



# Place and Resources Overview Committee

**Date:** Thursday, 21 April 2022  
**Time:** 10.00 am  
**Venue:** Council Chamber, County Hall, Dorchester, DT1 1XJ

## Members (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 Meeting Contact 01305 252209 / lindsey.watson@dorsetcouncil.gov.uk

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda.

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## Agenda

Item	Pages
<b>1. APOLOGIES</b>	
To receive any apologies for absence.	
<b>2. MINUTES</b>	
To confirm the minutes of the meetings held on:	
• <a href="#">22 April 2021</a>	
• <a href="#">1 June 2021</a>	
• <a href="#">17 September 2021</a>	
• <a href="#">19 October 2021</a>	
• <a href="#">10 November 2021</a>	
• <a href="#">16 December 2021</a>	
• <a href="#">10 February 2022</a>	
• <a href="#">7 March 2022</a>	

### **3. 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.

### **4. CHAIRMAN'S UPDATE**

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

### **5. PUBLIC PARTICIPATION**

Representatives of town or parish councils and members of the public who live, work or represent an organisation within the Dorset Council area are welcome to submit up to two questions or two statements for each meeting. Alternatively, you could submit one question and one statement for each meeting.

All submissions must be emailed in full to [lindsey.watson@dorsetcouncil.gov.uk](mailto:lindsey.watson@dorsetcouncil.gov.uk) by 8.30am on 14 April 2022.

When submitting your question(s) and/or statement(s) please note that:

- no more than three minutes will be allowed for any one question or statement to be asked/read
- a question may include a short pre-amble to set the context and this will be included within the three minute period
- please note that sub divided questions count towards your total of two
- when submitting a question please indicate who the question is for (e.g. the name of the committee or Portfolio Holder)
- Include your name, address and contact details. Only your name will be published but we may need your other details to contact you about your question or statement in advance of the meeting.
- questions and statements received in line with the council's rules for public participation will be published as a supplement to the agenda
- all questions, statements and responses will be published in full within the minutes of the meeting.

## 6. QUESTIONS FROM MEMBERS

To receive questions submitted by councillors.

Councillors can submit up to two valid questions at each meeting and sub divided questions count towards this total. Questions and statements received will be published as a supplement to the agenda and all questions, statements and responses will be published in full within the minutes of the meeting.

The submissions must be emailed in full to [lindsey.watson@dorsetcouncil.gov.uk](mailto:lindsey.watson@dorsetcouncil.gov.uk) by 8.30am on 14 April 2022.

[Dorset Council Constitution](#) – Procedure Rule 13

## 7. RESULTS OF THE DRAFT AIR QUALITY ACTION PLAN CONSULTATION AND PROPOSED AIR QUALITY ACTION PLAN 5 - 16

To consider a report of the Service Manager - Environmental Protection.

## 8. 20MPH SPEED LIMIT APPROACH 17 - 50

To consider a report of the Road Safety Manager.

## 9. PLACE AND RESOURCES OVERVIEW COMMITTEE FORWARD PLAN 51 - 64

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

21 April 2022

## Results of the Draft Air Quality Action Plan Consultation and proposed Air Quality Action Plan

### For Review and consultation

**Portfolio Holder:** Cllr L Miller, Customer and Community Services

**Local Councillor(s):** Cllr S Christopher

**Executive Director:** J Sellgren, Executive Director of Place

Report Author: Janet Moore

Title: Service Manager – Environmental Protection

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**Report Status:** Public

#### 1. Brief Summary:

- 1.1 The Local Air Quality Management regime places a statutory obligation on all local authorities to review and assess air quality in their areas, and to determine whether national air quality objectives are likely to be achieved. Where an exceedance occurs, the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out measures it intends to put in place to achieve the objectives.
- 1.2 Air quality throughout the Dorset Council area is generally very good, mainly due to our predominantly rural environment. However, sections of the A35 trunk road that run through Chideock village are close to or exceed the objective level for nitrogen dioxide (NO<sub>2</sub>). Vehicle emissions account for the main source of NO<sub>2</sub> here and the topographical features along this stretch of the road further concentrates and raises the emission levels. In 2007 an AQMA was declared in Chideock. The associated AQAP was drafted in 2008.

- 1.3 A review of the AQAP has been overdue and progress has been hampered for a number of reasons including the reprioritising of work required during the period of Covid restrictions. This draft AQAP has been produced as a result of our statutory duty under the Local Air Quality Management regime and will comply with the requirements for an annual review within the provisions of the new Environment Act 2021.
- 1.4 The AQAP outlines the actions that Dorset Council will deliver with its partners to reduce concentrations of and exposure to air pollution. The plan will have a positive impact on air quality however it is recognised that the specific issue in Chideock is related to emissions from vehicles on a trunk road over which the Council has no direct control.

## **2. Recommendations:**

- 2.1 To consider the findings from the Draft Air Quality Action Plan consultation and agree the measures contained within the proposed Air Quality Action Plan.
- 2.2 To advise on any further work which your committee would like officers to undertake in respect of the proposed Air Quality Action Plan.
- 2.3 To agree that the proposed Air Quality Action Plan be submitted to the Department for Food and Rural Affairs (Defra) for comment and approval.

## **3. Reasons for Recommendations:**

- 3.1 The Air Quality Action Plan is required as part of the Councils statutory duty within the Local Air Quality Management framework.
- 3.2 The process to develop the AQAP is prescribed in law and requires a public consultation exercise before submitting to Defra for approval and subsequent adoption by Cabinet.
- 3.3 Whilst Dorset Council is committed to improving the air quality to people in Chideock and across Dorset, as a local authority it is important to consider the cost effectiveness and feasibility of different measures.
- 3.4 The Environment Act 2021 includes provision for additional air quality objectives related to particulate matter which have not been previously included in the national framework. The proposed AQAP reflects this addition.

- 3.5 The proposed AQAP seeks to improve air quality in Chideock and the wider council area.

#### **4. Report**

- 4.1 Under Part IV of the Environment Act 1995, Local Authorities are required to review, assess and report annually against air quality objectives (AQO), to Defra. Where the AQO are not achieved, the authority must declare an AQMA. Following the declaration of an AQMA, the authority must then develop an AQAP which sets out the local measures to be implemented in pursuit of achieving the air quality objectives. An AQMA was declared in Chideock in 2007.

- 4.2 The AQMA has been declared along the A35, due to exceedances of the annual mean Nitrogen Dioxide (NO<sub>2</sub>) AQO, with the main source of emissions being from road traffic. This is exacerbated by the gradient at this location, by congestion and the canyon-like nature of the road (i.e. properties close to the carriageway resulting in reduced dispersion at the building facades).

- 4.3 The A35 is part of the Strategic Road Network. National Highways have undertaken significant supporting work by investigating a number of potential measures at Chideock. These are given below and have been discounted by National Highways at this time.

4.3.1 The use of single lane traffic flows. Modelling showed that this proposal would lead to unacceptable levels of congestion, with queue lengths over 4km in both the eastbound and westbound directions. There would be increases in travel times of 467% in the eastbound and 373% in the westbound direction.

4.3.2 There have been calls for a bypass in Chideock for many years. This measure would need to be a government decision through the Road Investment Strategy. It is unlikely that it could be implemented in a realistic time frame to positively affect the AQO. There are significant cost and planning implications.

4.3.3 Charging zones have also been investigated. National Highways is not permitted to implement charging zones on the Strategic Road Network (by Government) and as such this measure has been discounted.

4.3.4 Eco barriers (green screens etc.) have been considered, but properties are too close to the road for them to be physically placed on the footpath.

- 4.5 Because of the nature of the road, the proximity of houses to the carriageway and the gradient at this location, the air quality issues at Chideock are not easy to resolve.
- 4.6 The AQAP focuses on Chideock with measures to reduce emissions on the A35. Although the LAQM regime is to achieve the AQO at hotspot locations such as in Chideock, we recognise that long-term exposure to air pollution is a strong driver of health impacts. Measurements for exceedances of AQOs, do not reflect the evidence that there is no 'safe level' for air pollutants such as particulates including PM<sub>2.5</sub>. This AQAP therefore not only provides actions specific to Chideock, but also provides more strategic measures to ensure that emissions gradually reduce across Dorset which importantly should help to ensure that AQMAs are not required in the future.

## **5. The Process**

- 5.1 Defra provide clear guidance for local authorities to develop effective AQAPs. This includes engagement of key stakeholders to review measures in place, evaluate further measures, and look to reduce air pollution emissions through a range of policies and actions.
- 5.2 This AQAP was prepared by Dorset Council, in association with Air Quality Consultants Ltd and with the support and agreement of the following.
- Environmental Protection Team Leader, Dorset Council
  - Service Manager for Spatial Planning Economic Growth and Infrastructure
  - Route Manager, National Highways
  - Technical Lead for Air Quality, National Highways
  - Healthy Places Project Coordinator, Public Health Dorset
  - Transport Planning Manager, Dorset Council
  - Transport Planning Officer, Dorset Council
- 5.3 National Highways are key to the implementation of the transport measures for the A35 within the AQAP and their input is paramount to its success. However, as the aim is for wider collaboration and reductions in emissions more generally across the county, public health, transport, planning and climate change colleagues have also been invaluable in the drafting of the plan. Officers will continue to be fully involved and consulted as the process continues.



