - 54. 2.3% of respondents preferred not to disclose their age group.

	Under 18	18-24	25-34	35-44	45-54	55-64	65-and over	Prefer not to say
% of responses in age group	2.1	3.6	9.2	23.2	27.8	14.6	17.2	2.3

Gender

The current profile of the residents of Dorset show 49.8% male and 51.1% female. There was an uneven balance between males and females responding to the consultation – 31.3% male with two thirds of respondents female.

	Male	Female	Prefer to self describe	Prefer not to say
What best describes your gender?(%)	31.3	66.4	0.0	2.3

Disability

7.8% of respondents considered they had a disability; this equates to 138 people. Responses from disabled people were above average at 7.8% of responses compared to a Dorset figure of 5% based on those claiming either Disability Living Allowance, Personal Independence Payments or Attendance Allowance. The data has been used when analysing the responses to all the questions to see if people who have a disability had a different view to the majority on the key questions in the consultation.

	Yes	No	Prefer not to say
Do you consider yourself to be disabled as set out in the Equality Act, 2010? (%)	7.8	87.8	4.3

When looking at the specific disabilities of the 138 people responding: 80 have a physical disability, 72 a long-standing illness or health condition, 32 a mental health

condition, 22 a learning disability/difficulty, 13 a sensory impairment and 2 preferred not to say. 4 said 'other', 2 of which have autism, one mobility issues due to an accident and one a loss of stamina and energy.

Ethnic Group

With 91.0% of the respondents saying their ethnic group was White British this is fairly typical of the wider population.

White British	91.0
White Irish	0.8
Gypsy/Irish traveller	0.0
Any other white background	1.7
Asian/Asian British - Bangladeshi	0.0
Asian/Asian British - Chinese	0.1
Asian/Asian British - Indian	0.1
Asian/Asian British - Pakistani	0.0
Any other Asian background	0.1
Black/Black British - African	0.0
Black/Black British - Caribbean	0.2
Any other black background	0.0
Mixed ethnic background – White and Asian	0.2
Mixed ethnic background – White and Black African	0.1
Mixed ethnic background – White and Black Caribbean	0.2
Any other mixed background	0.3
Prefer not to say	4.9
Any other ethnic group	0.3

6 gave 'other' as an ethnic group: Arabic, Asian Nepalese, White Welsh, Western European, White and English/White.

Religion/Belief

Just under half said that they were Christian, with 40% saying they had no religion. Other religions included Humanist (3), Catholic (2), Quaker, Spiritual, Pagan, Ethical Vegan and a range of combined religions, personal or no formal beliefs.

	What is your religion/belief? (%)
Buddhist	0.5
Christian	47.4
Hindu	0.1
Jewish	0.2
Muslim	0.1
Sikh	0.1
No Religion	39.9
Other	1.0
Prefer not to say	10.9

Place and Resources Overview Committee – DRAFT Forward Plan

Title	Description	Date of committee meeting	Requested by	Report author	Portfolio Holder	Other meetings? (CLT / SLT / Cabinet)
Dorset Highways Asset Management Plan Review 2021	To review the Highways Asset Management Plan	10 February 2022	Mike Hansford – Highways Assets Manager	Jack Wiltshire – Head of Highways	Cllr Ray Bryan – Portfolio Holder for Highways, Travel & Environment	Cabinet – 1 March 2022
Proposed Blue Badge Car Park Charging Policy	To align the offer that Dorset Council gives to Blue Badge holders within Dorset Council car parks	10 February 2022	Elizabeth Murray – Strategic Parking Project Manager	Elizabeth Murray – Strategic Parking Project Manager	Cllr Ray Bryan – Portfolio Holder for Highways, Travel & Environment	Cabinet – 1 March 2022
QE Leisure Centre Future Management	Feedback on the recent consultation of QE Leisure Centre & the Council’s consideration to its ongoing role in the management arrangements at the centre	10 February 2022	Paul Rutter – Service Manager for Leisure Services	Paul Rutter – Service Manager for Leisure Services	Cllr Laura Miller – Portfolio Holder for Customer & Community Services	Cabinet – 1 March 2022

