



Place and Resources Overview Committee

Date: Thursday, 6 October 2022
Time: 10.00 am
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Members (Quorum 3)

Carole Jones (Chairman), Les Fry (Vice-Chairman), Tony Alford, 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
1. APOLOGIES		
	To receive any apologies for absence.	
2. MINUTES		5 - 8
	To confirm the minutes of the meeting held on 28 July 2022.	
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 by 8.30am on 3 October 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.

[Dorset Council Constitution](#) Procedure Rule 9

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 by 8.30am on 3 October 2022.

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

7. **20MPH SPEED LIMIT APPROACH** 9 - 36
- To consider a report of the Road Safety Manager.
8. **PLACE AND RESOURCES OVERVIEW COMMITTEE FORWARD PLAN** 37 - 48
- To review the Place and Resources Overview Committee Forward Plan.
- To review the Cabinet Forward Plan.
9. **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.
10. **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 3 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.
11. **Eastern Area Household Recycling Centre - Exempt** 49 - 104
Para 3
To consider an exempt report of the Head of Commercial Waste and Strategy.

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PLACE AND RESOURCES OVERVIEW COMMITTEE

MINUTES OF MEETING HELD ON THURSDAY 28 JULY 2022

Present: Cllrs Carole Jones (Chairman), Tony Alford, Toni Coombs, Sherry Jespersen, Val Potheary, Maria Roe, Andrew Starr and Roland Tarr

Apologies: Cllrs Les Fry and Ryan Hope

Also present: Cllr Brian Heatley and Cllr Nocturin Lacey-Clarke

Officers present (for all or part of the meeting):

John Sellgren (Executive Director, Place), Lisa Cotton (Head of Customer Services, Libraries & Archives), Jacqueline Halewood (Principal Archivist), Claire Pinder (Senior Archaeologist), Peter Hopkins (Corporate Director - Assets and Property), Lindsey Watson (Senior Democratic Services Officer) and Kate Critchel (Senior Democratic Services Officer)

11. Minutes

The minutes of the meeting held on 7 June 2022 were confirmed as a correct record and signed by the Chairman.

12. Declarations of interest

A Alford declared an interest in respect of agenda item 8 (Redlands Community Sports Hub – Lease and Management Arrangements) as he had been a governor of Weymouth College and director of the Redlands Operating Company 10 years previously. As such he would not take part in the debate or voting on the item.

13. Chairman's Update

There were no updates from the Chairman for the meeting.

14. Public Participation

There were no questions or statements from members of the public or local organisations.

15. Questions from Members

There were no questions from councillors.

16. **Amateur Archaeological Fieldwork and Metal Detecting on Dorset Council Land Policy**

The committee received and considered a report of the Senior Archaeologist (Promotion and Liaison) regarding the adoption of a new policy related to permissions required for amateur archaeological work and metal detecting on Dorset Council land.

Councillors considered the issues arising from the report and during discussion the following points were covered:

- Use of the word 'amateur' in the policy as the view was expressed that this could be ambiguous as the policy applied to people with a wide range of archaeological experience. Officers agreed to consider this following the meeting
- It was suggested that some information around safeguarding should be included in the policy, due to the possible involvement of younger persons in these activities. This would be considered by officers following the meeting
- The arrangements for how found items were dealt with was discussed and comparisons made with the approach taken in the private sector and other organised archaeological activities
- It was noted that the proposed policy did not cover work commissioned by Dorset Council as landowner for planning or land management purposes
- The inclusion of highways verges as council owned land would be clarified within the policy and guidance to be produced
- Following discussion with the council's S151 officer, it had been agreed that charges would not be made for drawing up agreements in this area as the administrative burden would outweigh the benefits of providing access and guidance for all. This would be kept under review.

Recommendation to Cabinet

That the Archaeological Fieldwork and Metal Detecting on Dorset Council Land Policy be adopted subject to Cabinet taking into consideration the suggestions made by the Place and Resources Overview Committee as follows:

- Removal of the word 'amateur' from the policy
- Including information around safeguarding issues
- Clarification within the policy that highways verges are included as council owned land.

17. **Redlands Community Sports Hub - Lease and Management Arrangements**

The committee considered a report of the Service Manager for Leisure Services and Corporate Director for Assets and Property, which set out the ongoing operational arrangements at the Redlands Community Sports Hub.

The Chairman noted that there were three exempt appendices associated with the report and that the committee would need to move into exempt business if councillors wished to discuss the contents of these.