## **6. Consultation Results**

- 6.1 The purpose of the consultation was to allow residents, businesses and visitors to Dorset to tell us what they think about our Draft AQAP. It included the proposed measures and actions to improve air quality.
- 6.2 The consultation period ran from 29 November 2021 to 23 January 2022.
- 6.3 171 responses were received, of which over 95% were from Dorset Council residents.
- 6.4 There is a genuine concern for the air quality within Dorset – especially at a local level. Over 70% of responding residents, when asked specifically about the subject on their local area, said they were either concerned or very concerned and of these over 80% thought traffic was the main source of pollution. This was followed by farming (6.8%) and industry (4.8%).
- 6.5 Around 70% of respondents thought that not enough was being done locally to improve air quality. In terms of the biggest cause of air pollution from the participants' households, just under 45% thought it was from their energy use, and just over 35% attributed it to their travel choices.
- 6.6 When asked which measures respondents would consider using to improve air quality in the Dorset Council area, there were four main responses. These were walking more; using a lower emission vehicle; cycling and using the bus. From all the options available, around 20% would not consider using any of the alternative measures.
- 6.7 Highlights
- 6.7.1 Domestic Fuel Use. Around 80% of respondents said they used mains gas and of these, most used it as their predominant fuel for heating/hot water production. The next highest fuels used were electricity, oil and wood. Regarding wood burning/multi-fuel stoves, about 30% (which equates to 52 respondents) either had one currently (just over half were Defra approved models) or were intending on getting one.
- 6.7.2 Air Quality in Chideock. Around half of all respondents were aware there was an existing air quality issue in Chideock, with an Air Quality Management Area declared.
- 6.7.3 Measures from the Draft Air Quality Action Plan. From the five categories set out within the draft Air Quality Action Plan, there

were two highlighted by the respondents as of high importance. These were to continue the collaborative work with National Highways to improve air quality on the A35 in Chideock and to develop policies to support better air quality

- 6.8 There was no strong feeling either way on whether the draft AQAP would provide a good basis to improve air quality in the Dorset Council area. Around 100 respondents left further comments of which several wanted more action for Weymouth, Portland and Boot Hill in particular. There were additional comments sharing a common theme around public transport, stating that the provision should be better or commenting that services had been reduced. There was also concern about congested roads in urban areas and that more housing developments may increase vehicle numbers.
- 6.9 Concerns were also raised over issues such as the proposed Portland waste to energy plant and the domestic use of solid fuel stoves.
- 6.10 Chideock Parish Council provided a full and valuable response to the consultation and subsequently met with officers to discuss issues. Additional actions are included in the proposed plan and the Council intends to recommence stakeholder meetings on a six-monthly basis to include relevant partner agencies. These meetings will facilitate discussion on progress with the AQAP

## **7. AQAP measures**

- 7.1 The proposed AQAP includes the following actions.
- 7.1.1 Action 1 - Continue collaborative work with National Highways to investigate, and where appropriate implement, direct measures to improve air quality on the A35 in Chideock. A number of measures have been fully investigated by National Highways. Dorset Council will report on any changes seen with the permanent speed reduction measure which was implemented.
- 7.1.2 Action 2 - Promote behaviour change away from single occupancy private vehicle use. Access to efficient public transport will be of high importance in reducing demand for cars, including the provision of buses and bus priority measures in urban areas. Chideock Parish Council have raised the possibility of an off-road pedestrian/cycle link between Chideock and Bridport, which may have the potential to take some traffic off the road network. The feasibility of this option will be investigated, initially by Dorset Council.

- 7.1.3 Action 3 - Promote the use of alternatively fuelled vehicles. The primary objective here is the reduction of carbon and local pollutant emissions from transport. However, this measure does not deliver congestion reduction, or increased levels of physical activity that are generated by measures to encourage active travel modes. Provision of suitable infrastructure to support low emission vehicles is critical to their introduction. The Dorset Council, Transport Action Plan contains longer term actions (2023 onwards) to encourage the use of ultra-low emission public transport vehicles (including taxis), particularly smaller buses and to encourage low carbon freight and logistics (freight strategy to be reviewed and amended by 2022). These longer-term actions are supported.
- 7.1.4 Action 4 - Develop policies to support better air quality. For the planning process, a regulatory framework is in place for new and existing developments to minimise emissions. i.e. a requirement to implement or support actions that make a positive contribution to improving air quality. Air quality assessments for applications are undertaken where air quality is of specific concern. This action will enable us to review of current wording of Policy ENV12 in the new Local Plan, to ensure that air quality gains a high prominence. It also enables the production of a guidance document for developers on air quality, which could take the form of a Supplementary Planning Document (SPD). Good design principles that will reduce emissions (or exposure) can also be included within the SPD. The scope of the guidance could potentially be broadened to incorporate climate change.
- 7.1.5 Action 5 - Control domestic emissions by promoting low emission plant and fuels. Open fires and wood-burning stoves have risen in popularity. Being an additional form of heating in both urban and rural areas; for a minority they may be the sole heat source. In addition, there has been a growth of biomass boilers for home heating. This increase in burning solid fuels in our homes is having an impact on our air quality and now makes up the single largest contributor to UK wide Particulate Matter emissions.
- 7.1.6 Chideock has a long-standing air quality issue which has been given attention in recent years by both the Council (including the predecessor council) and by National Highways, both of which have engaged with communities and elected representatives to explore improving air quality. The Parish Council have been particularly active in voicing concerns and engaging with stakeholders. As a result of further discussions with Chideock Parish Council we intend to include the following additional measures with the AQAP

- Explore the use of targeted road signage to reduce traffic burden through the village.
- Support for a proposed footpath/cycleway between Chideock and Bridport.
- A targeted awareness raising for residents on air pollution impacts and how the local plan / planning objectives and climate control actions work to minimise harmful pollutants.
- Better promotion of the electric charging point within the village
- Support Chideock Parish Council to move forward with some of their own community ideas and measures including working with the University of Bristol on an initiative around monitoring particulate levels in the village.

## **8. Complimentary work to support the action plan**

- 8.1 We have recently been successful in a bid for grant funding from DEFRA. We know there is increasing local public concern around PM<sub>2.5</sub> in Dorset, and that, at present, there is little information in relation to current concentrations and how they vary across the County. The objective of this funded project is to increase the level of knowledge of PM<sub>2.5</sub>, and ultimately reduce emissions by changing behavioural attitudes, especially in relation to solid fuel burning. The project is for two years and is in two parts. Firstly, to carry out monitoring in selected locations. This will provide us with a source and level profile. The second part of the project will be public awareness raising and will be implemented alongside the monitoring and will support work being undertaken at a national level. The campaign will encourage solid fuel users to make positive changes to their burning habits.
- 8.2 Defra is currently running three public consultations on measures proposed to make it easier for local authorities to tackle poor air quality in their areas. Dorset Council will consider the proposals and respond accordingly.
- 8.2.1 Under the Environment Act 2021, the Government will be introducing two new targets for PM<sub>2.5</sub> by October 2022. This includes a long- term target aimed at reducing overall population exposure. The consultation is open until 11<sup>th</sup> May 2022.  
<https://consult.defra.gov.uk/natural-environment-policy/consultation-on-environmental-targets/>
- 8.2.2 A consultation on the review of the Local Air Quality Management Policy which seeks to increase engagement and collaboration between councils, partner organisations and the communities that

they serve, with an increased focus on the impact of air quality on people's health. This consultation closes on the 6<sup>th</sup> June 2022.

<https://consult.defra.gov.uk/air-quality-and-industrial-emissions/consultation-on-the-review-of-the-local-air-quality/>

- 8.2.3 A consultation on the proposal to designate National Highways as a relevant Public Authority in order to ensure more consistent collaboration with local authorities to reduce road pollution.  
[Consultation on Designation of National Highways as a "Relevant Public Authority" - Defra - Citizen Space](#)

## **9. Financial Implications**

- 9.1 Financial implications will be dependent upon which measures are taken forward to and will be detailed in any specific proposals.

## **10. Climate Implications**

- 10.1 The proposed measures will have a positive impact on our climate objectives. Air quality and climate emergency actions are often interlinked.

## **11. Wellbeing and Health Implications**

- 11.1 Children and older people are more susceptible to the effects of air pollution. In early life exposure can affect lung function and growth. For older people it can increase the risk of heart problems and stroke. People with existing health conditions are susceptible to the effects of poor air quality.
- 11.2 Exposure to poor air quality can exacerbate symptoms of asthma and cardiovascular disease. It also increases the risk of heart problems and stroke for those with existing cardiovascular and respiratory conditions.
- 11.3 Exposure to poor air quality can affect a foetus within the first few weeks, with evidence emerging for resulting low birth weights and premature birth. Therefore, pregnant women are also particularly susceptible to air pollution.
- 11.4 Although air pollution can be harmful to everyone, people who live in more polluted areas are more affected. This tends to include low-income communities as they are more likely to live in areas with poorer air quality due to lower value properties often being in more congested areas. They are also more likely to fit other criteria which indicate poorer health in general, making them more susceptible.