Title	Description	Date of committee meeting	Requested by	Report author	Portfolio Holder	Other meetings? (CLT / SLT / Cabinet)
Anti-social Behaviour Public Spaces Protection Orders (PSPOs)	A review of the existing Anti-social Behaviour PSPOs for Weymouth & Portland, Dorchester, Bridport, West Bay and Lyme Regis as well as supplementary orders to tackle anti-social behaviour in additional areas as identified by the Community Safety Team in consultation with the Police	7 March 2022 (additional meeting) (deferred from 10 February 2022)	John Newcombe - Service Manager for Licensing & Community Safety	John Newcombe - Service Manager for Licensing & Community Safety	Cllr Laura Miller – Portfolio Holder for Customer & Community Services Cllr Graham Carr-Jones – Housing & Community Safety	5 April 2022
Air Quality Action Plan Consultation Report	A report summarising the findings from the Air Quality Action Plan Consultation together with an attached draft Air Quality Action Plan	21 April 2022	Janet Moore – Service Manager Environmental Protection	Janet Moore – Service Manager Environmental Protection Coralie McGowan – Environmental Protection Team Leader	Cllr Laura Miller – Portfolio Holder for Customer & Community Services	Cabinet – 17 May 2022

Title	Description	Date of committee meeting	Requested by	Report author	Portfolio Holder	Other meetings? (CLT / SLT / Cabinet)
Revised Dorset Council 20mph speed limit process and guidance	A report setting out the council's approach to 20mph speed limits including the interpretation of Department for Transport Guidance within Dorset & the process by which the council will review potential 20mph proposals	21 April 2022	Place & Resources Overview Committee at meeting on 17 December 2020	Wayne Sayers – Transport Planning Team Leader	Cllr Ray Bryan – Portfolio Holder for Highways, Travel & Environment	Portfolio Holder decision

Title	Description	Date of committee meeting	Requested by	Report author	Portfolio Holder	Other meetings? (CLT / SLT / Cabinet)
<i>Review of policies from Policy Library – policies to be prioritised and scheduled to committee dates</i>		7 June 2022				
		28 July 2022				
		6 October 2022				
		24 November 2022				
		9 February 2023				
		18 April 2023				



The Cabinet Forward Plan For the period 1 FEBRUARY 2022 to 31 MAY 2022 (Publication date – 1 FEBRUARY 2022)

Explanatory Note:

This Forward Plan contains future items to be considered by the Cabinet and Council. It is published 28 days before the next meeting of the Committee. The plan includes items for the meeting including key decisions. Each item shows if it is 'open' to the public or to be considered in a private part of the meeting.

Definition of Key Decisions

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

- (a) to result in the relevant local authority incurring expenditure which is, or the making of savings which are, significant having regard to the relevant local authority's budget for the service or function to which the decision relates (**Thresholds - £500k**); or
- (b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards or electoral divisions in the area of the relevant local authority."

In determining the meaning of "*significant*" for these purposes the Council will have regard to any guidance issued by the Secretary of State in accordance with section 9Q of the Local Government Act 2000 Act. Officers will consult with lead members to determine significance and sensitivity.

Cabinet Portfolio Holders 2021/22

Spencer Flower	Leader / Governance, Performance and Communications
Peter Wharf	Deputy Leader / Adult Social Care and Health
Gary Suttle	Finance, Commercial and Capital Strategy
Ray Bryan	Highways, Travel and Environment
Graham Carr-Jones	Housing and Community Safety
Jill Haynes	Corporate Development and Transformation
Laura Miller	Customer and Community Services
Andrew Parry	Children, Education, Skills and Early Help
Tony Ferrari	Economic Growth, Assets & Property
David Walsh	Planning