Councillors considered the issues arising from the report and the following areas were covered during the discussion:

- Discussion held and support expressed for the proposed key holder model, where community users and volunteers took on more responsibility for the site operations. It was noted that Active Dorset would provide support to local clubs and working with the national sport governing bodies, ensuring that issues such as health and safety, risk assessments and site security were covered
- The importance of leisure provision from a health and wellbeing perspective was highlighted
- It was important that the community sports hub facilities were well patronised in order to balance the financial income and outgoings in line with the Active Dorset business plan
- It was suggested that the Place and Resources Scrutiny Committee review the arrangements at an appropriate time following the Cabinet decision, to see how the arrangement was working
- The Executive Director of Place referred to the links with health and wellbeing and a suggestion from the Portfolio Holder for Culture, Customer and Community Services that a councillor webinar be held in this area, to include involvement from the Public Health Team.

Recommendation to Cabinet

1. That the Corporate Director for Assets & Property be authorised to agree the terms of the schedule of surrender payments and timeline for Weymouth College to surrender the lease at Redlands Community Sports Hub.
2. That the Corporate Director for Assets & Property be authorised to agree the terms to complete the early lease surrender with Weymouth College, agreeing the level of surrender payment and the grant of a new 30-year lease to Active Dorset for Redlands Community Sports Hub, with a break clause for either party at 5 years.
3. That the Council agrees to insure and maintain the fabric of the buildings, boundary fencing, car parks, access roads and any other built infrastructure at Redlands Community Sports Hub for the period of the lease to the extent of maintaining a wind, watertight and accessible site.
4. That The Council acknowledges the 8-year revenue forecast set out at Appendix 3 and agrees to provide cash flow support (if required) for the period of the initial business case and the 8-year revenue projections forecast to be built into the Dorset Council Medium Term Financial Plan.

5. That the Place and Resources Scrutiny Committee be asked to undertake a review of the arrangements at an appropriate time.

18. Place and Resources Overview Committee Forward Plan

Councillors noted the committee's forward plan.

A request was made for a briefing for local members ahead of the committee's consideration of the item 'New Household Recycling Centre for the eastern area of Dorset', on 6 October 2022.

19. Urgent items

There were no urgent items.

20. Exempt Business

The committee did not go into exempt business at this meeting.

21. Redlands Community Sports Hub - Lease and Management Arrangements - Exempt appendices

The exempt appendices associated with the report 'Redlands Community Sports Hub – Lease and Management Arrangements' had been made available to members of the committee, however, the committee did not move into exempt business in order to discuss the information at the meeting.

Duration of meeting: 10.00 - 10.48 am

Chairman

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Place and Resources Overview Committee 6 October 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
Title: Road Safety Manager
Tel: 01305 224165
Email: tony.burden@dorsetcouncil.gov.uk

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.

There have been two previous committee hearings on the subject, the first on the 17 December 2020 and the second on the 21 April 2022.

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 updated version to committee for approval.

At the 21 April 2022 committee hearing the decision was made to set up a task and finish group to review the updated policy wording and propose new wording, with a report to be brought back to committee at an appropriate time.

The task and finish group met on 5 July 2022 where it was acknowledged that in the intervening period there had been several positive changes made to the policy. These changes include the removal of all references to A & B classification roads and removal of the need to demonstrate exceptional circumstances which allows for a more streamlined policy that is ambitious and more able to take account of the rural nature of the county.

The group acknowledged the recent 20mph legislative changes made in Wales and that there was a desire among some sections of the community to take a similar approach in Dorset. Whilst continuing to develop an ambitious approach to delivering additional 20mph schemes it was noted that the policy aims to strike a realistic balance between the competing needs and views of the community and the fact that there are no similar legislative changes planned for England. The meeting expressed the need for Dorset Council to remain cognizant of the latest DfT guidance.

It was also noted that there were no objections from the Police and overall, the revised policy was well received by the group.

Further revision has now been made to the policy wording in light of recommendations made at the task and finish group including a change of emphasis to the wording within the criteria to provide a greater recognition of vulnerable road users and local villages.

The policy document is located at Section 8 – Appendices.

Recommendation:

- a. To review the policy for setting the principles, criteria, and process for 20mph schemes.
- b. To support the policy 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 and the full guidance are contained within appendices.

1.2 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.

1.3 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)

1.4 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.

1.5 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.”

1.6 DfT guidance on setting local speed limits states that it is government policy that a 30mph speed limit should be the norm through villages.

1.7 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.”

1.8 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)

1.9 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.”

1.10 Dorset Council have previously installed several 20mph schemes and are committed to introducing more schemes as part of the new policy.

1.11 Dorset Police would look to support any initiatives that proved to decrease irresponsible or dangerous driving and had a significant impact on road casualties. It is important to note that Dorset Police’s position on enforcing 20mph limits follows the National Police Chief’s Council (NPCC) speed enforcement policy guidelines 2011-2015. The NPCC guidance can be found in the appendices 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 an increase in active travel (walking and cycling).