- 11.5 The measures contained in the AQAP seek to reduce air pollution and should have a positive effect on wellbeing and health. Close working will continue with Public Health Dorset to identify opportunities to improve the health of communities by reducing air pollution.

## **12. Other**

- 12.1 The production of an AQAP is a statutory duty under the Environment Act 2021.
- 12.2 Addressing air quality issues involves a number of council services and wider stakeholders. Officers will ensure that appropriate liaison continues to ensure an effective approach.

## **13. Risk Assessment**

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

Current Risk: Medium

Dorset Council's existing Air Quality Action Plan for Chideock is overdue for review. New legislation (Environment Act 2021) provides a statutory responsibility that Action Plans must be reviewed on a 5-year basis.

Dorset Council, by producing this AQAP, will be able to be positively held account to this

Residual Risk: Low

## **14. Equalities Impact Assessment**

- 14.1 Completed and appended to this report. Outcomes were as follows:
- 14.2 Age, Disability, Pregnancy and Maternity, Rural isolation and Socio-economic deprivation are protected characteristics which would result from positive impacts. The remainder would have neutral impact. No protected characteristic would be negatively impacted by the AQAP. No protected characteristic has been identified to have an unclear impact, which would then require further investigation.

## **15. Appendices**

- 14.1 [Appendix 1 – Draft Air Quality Action Plan](#)
- 14.2 [Appendix 2 – Consultation Response Report](#)
- 14.3 [Appendix 3 – Equality Impact Assessment](#)

**16. Background Papers**

- 15.1 [Transport action plan - Dorset Council](#)
- 15.2 [Dorset Council Local Plan - Dorset Council](#)
- 15.3 [Environment Act 1995 \(legislation.gov.uk\)](#)
- 15.4 [Environment Act 2021 \(legislation.gov.uk\)](#)
- 15.5 [LAQM-TG16-April-21-v1.pdf \(defra.gov.uk\)](#)

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## Place and Resources Overview Committee 21 April 2022 20mph Speed Limit Approach

### For Recommendation to Cabinet

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

**Local Councillor(s):** All

**Executive Director:** J Sellgren, Executive Director of Place

Report Author: Tony Burden  
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**Report Status:** Public

#### Brief Summary:

Department for Transport (DfT) guidance and criteria are currently followed for setting speed limits across the Dorset Council area.

The DfT encourages highway authorities to introduce 20mph limits in urban areas and village streets where “there are or – could be – significant numbers of journeys on foot where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.”

This report outlines the underlying principles that apply to all speed limits and specifically how these apply to 20mph limits with the aim of setting a standard approach to setting and implementing 20mph limits for Dorset Council.

At the 17 December 2020 committee hearing the decision was made to follow DfT guidance for setting speed limits and to further develop guidance on the principles, criteria, and process document, thus enabling officers and members to assess and prioritise requests objectively: returning the final version to this committee for approval.

## **Recommendation:**

- a. To review the guidance for setting the principles, criteria, and process for 20mph schemes.
- b. To support the guidance and recommend it to Cabinet for approval.

## **Reason for Recommendation:**

To ensure speed limit consistency across Dorset.

### **1. Report**

- 1.1 DfT guidance and criteria for setting speed limits is currently followed by officers when considering/investigating request to change a speed limit. There are underlying principles that apply to all speed limits, an extract of the underlying principles is at Appendix A and the full guidance contained within the background papers.
- 1.2 Dorset Council's approach is to follow DfT guidance and criteria for setting speed limits. A copy of the current speed limit document is at Appendix B which provides a summary of the DfT guidance.
- 1.3 Speed limit reductions are usually actioned as a means to improve safety, either because there is evidence of a speed related collision problem or the nature, layout or use of a road has changed due to a highway improvement scheme or development.
- 1.4 DfT guidance states that the following factors are important when considering what an appropriate speed limit is:
  - History of collisions
  - Road geometry and engineering
  - Road functions (strategic, through traffic, local access etc)
  - Composition of road users (including existing and potential levels of vulnerable road users)
  - Existing traffic speeds
  - Road environment, including level of road-side development and possible impact on residents (e.g. severance, noise, or air quality)
- 1.5 The above factors should be considered for all road types; however, they may be weighted differently in urban or rural areas. The impact of speed limit changes on community and environmental outcomes should also be considered.

- 1.6 The DfT defines a 20mph limit or zone in urban areas as applicable “In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playground and other areas, where motor vehicle movement is not the primary function.”
- 1.7 DfT guidance on setting local speed limits states that it is government policy that a 30mph speed limit should be the norm through villages.
- 1.8 With regards to 20mph limits in rural villages, DfT guidance states that “It may also be appropriate to consider 20mph limits or zones in built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function.”
- 1.9 DfT guidance states that speed limit reduction (including 20mph) assessments should include an assessment of the following factors:
- Collision and casualty savings
  - Conditions and facilities for vulnerable road users
  - Impacts on walking and cycling and other mode shift
  - Congestion and journey time reliability
  - Environmental, community and quality of life impact (may include emissions, community severance, visual impact, noise, and vibration as well as costs, including engineering, signing, maintenance and costs of enforcement)
- 1.10 DfT encourages local highway authorities to consider introducing more 20mph over time. DfT guidance on urban speed limit management states “Traffic authorities can, over time, introduce 20mph speed limits or zones on major streets where there are – or could be – significant numbers of journeys on foot where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

This is in addition to residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support, and the characteristics of the street are suitable.

Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.”

1.11 It is important to note that Dorset Police's position on enforcing 20mph limits follows the Association of Chief Police Officer (ACPO) speed enforcement policy guidelines 2011-2015. The ACPO guidance can be found in the background papers and states that the police service position on the enforcement of speed limits (including 20mph) is:

- Appropriate speed limits are supported, so long as they look and feel like the limit giving visiting motorists who wish to conform that chance;
- The desired outcome has to be speeds at the limit chosen so as to achieve safe roads for other and vulnerable users not high speeds and high enforcement;
- Self-enforcing (with reducing features) not requiring large scale enforcement;
- Only introduce where average speeds are already close to the limit imposed (24mph in a proposed 20mph area) or with interventions that make the limit clear to visiting motorists;
- Speeding problems identified in an area must have the engineering, site clarity and need reassessed, not simply a call for more enforcement; and
- Enforcing against drivers who simply misread the road may not be appropriate.

1.12 With regard to 20mph limits, DfT guidance states "It is important to consider the full range of options and their benefits, both road safety and wider community and environmental benefits and costs, before making a decision as to the most appropriate method of introducing a 20mph scheme to meet the local objectives and the road conditions."

1.13 As with most signed only speed limit changes, vehicle speeds should be at or close to the proposed speed limit change. For 20mph limits DfT guidance suggests that a mean average speed of 24mph or lower would be required for a signed only 20mph limit to be well adhered to.

1.14 The current approach that follows DfT speed limit guidance and criteria offers a clear and objective means of assessing the appropriateness and validity of speed limit change requests.

1.15 DfT guidance offers flexibility in assessing each speed limit change request/proposal for distinct sites of concerns or area wide proposals. The guidance offers a variety of different reasons and justifications for setting speed limits which can be applied to suit the desired outcome.

1.16 Defining the wanted outcome of a 20mph limit (as with any speed limit change) is key and the DfT guidance and criteria allow for that to happen.

For example, a speed limit could be introduced as a means to prevent/reduce road traffic collisions or it could be introduced to encourage/support as increase in active travel (walking and cycling).

- 1.17 At the 17 December 2020 committee hearing it was noted that the initial draft scheme guidance could have been clearer to better enable communities to understand the principles and criteria of setting 20mph limits. In recognition of this a new '20mph schemes – A guide to principles, criteria, and process' document has been produced. The principles reflect DfT guidance for setting local speed limits and offer a means for officers to assess and prioritise requests objectively. A copy of this document is at Appendix C.
- 1.18 Within the guidance there is advice to enable communities to fund the installation of a 20mph scheme where the request does not reach sufficient priority to allow funding from the capital programme. There are a series of additional qualifying criteria a community would have to satisfy, and these are contained in the guidance.

## **2 Financial Implications**

- 2.2 Costs associated with 20mph schemes will be dependent upon the scale and scope of particular schemes. A relatively simple scheme involving only lines and signs could be delivered in the region of £5K, a far more complex scheme with traffic calming measures would be considerably more expensive.
- 2.3 It is proposed to allocate £75k of LTP budget per annum to the delivery of 20mph schemes, focused on the highest priority schemes. This would be reviewed annually. Any very large-scale priority schemes would potentially receive separate funding from the LTP budget and would need to be prioritised using the standard LTP scheme prioritisation process.
- 2.4 Local Town/Parish Councils will also have the opportunity to self-fund lower priority schemes that would not be delivered as part of the high priority Dorset Council programme, provided that they meet the essential criteria.

## **3 Climate Implications**

- 3.2 DfT guidance states that 20mph schemes may have “environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used.”

- 3.3 Providing low speed in low traffic areas also promotes increased walking and cycling.

#### **4 Well-being and Health Implications**

DfT guidance states that “Important benefits of 20mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling”. The importance of this has been picked up as a key issue in the recently published LTN 1/20 Cycle Design standards.