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
March					
<p>Revised Inter Authority Agreement for Joint Archives Service</p> <p>Key Decision - Yes Public Access - Open</p> <p>The item is subject to internal governance at BCP Council and may be delayed if unable to progress in time for cut off dates at Dorset Council.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 1 Mar 2022</p>		<p>Portfolio Holder for Customer and Community Services</p>	<p><i>Lisa Cotton, Head of Customer Services, Libraries & Archives lisa.cotton@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren), Corporate Director, Legal and Democratic Services - Monitoring Officer (Jonathan Mair)</i></p>
<p>Annual Self Evaluation of Children's Services</p> <p>Key Decision - Yes Public Access - Open</p> <p>To receive the annual self-evaluation report.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 1 Mar 2022</p>		<p>Portfolio Holder for Children, Education, Skills and Early Help</p>	<p><i>Claire Shiels, Corporate Director - Commissioning, Quality & Partnerships claire.shiels@dorsetcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i></p>
<p>Procurement Forward Plan Report - over £500K (2022-23)</p> <p>Key Decision - Yes Public Access - Open</p> <p>Cabinet is required to approve all key decisions with financial consequences of £500k or more. This report provides a list of</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 1 Mar 2022</p>		<p>Portfolio Holder for Finance, Commercial and Capital Strategy</p>	<p><i>Dawn Adams, Service Manager for Commercial and Procurement dawn.adams@dorsetcouncil.gov.uk Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i></p>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
anticipated procurement activity for the period 2022-23.					
Charmouth Parish Neighbourhood Plan 2021-2035 Key Decision - Yes Public Access - Open The report relates to the making (adoption) of the Charmouth Parish Neighbourhood Plan.	Decision Maker Cabinet	Decision Date 1 Mar 2022		Portfolio Holder for Planning	<i>Ed Gerry, Principal Planning Policy Team Leader ed.gerry@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i>
Proposed Blue Badge Car Park Charging Policy Key Decision - Yes Public Access - Open The purpose of this policy is to align the offer that Dorset Council gives to Blue Badge holders within Dorset Council car parks.	Decision Maker Cabinet	Decision Date 1 Mar 2022	Place and Resources Overview Committee 10 Feb 2022	Portfolio Holder for Highways, Travel and Environment	<i>Elizabeth Murray, Strategic Parking Project Manager elizabeth.murray@dorsetcc.gov.uk Executive Director, Place (John Sellgren)</i>
QE Leisure Centre Future Management Key Decision - Yes Public Access - Open Feedback on the recent consultation of QE Leisure Centre and the Council's consideration to its ongoing role in the management arrangements at the centre.	Decision Maker Cabinet	Decision Date 1 Mar 2022	Place and Resources Overview Committee 10 Feb 2022	Portfolio Holder for Customer and Community Services	<i>Paul Rutter, Service Manager for Leisure Services paul.rutter@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i>
Building Better Lives - Purbeck	Decision Maker	Decision Date		Deputy Leader and	<i>Adam Fitzgerald, Building</i>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
<p>Gateway</p> <p>Key Decision - Yes Public Access - Open</p> <p>To consider a recommendation to proceed with the project and approval of delivery route</p>	Cabinet	1 Mar 2022		Portfolio Holder for Adult Social Care and Health, Portfolio Holder for Housing and Community Safety	<i>Better Lives Programme Manager adam.fitzgerald@dorsetcouncil.gov.uk Executive Director, People - Adults</i>
<p>Determination of Dorset Council Coordinated Admissions Arrangements 2022/2024</p> <p>Key Decision - Yes Public Access - Open</p> <p>There was a statutory requirement to determine the admission arrangements for voluntary controlled and community schools in Dorset and to agree the co-ordinated scheme for the management of applications for the 2023/ 24 academic year.</p>	Decision Maker Cabinet	Decision Date 1 Mar 2022		Portfolio Holder for Children, Education, Skills and Early Help	<i>Ed Denham, School Admissions Manager ed.denham@dorsetcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i>
<p>Review of the Highways Asset Management Plan</p> <p>Key Decision - Yes Public Access - Open</p> <p>To review the Highways Asset Management Plan</p>	Decision Maker Cabinet	Decision Date 1 Mar 2022	Place and Resources Overview Committee 10 Feb 2022	Portfolio Holder for Highways, Travel and Environment	<i>Jack Wiltshire, Head of Highways jack.wiltshire@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i>
<p>Bus Back Better</p> <p>Key Decision - Yes</p>	Decision Maker Cabinet	Decision Date 1 Mar 2022		Portfolio Holder for Highways, Travel and Environment	<i>Sue McGowan, Head of Travel Dorset s.m.mcgowan@dorsetcc.gov.uk</i>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
<p>Public Access - Open</p> <p>Dorset Council must establish an Enhanced Partnership with local bus operators in order to deliver its Bus Service Improvement Plan (BSIP) which was approved by Cabinet in September 2021 and submitted to Government in October.</p>					<p><i>v.uk Executive Director, Place (John Sellgren)</i></p>
<p>Extension of ASB - Related Public Spaces Protection Orders (PSPO's)</p> <p>Key Decision - Yes Public Access - Open</p> <p>The existing ASB-related Public Spaces Protection Order for West Dorset (Dorchester, Bridport, West Bay and Lyme Regis) is due to expire on 22 April 2022. New draft Orders have been prepared and have gone out to public consultation however the new Orders will not be ready for implementation until later in the year. An extension to the current Order is sought.</p>	<p>Decision Maker Cabinet</p> <p>Cabinet</p>	<p>Decision Date 1 Mar 2022</p> <p>1 Mar 2022</p>		<p>Portfolio Holder for Customer and Community Services, Portfolio Holder for Housing and Community Safety</p>	<p><i>John Newcombe, Service Manager, Licensing & Community Safety john.newcombe@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i></p> <p><i>Executive Director, Place (John Sellgren)</i></p>
<p>Leisure Services Review</p> <p>Key Decision - Yes Public Access - Part exempt</p> <p>An update on the Leisure Review with a decision required on the</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 1 Mar 2022</p>		<p>Portfolio Holder for Customer and Community Services</p>	<p><i>Paul Rutter, Service Manager for Leisure Services paul.rutter@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i></p>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
future approach to service delivery and the extension of existing leisure contracts.					
Review of Redundancy Multiplier Key Decision - Yes Public Access - Fully exempt To agree the level of redundancy enhancement for all Dorset Council employees from 1 April 2022, following the end of the current agreement. To receive an update on the progress of the introduction of exit pay cap legislation	Decision Maker Cabinet	Decision Date 1 Mar 2022		Portfolio Holder for Corporate Development and Transformation	<i>Chris Matthews, Service Manager - HR Operations christopher.matthews@dorsetcouncil.gov.uk Corporate Director of Human Resources & Organisational Development (David McIntosh)</i>
Adult Social Care - Future Services Key Decision - Yes Public Access - Fully exempt To seek a decision on the provision of future services for Adult Social Care.	Decision Maker Cabinet	Decision Date 1 Mar 2022		Deputy Leader and Portfolio Holder for Adult Social Care and Health	<i>Lesley Hutchinson, Corporate Director for Adults Commissioning Lesley.Hutchinson@dorsetcouncil.gov.uk Executive Director, People - Adults</i>
April					
Quarter 4 Council Plan Monitoring Report Key Decision - No Public Access - Open	Decision Maker Cabinet	Decision Date 5 Apr 2022		Portfolio Holder for Corporate Development and Transformation	<i>Bridget Downton, Head of Chief Executive's Office bridget.downton@dorsetcouncil.gov.uk Chief Executive (Matt Prosser)</i>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
A quarterly report on the delivery of the council's plan					
Education Leadership Board Report Key Decision - Yes Public Access - Open Report regarding the Education Leadership Board	Decision Maker Cabinet	Decision Date 5 Apr 2022	People and Health Overview Committee 24 Mar 2022	Portfolio Holder for Children, Education, Skills and Early Help	<i>Vik Verma, Interim Director of Education and Learning vik.verma@dorsetcc.gov.uk Executive Director, People - Children (Theresa Leavy)</i>
Residential Review Key Decision - Yes Public Access - Open Do consider the Residential Review.	Decision Maker Cabinet	Decision Date 5 Apr 2022	People and Health Overview Committee 24 Mar 2022	Portfolio Holder for Children, Education, Skills and Early Help	<i>Louise Drury, Head of Service Children in Care and Care Leavers louise.drury@dorsetcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i>
Safeguarding Families: New Model Key Decision - Yes Public Access - Open To consider the report.	Decision Maker Cabinet	Decision Date 5 Apr 2022	People and Health Overview Committee 24 Mar 2022	Portfolio Holder for Children, Education, Skills and Early Help	<i>Lisa Reid, Consultant Quality Assurance lisa.reid@dorsetcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i>