#### **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: Low

Residual Risk: Low

#### **7 Equalities Impact Assessment**

Not applicable

#### **8 Appendices**

- 8.1 Appendix A – Extract from DfT Circular 01/2013 ‘Setting Local Speed Limits’ – The Underlying Principles of Local Speed Limits
- 8.2 Appendix B – Dorset Council speed limit setting overview
- 8.3 Appendix C - 20mph schemes – A guide to principles, criteria, and process
- 8.4 Appendix D – Process for assessing a 20mph limit or zone

#### **9 Background Papers**

- 9.1 DfT Circular 01/2013 ‘Setting Local Speed Limits’ [Setting local speed limits - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

9.2 ACPO Speed Enforcement Police Guidelines 2011-2015: Joining Forces for Safer Roads [Microsoft Word - Speed Enforcement Guidance ACPO\\_2011 2015\\_May 2013\\_Internet \(npcc.police.uk\)](#)

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## **Appendix A – Extract from Department for Transport circular 01/2013 ‘Setting Local Speed Limits’ – The Underlying Principles of Local Speed Limits**

### **Key points**

The Highways Agency is responsible for determining speed limits on the trunk road network. Local traffic authorities are responsible for determining speed limits on the local road network.

It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits.

The full range of speed management measures should always be considered before a new speed limit is introduced.

The underlying aim should be to achieve a ‘safe’ distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users)
- existing traffic speeds
- road environment

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, for example, at a bend.

### **Background**

#### **Responsibility for local speed limits**

21) The Highways Agency is responsible for determining speed limits on the trunk road network, and local traffic authorities are responsible for determining speed limits on the local road network. In this Circular, the term ‘traffic authority’ is used to denote both the Highways Agency and local traffic authorities.

22) It is important that traffic authorities and police forces work together closely and from an early stage when considering or determining any changes to speed limits. This may be through the local road safety partnership arrangements. It is also important that neighbouring traffic authorities work closely together, especially where roads cross boundaries, to ensure speed limits remain consistent. As part of the process of making a speed limit order, consultation of those affected is of key importance and, together with good information about planned changes, this will improve support for and compliance with new limits.

The legislative requirements are summarised in Section 4.

### **Considerations in setting local speed limits**

23) A study of types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.

24) Where limits for air quality are in danger of being exceeded, compliance with those air quality limits could be an important factor in the choice of speed limit. But depending on the individual circumstances the imposition of a speed limit will not always be the solution. And the visible characteristics of a road affect the speed that a driver chooses: to be effective, the reasons for a limit need to be apparent.

25) It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures. These alternative measures should always be considered before proceeding with a new speed limit.

26) Where there is poor compliance with an existing speed limit on a road or stretch of road the reasons for the non-compliance should be examined before a solution is sought. If the speed limit is set too low for no clear reason and the risk of collisions is low, then it may be appropriate to increase the limit.

If the existing limit is in place for a good reason, solutions may include engineering measures or changes to the road environment to ensure it better matches the speed limit, or local education and publicity. Enforcement may also be appropriate, but should be considered only after the other measures and jointly with the police force.

### **The underlying principles**

27) The aim of speed management policies should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment. This should imply a mean speed appropriate to the prevailing road environment, and all vehicles moving at speeds below or at the posted speed limit, while having regard to the traffic conditions.

28) The estimated collision and injury savings should also be an important factor when considering changes to a local speed limit. Another key factor when setting a speed limit is what the road looks like to the road users. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.

29) A principal aim in determining appropriate speed limits should, therefore, be to provide a consistent message between speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics.

30) The following will be important factors when considering what is an appropriate speed limit:

- history of collisions, including frequency, severity, types and causes
- road geometry and engineering (width, sightlines, bends, junctions, accesses and safety barriers and so on)
- road function (strategic, through traffic, local access et cetera)
- composition of road users (including existing and potential levels of vulnerable road users);
- existing traffic speeds
- road environment, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

31) Before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs. Many of the costs and benefits do not have monetary values associated with them, but traffic authorities should include an assessment of the following factors:

- collision and casualty savings
- conditions and facilities for vulnerable road users
- impacts on walking and cycling and other mode shift
- congestion and journey time reliability
- environmental, community and quality of life impact

Quality of life impact may include emissions, severance of local communities, visual impact, noise and vibration and costs, including of engineering and other physical measures including signing, maintenance and cost of enforcement.

The speed limit appraisal toolkit, found at section 5, will help assess the full costs and benefits of any proposed schemes.

32) Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can affect peoples' quality of life and the needs of vulnerable road users must be fully taken into account in order to further encourage these modes of travel and improve their safety. Speed management strategies should seek to protect local community life.

33) In order to ensure compliance with a new lower local limit, as well as make it legally enforceable, it is important that the limit is signed correctly and consistently. The introduction of a new Speed Limit Order must coincide with the signing of the new limit. Traffic Authorities must ensure that speed limits meet the legislative process and the requirements of the TSRGD. Any new limit should also be accompanied by publicity and, where appropriate, effective engineering changes to the road itself. Without these measures, the new limit is unlikely to be fully complied with.

34) On rural roads there is often a difference of opinion as to what constitutes a reasonable balance between the risk of a collision, journey efficiency and environmental impact. Higher speed is often perceived to bring benefits in terms of shorter travel times for people and goods.

However, evidence suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times, and that journey time savings from higher speed are often overestimated (Stradling et al., 2008). The objective should be to seek an acceptable balance between costs and benefits, so that speed-management policies take account of environmental, economic and social effects as well as the reduction in casualties they are aiming to achieve.

35) Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.

36) For the majority of roads there is a consistent relationship between mean speed and 85th percentile speed. Where this is not the case, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. It may be necessary to consider additional measures to reduce the larger than normal difference between mean and 85th percentile speeds or to bring the speed distribution more in line with typical distributions. The aim for local speed limits should be to align the speed limit to the conditions of the road and road environment.

37) The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route. In exceptional circumstances this can be reduced to 400 metres for lower speed limits, or even 300 metres on roads with a purely local access function, or where a variable 20 mph limit is introduced, for example outside a school. Anything shorter is not recommended.

The length adopted for a limit will depend on the limit applied and also on the conditions at or beyond the end points.

The terminal points of speed limits need to take account of the particular local circumstances, such as steep gradients, sharp bends, junctions, access roads, humpbacked bridges or other hazards, and also good visibility of the signs, and an extension of the speed limit may be needed to ensure this.

38) For consistency within routes, separate assessments should be made for each length of road of 600 metres or more for which a different speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the route as a whole.

39) Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as a transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.

40) Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards. Similarly, crossings or, in rural areas, the provision of adequate footways can be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance.

41) Where several roads with different speed limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal division, for example where a 30 mph road crosses one with a limit of 40 mph, the roundabout itself should take the lower limit.

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## Appendix B – Dorset Council speed limit setting overview

### **APPROACH TO SETTING SPEED LIMITS**

This overview has been prepared to reflect the [Department for Transport's \(DfT\) guidance](#) which seeks a common national approach to setting speed limits.

Priority will be in areas where there are collisions. Speed limits should be evidence led, self-explaining and encourage self-compliance. Indeed, if a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit. Alternative speed management options should always be considered before a new speed limit is introduced; all decisions taken will be evidence based.

### **URBAN SPEED MANAGEMENT**

The table below shows a summary of the criteria for various urban speed limits.

**Table 1 – Speed limits in urban areas – summary**

<b>Speed limit (mph)</b>	<b>Where speed limit should be considered:</b>
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians.  On roads with good width and layout, parking and waiting restrictions in operation and buildings set back from the road.  On roads that, where possible, cater for the needs of non-motorised users through segregation of road space and have adequate footways and crossing places.
50	On dual carriageway, ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

## **20mph Speed Limits**

- 20mph limits should not be implemented on roads with a strategic function or on a main road. The advice from the Police is that the limits must be self-enforcing.
- The speed of traffic should be naturally at or around 20mph and have mean speeds no greater than 24mph. Where vehicle speeds are substantially higher than this then traffic calming will be required.

## **20mph Zones**

- 20mph zones have similar criteria to 20mph limits but repeater signs are not required. The purpose of a 20mph zone is to create conditions in which drivers naturally drive at 20mph, this usually means substantial traffic calming would be required.
- 20mph zones usually have entrance or “gateway” features to mark the start of the zone.

## **30mph - street lit areas in towns**

- 30mph limits are considered the normal in street lit areas (where there are 3 or more lighting columns not more than 183m apart).
- These areas will demonstrate a high degree of frontage development with pedestrian activity, driveways, junctions, traffic signals and crossings. Generally residential areas and town centres.
- Terminal signs will be positioned as close as practicable to the start of visual development. Where forward visibility is restricted, signs may be extended outwards to meet standard forward visibility requirements.
- Apart from the terminal 30mph signs NO other repeater 30mph signs or road markings are permitted.

## **40mph**

- Generally higher quality suburban roads away from town centres with less frontage development but with side roads, some bends and traffic signals / crossings.

## **50mph**

- In exceptional circumstances where the road environment permits such as ring or radial routes.

## **Rural Speed Management**



Table two below shows the criteria for various rural speed limits.

**Table 2 – Speed limits for single carriageway roads with a predominant motor traffic flow function**

Speed limit (mph)	Where speed limit should be considered:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses.  Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users

### **Village 30mph Speed Limit**

Where appropriate 30mph is considered the normal in villages.

- The DfT defines a village relating to simple criteria based on the density of frontage development and distance: The density of frontage development should be 20 or more houses with extra allowance for key buildings such as schools and churches, with a minimum of 3 houses per 100m section within the proposed 30mph limit. A preferred minimum length of 600m to avoid too many changes of speed limit along a route.
- 30mph limits are not permitted on country lanes or for covering potential hazards such as bends or “T” junctions outside villages and towns.
- Terminal signs will be positioned as close as practicable to the start of visual development. Where forward visibility is restricted, signs may be extended outwards to meet standard forward visibility requirements.
- Carriageway roundels (a painted “30” marking on the road) can be used in conjunction with “entrance” signs. Repeater roundels will only be considered in

exceptional circumstances where signs are obscured and must be accompanied with a sign.

30mph village speed limits are appropriate where the mean speed of vehicles is not greater than 34mph. Where speeds are higher, or if the village criteria are not met, a reduction to 40mph may be more appropriate particularly on the approach to villages where properties may be situated beyond the main core of the village. These should be limited in use and consideration should first be given to speed reduction measures such as warning signs or carriageway narrowing with lines. Roads, where reduction to 40mph from the national speed limit may be appropriate, should have some frontage development with driveways or have other key building such as schools or churches. Sporadic development or isolated groups of houses should only be considered if the criteria are met.

### **40, 50 or 60mph speed limit?**

The national speed limit on the rural road network is 60mph on single carriageway roads and 70mph on dual carriageways. Rural single carriageway roads are split into two categories in relation to their function:

- **Upper tier roads** – Roads catering for primary through traffic typically, but not necessarily, “A” and “B” class roads. Here the speed limit can be 60 or 50mph
- **Lower tier roads** – Roads with a local access function where quality of life issues are important typically C and Unclassified roads. Here the speed limit can be 50 or 40mph.

### **Traffic Signs Regulations and General Directions (TSRGD) 2016**

April 2016 saw a relaxation in the regulations that surround the signing of speed limits.

[Traffic Signs Regulations and General Directions \(TSRGD\) 2016](#) gives local highway authorities greater flexibility regarding the signing of speed limits.

Previous regulations were very prescribed and strict. The regulations now do not prescribe how many speed limit terminal or repeater signs are required.

Standard practice for the Council will be to install two (one on either side of the road) speed limit terminal signs for the entry into a reduce speed limit with consideration being available for only using one terminal sign if the road layout does not allow for two.

The relaxations allow the Council to consider only having one terminal sign when entering a higher speed limit.

The relaxations also allow the Council to be more flexible on how many repeaters signs are required. Previous regulations prescribed a set minimum number of repeater signs based upon the length of a speed limit. TSRGD 2016 does not

provide a number for required repeater signs. Technically this means that no repeaters are required however the Council recognises that to have no (zero) speed limit repeater signs would not be reasonable in all cases but it does allow us to be more flexible and pragmatic about where repeaters signs would be most appropriate.

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## Appendix C



# **20mph schemes**

A guide to principles, criteria, and process

## **Purpose**

Dorset Council supports in principle the introduction of 20mph speed limits and zones where appropriate to do so.

This document sets out the background to such limits and the criteria that the Council will use to consider whether to introduce such limits and how potential schemes would be prioritised across the county.

The focus of this document outlines the context and process by which requests for 20mph limits or zones are assessed and, where applicable, prioritised.

Dorset Council's highways service will proactively identify and install 20mph schemes as part of highway improvement schemes such as town/village realm enhancements.

Dorset Council will also actively promote the installation of 20mph schemes, where appropriate, on new residential developments. Such developments have long been designed in such a way to encourage speeds at or below 20mph. Where practical, the extent of a 20mph scheme associated with a new development should look to include any adjoining residential areas to ensure consistency in a residential area.

## **Background**

The Department for Transport (DfT) has encouraged highway authorities to introduce 20mph limits in urban areas and village streets that are primarily residential.

For speed limit changes to be considered by Dorset Council a formal request should be received from either the local Dorset Councillor and/or the parish/town Council via the Community Highways Team.

DfT criteria underpins all speed limit reduction requests. The main reference document is [DfT circular 01/2013 'Setting Local Speed Limits'](#).

Traffic authorities can, over time, introduce 20mph speed limits or zones on major streets where there are, or could be a significant number of journeys on foot or by bike. Associated benefits of such limits/zones should outweigh any associated disadvantage of longer journey times for motorised traffic.

This is in addition to residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.

Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.

The standard speed limit in urban areas is 30 mph, which represents a balance between mobility and safety factors. However, for residential streets and other town and city streets with high pedestrian and cyclist movement, local traffic authorities should consider the use of 20 mph schemes.

It may also be appropriate to consider 20 mph limits or zones in built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function.

## Threshold criteria for initial consideration of potential 20mph schemes

DfT's criteria for setting speed limits is a key consideration when reviewing all speed limit reduction requests.

The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users)
- existing traffic speeds
- road environment

The Council will evaluate 20mph schemes against this methodology on a location by location basis.

As a general rule, unless in exceptional circumstances, locations will **not** be considered for 20mph schemes where any of the following apply:

**A. they are on A or B class roads;** an exceptional circumstance could be a town centre where there will be high levels of pedestrian and cycle movement and the strategic movement of traffic is no longer the priority.

**B. they have existing mean average speeds above 30 mph;** DfT guidance states that 20mph schemes should be self-enforcing. Where existing traffic speeds are notably higher than 20mph, compliance will very likely be poor and therefore the benefits sought not realised.

**C. there is no significant community support as assessed by the local Dorset Council Ward Member;** in assessing community support, Councillors should review the views of town/parish councils and local residents and best ensure that there is broad consensus.

Locations will be considered for 20 mph limits or zones if three out of four of the following criteria are met:

**1. current mean speeds are at or below 24 mph;** unless in exceptional circumstances town/parish councils should pay for traffic surveys to take place. The number of surveys required will depend upon the extent of the proposed 20mph scheme. Location of surveys to be discussed with local Community Highways Team before taking place to best ensure suitable evidence. To request a traffic survey please email [trafficsurveys@dorsetcouncil.gov.uk](mailto:trafficsurveys@dorsetcouncil.gov.uk).

**2. there is a depth of residential development and evidence of pedestrian and cyclist movements within the area;**

**3. there is a record of injury collisions (based on police collision data) within the area within the last five years;** in exceptional circumstances evidence of a series of damage only or near misses could be taken into account on a case by case basis.

#### **4. Exceptional circumstances evidenced by the parish/town council;**

communities are encouraged to provide reasons in addition to criteria 1, 2 and 3. Exceptional in this context means being different from the norm, it does not mean something that would be designed to exclude and these reasons will be reviewed against DfT guidance.

The threshold criteria have been selected as they best represent DfT's guidance for setting 20mph schemes. Full DfT guidance will be considered throughout the initial threshold assessment. A copy of the threshold assessment is shown at Appendix A.

Locations within conservation areas and other areas of high visual amenity will not normally be considered suitable for signed only 20mph limits unless adverse visual impact is minimal. In these areas any 20mph restrictions will normally be through 20mph zones.

Dorset Council aims to ensure that any 20mph schemes have the maximum benefit for the effected communities, such as:

- the promotion of healthier lifestyles
- sustainability and environmental benefits
- improvements to the social interaction and economic wellbeing of an area

The above points are important considerations alongside:

- reduction of collisions
- regulation of traffic speeds

With these factors in mind a Priority Criteria Matrix incorporating these factors will be used to prioritise schemes that meet the initial threshold assessment using a scoring and weighting mechanism. A copy of the matrix is shown in Appendix B.

#### **Prioritising criteria**

Potential 20mph schemes that meet the threshold assessment will be prioritised against a series of weighted criterion. This process is to best ensure that 20mph schemes with the greatest need and/or likely benefit will be prioritised.

Dorset Council will allocate a budget to deliver the highest priority schemes.

#### **Town/Parish Council funded 20mph schemes**

Should threshold assessment be met for a 20mph scheme but is scored as a low priority, town/parish councils may be eligible to apply to fund the installation.

Information and criteria for town/parish funded 20mph schemes can be found at Appendix C.