Commissioning Strategy Key Decision - Yes Public Access - Open	Decision Maker Cabinet	Decision Date 5 Apr 2022	People and Health Overview Committee 24 Mar 2022	Portfolio Holder for Children, Education, Skills and Early Help	<i>Claire Shiels, Corporate Director - Commissioning, Quality & Partnerships claire.shiels@dorsetcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i>
Yetminster and Ryme Intrinsic Neighbourhood Plan 2017-2036	Decision Maker Cabinet	Decision Date 5 Apr 2022		Portfolio Holder for Planning	<i>Ed Gerry, Principal Planning Policy Team Leader</i>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
<p>Key Decision - Yes Public Access - Open</p> <p>The item relates to the making (adoption) of the Yetminster and Ryme Intrinsic Neighbourhood Plan 2017-2036 subject to a favourable result in the referendum which is due to be held on the 22 February 2022.</p>					<p><i>ed.gerry@dorsetcouncil.gov.uk</i> <i>Executive Director, Place</i> <i>(John Sellgren)</i></p>
<p>BCP Local Plan Consultation Response</p> <p>Key Decision - Yes Public Access - Open</p> <p>Dorset Council's response to the BCP Council Local Plan - Issues and Options Consultation</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 5 Apr 2022</p>		<p>Portfolio Holder for Planning</p>	<p><i>Terry Sneller, Local Plan Team Leader</i> <i>terry.sneller@dorsetcouncil.gov.uk</i> <i>Executive Director, Place</i> <i>(John Sellgren)</i></p>
<p>Anti-social Behaviour Public Space Protection Orders</p> <p>Key Decision - Yes Public Access - Open</p> <p>A review of the existing Anti-social Behaviour Public Spaces Protection Orders for Weymouth & Portland, Dorchester, Bridport, West Bay and Lyme Regis as well as consideration of supplementary orders to tackle antisocial behaviour in additional areas as identified by the Community</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 5 Apr 2022</p>	<p>Place and Resources Overview Committee</p>	<p>Portfolio Holder for Customer and Community Services, Portfolio Holder for Housing and Community Safety</p>	<p><i>John Newcombe, Service Manager, Licensing & Community Safety</i> <i>john.newcombe@dorsetcouncil.gov.uk</i> <i>Executive Director, Place</i> <i>(John Sellgren)</i></p>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
Safety Team in consultation with the Police.					
May					
<p>Dorset Council Air Quality Action Plan</p> <p>Key Decision - Yes Public Access - Open</p> <p>A report summarising the findings from the Air Quality Action Plan consultation together with an attached draft Air Quality Action Plan.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 17 May 2022</p>	<p>Place and Resources Overview Committee 21 Apr 2022</p>	<p>Portfolio Holder for Customer and Community Services</p>	<p><i>Janet Moore, Environmental Health Team Leader and Health Projects Manager Janet.Moore@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i></p>
June					
<p>Finance report - outturn 2021/2022</p> <p>Key Decision - Yes Public Access - Open</p> <p>To consider the Council's performance against its revenue budget in 2021/22 and the impact this has upon reserves, including the general fund.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 21 Jun 2022</p>		<p>Portfolio Holder for Finance, Commercial and Capital Strategy</p>	<p><i>Jim McManus, Corporate Director - Finance and Commercial J.McManus@dorsetcc.gov.uk Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i></p>
July					

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
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<p>Quarter 1 Council Plan Monitoring Report</p> <p>Key Decision - No Public Access - Open</p> <p>A quarterly report on the delivery of the council's plan</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 26 Jul 2022</p>		<p>Portfolio Holder for Corporate Development and Transformation</p>	<p><i>Rebecca Forrester, Business Intelligence & Performance rebecca.forrester@dorsetcouncil.gov.uk Chief Executive (Matt Prosser)</i></p>
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<p>Quarter 2 Council Plan Monitoring Report</p> <p>Key Decision - No Public Access - Open</p> <p>A quarterly report on the delivery of the council's plan</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 4 Oct 2022</p>		<p>Portfolio Holder for Corporate Development and Transformation</p>	<p><i>Rebecca Forrester, Business Intelligence & Performance rebecca.forrester@dorsetcouncil.gov.uk Chief Executive (Matt Prosser)</i></p>
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Private/Exempt Items for Decision

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 shadow council 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.

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