#### **How to request a 20mph scheme**

For speed limit changes to be considered by Dorset Council a formal application should be received from either the local Dorset Councillor and/or the parish/town



council. The form at Appendix D should be completed to support the request and submitted to the Road Safety Team [roadsafety@dorsetcouncil.gov.uk](mailto:roadsafety@dorsetcouncil.gov.uk)

## Appendix A

### Threshold Criteria - 20mph Speed Limit

1	<b>Location:</b>	<input type="text"/>			
2	<b>Road Class</b>	<input type="text"/>			
2	<b>Current speed limit:</b> .....	<input type="text"/>			
3	<b>Does Town / Parish support request? (Yes / No)</b>	<input type="text"/>			
4	<b>Depth of residential development and evidence of pedestrian and cyclist movements</b>	<input type="text"/>			
5	<b>Mean Speeds 85%ile</b>	<b>Confirm mean speed from survey</b>			
	20mph and below	<input type="text"/>			
	21 - 24mph	<input type="text"/>			
	25 - 29mph	<input type="text"/>			
	30 - 34mph	<input type="text"/>			
	35mph and above	<input type="text"/>			
6	<b>Relevant Collisions (Last 5 years based on Collision Explorer data)</b>	<b>Number</b>	<b>Points</b>	<b>Weight</b>	<b>Total</b>
	Fatal		5	10	
	Serious injury		3	5	
	Slight injury		1	1	
7	<b>Exceptional circumstances evidenced by the Parish/Town council (please attach evidence)</b>	<input type="text"/>			
8	<b>CHO observations (please keep factual)</b>				
	Free text area to consider: relevant local conditions including local amenities i.e. school, shops, church? Duration of problem, scheme complexity, any concerns that 20mph could create potential frustration to motor vehicle users, any other potential inadvertent risk from proposed scheme? Is Community Speed Watch active or planned at sight? Is scheme within conservation area or other area of high visual amenity. Have other mitigations i.e. lines and signage, SID been considered?				

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**Please forward document and application form to Road Safety Team for review at [roadsafety@dorsetcouncil.gov.uk](mailto:roadsafety@dorsetcouncil.gov.uk)**

**Signature:**

**Name of Community Highways Team Officer:**

**Date:**

## Priority Criteria Matrix – 20mph limit

Criterion	Definition	Low score (0-3)	Mid score (4-7)	High Score (8-10)	Weighting (1-5)
<b>Injury collision history</b>	Relevant fatal or injury collision recorded by the police. Latest available five year period to be used	No collisions per mile within last five years	1-3 collisions per mile within last five years	4+ collisions per mile recorded within last five years	5
<b>Relevant damage only/near miss reports</b>	Reports of damage only/near miss collision reported online via 'report a collision online' form	No collisions per mile within last five years	1-3 collisions per mile within last five years	4+ collisions per mile recorded within last five years	1
<b>Conservation area</b>	Designated conservation area by Dorset Council	No designated area with little architectural or historic interest	Not designated but with some architectural and historic interest	Designated conservation area	2
<b>Deprived areas</b>	Index of multiple deprivation (IMD). National ranking (2010) by Lower Super Output Area (LSOA)	25,000+	10,000 – 25,000	0 to 10,000	3
<b>Police support</b>	The formal view from Dorset Police Road Safety Officers on any scheme	Objection or little support	Some support but with reservations	Full support	2
<b>Potential for active travel</b>	Evidence of either high active travel (AT) commuting or that there is considerable potential. Source: Propensity to Cycle Tool <a href="http://pct.bike">pct.bike</a>	Existing AT commute <10%, potential <20%	Existing AT commute 10-25%, potential 20-35%	Existing AT commute >25%, potential >35%	4
<b>Proximity to school</b>	Distance to nearest school from extent of requested zone	>1km from a school	<1km from a school	<800m from a school	2
<b>Active school travel usage at schools in the area</b>	Reported levels of active travel to/from school. Source: Propensity to Cycle Tool (school travel) <a href="http://pct.bike">pct.bike</a>	<30% active travel rate	Between 30% and 40% active travel rates	>40% active travel rates	2

## Appendix C

### Town/Parish Council funded 20mph schemes

Dorset Council will be promoting 20mph schemes within the capital programme where they reach sufficient priority. Town and parish councils could promote schemes in urban areas or built-up village streets not included in the Council's programme.

It is assumed that the requested area has met the **threshold assessment** in Dorset Council's principles and criteria for 20mph schemes.

Department for Transport (DfT) guidance on setting local speed limits states: "the full range of management measures should always be considered before a new speed limit is introduced".

Communities considering a 20mph scheme are encouraged to establish a Community Speed Watch (CSW) as a way of gaining evidence of existing speeds and encouraging improved compliance with the speed limit.

Details of how to set up a Community Speed Watch team can be found on Dorset Police's website:

[Community Speed Watch | Dorset Road Safety](#)

An active community speed watch team should be in place for at least 12 months. This is to demonstrate a clear commitment from within the community. If, after 12 months there is still a wish to request a 20mph scheme the town or parish council should be able to demonstrate wide community support for the proposed 20mph scheme. This can be achieved by carrying out a survey of residents. It is important that there is a high level of community support as the installation of any 20mph scheme will involve a statutorily required period of formal public consultation costing a maximum of £1000 (cost of two public adverts).

A threshold level of support from 60% of households effected by the proposed 20mph scheme is required. Community support is included as an important consideration throughout DfT guidance for setting local speed limits.

Key points for consideration:

- A community speed watch team to have been active in the community for a minimum of 12 months
- 60% of households within the proposed 20mph scheme are supportive
- Should physical traffic calming measures be needed, support from Dorset Police is required
- All signage and any engineering measures should be erected/constructed using materials compliant with relevant regulations
- The requirements of the Road Traffic Regulation Act 1984 must be met so that the 20mph scheme is legal
- Full costs of investigation, design and implementation and future maintenance should be met by the town/parish council. Future maintenance being paid for as a single payment commuted sum
- There is a risk of abortive expenditure – the Speed Limit Order process includes unavoidable advertising costs associated with the statutorily required period of public consultation. Should objections to the proposed 20mph scheme be received and upheld by Dorset Council's relevant area Planning Board the scheme may not proceed to installation

## Appendix D

## 20mph Scheme - Application Request Form

This form is to be completed and submitted by Town/Parish Council only to Dorset Council's Road Safety Team [roadsafety@dorsetcouncil.gov.uk](mailto:roadsafety@dorsetcouncil.gov.uk).

Please consider Dorset Council's guide to principles, criteria, and process before submitting application [20mph Schemes - Principles and Criteria.docx](#). Evidence of meeting the must be provided. Please consider including a map with the application to help identify the scope of the scheme.

Please note all boxes can be expanded.

Location		Town / Parish Council / Local Dorset Council Ward member	
Description of community concern and expected outcome of a 20mph scheme			
Request Date			
<ol style="list-style-type: none"> <li>1. Completion of this form does not automatically imply that the requested 20mph scheme will be progressed.</li> <li>2. Dorset Council's Road Safety Team will coordinate all applications and work with Local Community Highways Team to confirm if request meets the principles for assessing 20mph scheme requests. If declined reason will be given. If meets principles, the application will undergo a priority scoring assessment.</li> <li>3. By submitting this form the parish/town council grants access to relevant traffic survey data for detailed review.</li> </ol>			
<b>Road Hierarchy – Exceptional circumstances</b>			
<p>If the requested area includes A or B class roads, please explain any 'exceptional circumstances' – examples provided in the <a href="#">20mph Schemes - Principles and Criteria.docx</a> document. Reasoning to be reviewed by Dorset Council's Road Safety Team – this forms part of the 'threshold criteria' assessment.</p>			

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**Injury Collision History**

Number of injury collision reported in area requested within the last 5 years. Detail to be reviewed by Dorset Council's Road Safety Team for priority scoring purposes. This forms part of the 'threshold criteria' assessment

Fatal		Serious		Slight		Total	
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**Damage only and Near Miss reports**

Damage only/near miss collisions reported to the parish/town council – please describe incidents and location below. Reports can also be submitted via [the report a collision online form](#)

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**Traffic speed data**

Parish/Town Council required to commission traffic surveys – location and number of sites to be determined on a case by case basis by Dorset Council's Road Safety Team in coordination with Community Highways Team, up to a maximum of 4 sites. This forms part of the 'threshold criteria' assessment.

	Date from/to	Mean avg. speed	85 <sup>th</sup> ile speed	Avg. Daily Traffic Flow
Site 1				
Site 2				
Site 3				
Site 4				
<b>Local facilities covered by proposed 20mph scheme</b>				
Include additional comments regarding level of use and specific concerns				
School(s)				
Shops/Retail				
Church				
Community centre				
Village hall				
Hospitality				
Health centre				
Other				
The above local facilities examples have been provided as they are facilities that could/should generate and attract trips on foot or bike.				
<b>Community Support</b>				
Please provide evidence of the level of community support. This could be the results of a survey carried out by the town/parish council and/or the results of local campaigns from within the community.				

Name:		Signature:	
Email:		Telephone:	



**Please note** Only submissions made by Town / Parish Councils or Dorset Council ward members will be considered.  
Residents should first raise their requests for 20mph limits / zones with their Parish / Town Council or Local Dorset Council ward member

A-Z Local Dorset Council Ward Member

A-Z Parish / Town Councils

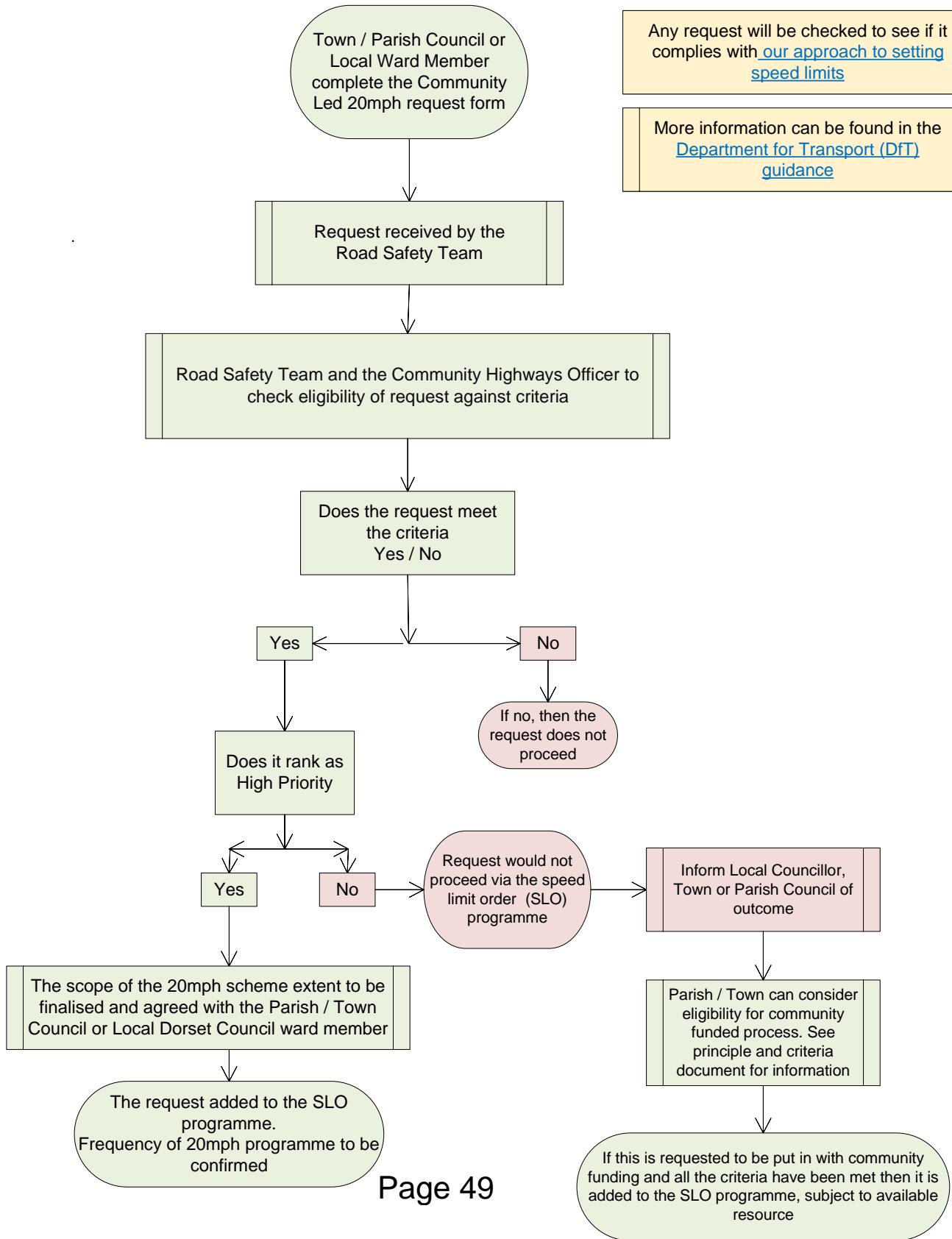
Formal requests must prove that 3 out of the 4 threshold criteria are met:

1. current mean speeds are at or below 24 mph
2. there is a depth of residential development and evidence of pedestrian and cyclist movements within the area
3. there is a record of injury collisions (based on police accident data) within the area within the last five years
4. exceptional circumstances evidenced by the Parish / Town Council or local Dorset Council ward member

For more detailed guidance, please see [Principle & Criteria document](#)

Any request will be checked to see if it complies with [our approach to setting speed limits](#)

More information can be found in the [Department for Transport \(DfT\) guidance](#)



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**Place and Resources Overview Committee – DRAFT Forward Plan**

<b>Title</b>	<b>Description</b>	<b>Date of committee meeting</b>	<b>Requested by</b>	<b>Report author</b>	<b>Portfolio Holder</b>	<b>Other meetings? (CLT / SLT / Cabinet)</b>
Report on the Draft Air Quality Action Plan Consultation and Draft Air Quality Action Plan proposals	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 – tbc  To DEFRA first
20mph Speed Limit process Approach	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	Tony Burden – Road Safety Manager	Cllr Ray Bryan – Portfolio Holder for Highways, Travel & Environment	Cabinet – 17 May 2022

<b>Title</b>	<b>Description</b>	<b>Date of committee meeting</b>	<b>Requested by</b>	<b>Report author</b>	<b>Portfolio Holder</b>	<b>Other meetings? (CLT / SLT / Cabinet)</b>
Modern Slavery Transparency Statement	To consider the Council's proposed Modern Slavery Transparency Statement	7 June 2022	Dawn Adams – Service Manager for Commercial & Procurement	Dawn Adams – Service Manager for Commercial & Procurement	Cllr Jill Haynes – Portfolio Holder for Corporate Development & Change	Cabinet – 26 July 2022
<i>Review of policies from Policy Library – policies to be prioritised and scheduled to committee dates</i>		28 July 2022				
		6 October 2022				
		24 November 2022				
		9 February 2023				
		18 April 2023				



**The Cabinet Forward Plan - April to July 2022  
(Publication date 8 March 2022)  
updated 22032022**

**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**

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

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
<b>April</b>					
<b>Annual Self Evaluation of Children's Services</b>  <b>Key Decision</b> - Yes <b>Public Access</b> - Open  To receive the annual self-evaluation report.	<b>Decision Maker Cabinet</b>	<b>Decision Date 5 Apr 2022</b>	People and Health Scrutiny Committee 19 May 2022	Portfolio Holder for Children, Education, Skills and Early Help	<i>Claire Shiels, Corporate Director - Commissioning, Quality &amp; Partnerships claire.shiels@dorsetcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i>
<b>Quarter 4 Council Plan Monitoring Report</b>  <b>Key Decision</b> - No <b>Public Access</b> - Open A quarterly report on the delivery of the council's plan	<b>Decision Maker Cabinet</b>	<b>Decision Date 5 Apr 2022</b>		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>
<b>Education Leadership Board Report</b>  <b>Key Decision</b> - Yes <b>Public Access</b> - Open Report regarding the Education Leadership Board	<b>Decision Maker Cabinet</b>	<b>Decision Date 5 Apr 2022</b>	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>
<b>Safeguarding Families: New Model</b>  <b>Key Decision</b> - Yes <b>Public Access</b> - Open  To consider the report.	<b>Decision Maker Cabinet</b>	<b>Decision Date 5 Apr 2022</b>	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>
<b>Commissioning Strategy</b>	<b>Decision Maker</b>	<b>Decision Date</b>	People and Health	Portfolio Holder for	<i>Claire Shiels, Corporate</i>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
<p><b>Key Decision</b> - Yes <b>Public Access</b> - Open</p>	<p><b>Cabinet</b></p>	<p><b>5 Apr 2022</b></p>	<p>Overview Committee 24 Mar 2022</p>	<p>Children, Education, Skills and Early Help</p>	<p><i>Director - Commissioning, Quality &amp; Partnerships claire.shiels@dorsetcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i></p>
<p><b>Yetminster and Ryme Intrinsic Neighbourhood Plan 2017-2036</b></p> <p><b>Key Decision</b> - Yes <b>Public Access</b> - 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><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 5 Apr 2022</b></p>		<p>Portfolio Holder for Planning</p>	<p><i>Ed Gerry, Principal Planning Policy Team Leader ed.gerry@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i></p>
<p><b>Anti-social Behaviour Public Space Protection Orders</b></p> <p><b>Key Decision</b> - Yes <b>Public Access</b> - Open</p> <p>A review of the existing Anti-social Behaviour Public Spaces Protection Orders for Weymouth &amp; 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><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 5 Apr 2022</b></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 &amp; Community Safety john.newcombe@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
Safety Team in consultation with the Police.					
<p><b>Lyme Regis Environmental Improvements Phase Five - The Cobb Protection</b></p> <p><b>Key Decision</b> - Yes <b>Public Access</b> - Open</p> <p>To seek approval to submit an Environment Agency Outline Business Case developed in partnership with a specialist Flood Risk Engineering consultant to apply for a Flood Defence Grant.</p>	<p><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 5 Apr 2022</b></p>		<p>Portfolio Holder for Economic Growth, Assets and Property</p>	<p><i>Matthew Penny, Leader Manager - - Flood &amp; Coastal Erosion Risk Management (FCERM)</i> <i>matthew.penny@dorsetcouncil.gov.uk</i> <i>Executive Director, Place (John Sellgren)</i></p>
<p><b>Delegation of authority to agree Wayleave access for telecommunications services</b></p> <p><b>Key Decision</b> - Yes <b>Public Access</b> - Open</p> <p>Seeking Cabinet delegated authority for the portfolio holder of Corporate Development and change, in consultation with Portfolio Holder for Economic Growth, Assets and Property, to enter into (wayleave) agreements with telecommunications providers requesting grant of access to council owned buildings and land (excluding highways) for the purpose of delivering state funded</p>	<p><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 5 Apr 2022</b></p>		<p>Portfolio Holder for Corporate Development and Transformation, Portfolio Holder for Economic Growth, Assets and Property</p>	<p><i>Deborah Smart, Corporate Director – Digital &amp; Change</i> <i>deborah.smart@dorsetcouncil.gov.uk, Dugald Lockhart, Senior Project Manager</i> <i>dugald.lockhart@dorsetcouncil.gov.uk</i> <i>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
broadband provision within Dorset.					
<b>Establishment of a Shareholder Committee for the Dorset Centre of Excellence</b> <b>Key Decision - No</b> <b>Public Access - Open</b> To establish a committee of the Executive for the council's shareholder function for the Dorset Centre of Excellence and to agree the terms of reference for the committee	<b>Decision Maker Cabinet</b>	<b>Decision Date 5 Apr 2022</b>		Leader of the Council	<i>Grace Evans, Head of Legal Services and Deputy Monitoring Officer            grace.evans@dorsetcouncil.gov.uk            Corporate Director, Legal and Democratic Services - Monitoring Officer            (Jonathan Mair)</i>
<b>Strengthening Services for Children who are disabled</b> <b>Key Decision - Yes</b> <b>Public Access - Fully exempt</b> To consider the report.	<b>Decision Maker Cabinet</b>	<b>Decision Date 5 Apr 2022</b>	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>
<b>May</b>					

<b>Revised Inter Authority Agreement for Joint Archives Service</b> <b>Key Decision - Yes</b> <b>Public Access - Open</b> 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.	<b>Decision Maker Cabinet</b>	<b>Decision Date 17 May 2022</b>		Portfolio Holder for Customer and Community Services	<i>Lisa Cotton, Head of Customer Services, Libraries &amp; Archives            lisa.cotton@dorsetcouncil.gov.uk            Executive Director, Place (John Sellgren), Corporate Director, Legal and Democratic Services - Monitoring Officer            (Jonathan Mair)</i>
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Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
<p><b>Home to School and Post 16 Transport Policies</b></p> <p><b>Key Decision</b> - Yes  <b>Public Access</b> - Open  This is statutory requirement to consult on the Home to School and Post Transport policies. These are the policies for 2022-2023 academic year.</p>	<p><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 17 May 2022</b></p>		<p>Portfolio Holder for Corporate Development and Transformation, Portfolio Holder for Highways, Travel and Environment</p>	<p><i>Ed Denham, School Admissions Manager  ed.denham@dorsetcouncil.gov.uk  Executive Director, People - Children (Theresa Leavy)</i></p>
<p><b>Minimum Income Guarantees in Charges for Adult Social Care and Support</b></p> <p><b>Key Decision</b> - Yes  <b>Public Access</b> - Open</p> <p>A review of the appropriateness of continuing to use those published, national minimum MIG rates in Dorset will be presented in accordance with the Care Act 2014 statutory guidance. The review will consider option for MIG rates that are equal to, and greater than, the national minimum rates.</p>	<p><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 17 May 2022</b></p>		<p>Deputy Leader and Portfolio Holder for Adult Social Care and Health</p>	<p><i>Steve Veevers, Corporate Director Operations, Adult Care  steve.veevers@dorsetcouncil.gov.uk, Michael Ford, Policy &amp; Project Manager  michael.ford@dorsetcouncil.gov.uk  Executive Director, People - Adults</i></p>
<p><b>Re-procurement of the Learning and Development Framework for Children and Adult Services</b></p> <p><b>Key Decision</b> - Yes  <b>Public Access</b> - Open</p>	<p><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 17 May 2022</b></p>		<p>Deputy Leader and Portfolio Holder for Adult Social Care and Health, Portfolio Holder for Children, Education, Skills and Early Help</p>	<p><i>Executive Director, People - Children (Theresa Leavy)</i></p>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
<p>Re-procuring the current framework for training providers to deliver courses for Children's Services (including the Pan-Dorset Safeguarding Children Partnership) and Adults and Housing Services. The total value is approximately £2m over the 4 years of the framework.</p>					
<p><b>Youth Justice Plan</b></p> <p><b>Key Decision</b> - Yes <b>Public Access</b> - Open</p> <p>To approve the Youth Justice Plan.</p>	<p><b>Decision Maker</b> <b>Dorset Council</b></p>	<p><b>Decision Date</b> <b>14 Jul 2022</b></p>	<p>Cabinet People and Health Overview Committee 17 May 2022 3 May 2022</p>	<p>Portfolio Holder for Children, Education, Skills and Early Help</p>	<p><i>David Webb, Manager - Dorset Combined Youth Justice Service david.webb@bcpcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i></p>
<p><b>Finance report - outturn 2021/2022</b></p> <p><b>Key Decision</b> - Yes <b>Public Access</b> - 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><b>Decision Maker</b> <b>Cabinet</b></p>	<p><b>Decision Date</b> <b>21 Jun 2022</b></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>
<p><b>Stinsford Neighbourhood Plan 2021 - 2038</b></p> <p><b>Key Decision</b> - Yes <b>Public Access</b> - Open</p>	<p><b>Decision Maker</b> <b>Cabinet</b></p>	<p><b>Decision Date</b> <b>21 Jun 2022</b></p>		<p>Portfolio Holder for Planning</p>	<p><i>Nick Cardnell, Senior Planning Officer Nick.cardnell@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
Report relates to the making (adoption) of the Stinsford Neighbourhood Plan 2021-2038.					
<b>Adult Social Care - Future Services</b> <b>Key Decision - Yes</b> <b>Public Access - Fully exempt</b>  Options for future Adult Social Care Services	<b>Decision Maker Cabinet</b>	<b>Decision Date 21 Jun 2022</b>		Deputy Leader and Portfolio Holder for Adult Social Care and Health	<i>Steve Veevers, Corporate Director Operations, Adult Care</i> <i>steve.veevers@dorsetcouncil.gov.uk</i> <i>Executive Director, People - Adults</i>
<b>July</b>					
<b>Quarter 1 Council Plan Monitoring Report</b> <b>Key Decision - No</b> <b>Public Access - Open</b>  A quarterly report on the delivery of the council's plan	<b>Decision Maker Cabinet</b>	<b>Decision Date 26 Jul 2022</b>		Portfolio Holder for Corporate Development and Transformation	<i>Rebecca Forrester, Business Intelligence &amp; Performance</i> <i>rebecca.forrester@dorsetcouncil.gov.uk</i> <i>Chief Executive (Matt Prosser)</i>
<b>Quarter 1 2022/23 Financial Monitoring Report</b> <b>Key Decision - No</b> <b>Public Access - Open</b>  To consider the Quarter 2 Financial Monitoring Report 2022/23.	<b>Decision Maker Cabinet</b>	<b>Decision Date 26 Jul 2022</b>		Portfolio Holder for Finance, Commercial and Capital Strategy	<i>Jim McManus, Corporate Director - Finance and Commercial</i> <i>J.McManus@dorsetcc.gov.uk</i> <i>Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i>
<b>Modern Slavery Transparency Statement</b>	<b>Decision Maker Cabinet</b>	<b>Decision Date 26 Jul 2022</b>	Place and Resources Overview Committee 7 Jun 2022	Portfolio Holder for Corporate Development and	<i>Dawn Adams, Service Manager for Commercial and Procurement</i>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
<p><b>Key Decision - Yes</b>  <b>Public Access - Open</b></p> <p>Currently local authorities are not required to provide a statement under S54 of the Modern Slavery Act (not in-scope). Government and LGA have advised that there will be legislative change which will bring local authorities in scope of S54 therefore ahead of any change, local authorities have been asked to ensure that they have a transparency statement and register it on the Governments Modern Slavery Statement Register before 30 September 2022.</p>				Transformation	<p><i>dawn.adams@dorsetcouncil.gov.uk</i>  <i>Executive Director,</i>  <i>Corporate Development -</i>  <i>Section 151 Officer (Aidan Dunn)</i></p>
<p><b>September</b></p>					
<p><b>October</b></p>					
<p><b>November</b></p>					
<p><b>Quarter 2 2022/23 Financial Monitoring Report</b>  <b>Key Decision - No</b>  <b>Public Access - Open</b>  To consider the Quarter 2 Financial Monitoring Report for 2022/23.</p>	<p><b>Decision Maker</b>  <b>Cabinet</b></p>	<p><b>Decision Date</b>  <b>1 Nov 2022</b></p>		<p>Portfolio Holder for Finance, Commercial and Capital Strategy</p>	<p><i>Jim McManus, Corporate Director - Finance and Commercial</i>  <i>J.McManus@dorsetcc.gov.uk</i>  <i>Executive Director,</i>  <i>Corporate Development -</i>  <i>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
<b>December</b>					
<p><b>Quarter 3 2022/23 Financial Monitoring Report</b></p> <p><b>Key Decision</b> - Yes <b>Public Access</b> - Open</p> <p>To consider the Quarter 3 Financial Monitoring Report for 2022/23.</p>	<p><b>Decision Maker</b> <b>Cabinet</b></p>	<p><b>Decision Date</b> <b>17 Jan 2023</b></p>		<p>Portfolio Holder for Finance, Commercial and Capital Strategy</p>	<p><i>Jim McManus, Corporate Director - Finance and Commercial</i> <i>J.McManus@dorsetcc.gov.uk</i> <i>Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i></p>

### **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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