1.17 Within the policy 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

2.1 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 for example in 2015 the Westham zonal scheme cost approx. £66k. Inflation and material costs have increased since that time.

2.2 It is proposed to allocate an initial £75k of LTP budget per annum to the delivery of 20mph schemes, focused on the highest priority schemes. It will take time to fully assess the full budgetary requirements and a review after the first year of implementation will be required to establish if further funding is required. There is

an option for any very large-scale priority schemes to potentially receive separate funding from the LTP budget but would need to be prioritised using the standard LTP scheme prioritisation process.

2.3 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

3.1 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.”

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

4. Well-being and Health Implications

4.1 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

7.1 The policy takes account of vulnerable road users including children and the elderly. This starts at the application stage when local parish or town council are required to identify these concerns, and these risks will be considered throughout

the decision making process. Adoption of the policy is likely to have a positive impact on vulnerable road users.

8. Appendices

8.1 20mph Policy – A guide to principles, criteria, and process - attached

8.2 20mph process flowchart - attached

8.3 Extract from DfT Circular 01/2013 'Setting Local Speed Limits' – Underlying Principles -attached

8.4 Dorset Council's speed limit overview document
[Our approach to setting speed limits - Dorset Council](#)

8.5 DfT Circular 01/2013 'Setting Local Speed Limits'
[Setting local speed limits - GOV.UK \(www.gov.uk\)](#)

8.6 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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20mph Policy

A guide to principles, criteria, and process

Purpose

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

Dorset Council will consider the introduction of more 20 mph limits and zones, over time, in urban areas and village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

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 Ward Member and/or the town/parish council.

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 DfT state that 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.

Assessment criteria for 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 on a location by location basis. As a guide locations can be considered for 20mph schemes when all three of the following criteria apply:

A. they are in towns or villages where there is a depth of residential development and high levels of pedestrian and cycle movement or there is a potential for high levels of pedestrian and cycle movement if a 20mph scheme was introduced; they should not be on roads where the movement of motor vehicles is the primary function.

B. where existing mean speeds provide a realistic opportunity for compliance: DfT guidance states that 20mph schemes should be self-enforcing. If the mean speed is already at or below 24mph, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Means speeds above 24mph are likely to require additional traffic management or enforcement measures.

Town/parish councils should pay for traffic surveys to take place with the number of surveys required dependent upon the extent of the proposed 20mph scheme. Location of surveys to be discussed with Road Safety Team before taking place to best ensure suitable evidence. To request a traffic survey please email trafficsurveys@dorsetcouncil.gov.uk.

C. there is significant community support; in assessing community support, the local Ward Member and town/parish councils should consider residents views to best ensure that there is broad consensus.

The full DfT guidance will be considered throughout the assessment.

Locations within conservation areas and other areas of high visual amenity can be considered suitable if the 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 affected communities, such as:

- improving quality of life
- 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

Prioritising criteria

A Priority Criteria Matrix assessment incorporating the above factors will be used to prioritise schemes for Dorset Council funding. The matrix will use a scoring and weighting mechanism and is shown in Appendix A.

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 an 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 council funded 20mph schemes can be found at Appendix B.

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 Ward Member and/or the town/parish council. The form at Appendix C should be completed to support the request and submitted to the Road Safety Team roadsafety@dorsetcouncil.gov.uk who will be responsible for overseeing the policy.

On receipt of an application the Road Safety Team will make a request to the local Community Highways Team to complete an initial assessment using Appendix D. The local Community Highways Team have knowledge of their community and work closely with parish/town councils.

The assessment document is then returned to the Road Safety Team for consideration and if required further enquiries will be conducted to establish the strength of the application. If a request does not meet the criteria guidance a reason will be given. If it meets the criteria guidance the application will undergo a priority scoring assessment as described in Appendix A.

Appendix A

Priority Criteria Matrix – 20mph limit

Criterion	Definition	Low score (0-3)	Mid score (4-7)	High Score (8-10)	Weighting (1-5)
Injury collision history	Relevant injury collision data recorded by the police. Latest available five year period to be used	No collisions per mile within last five years None = 0	1-3 collisions per mile within last five years 1 = 4, 2 = 5, 3 = 7	4+ collisions per mile recorded within last five years 4 = 8, 5 = 9, 6+ = 10	5
Relevant damage only/near miss reports	Reports of damage only/near miss collision reported online via 'report a collision online' form	No collisions per mile within last five years None = 0	1-3 collisions per mile within last five years 1 = 4, 2 = 5, 3 = 7	4+ collisions per mile recorded within last five years 4+ = 10	1
Conservation area	Designated conservation area by Dorset Council	No designated area with little architectural or historic interest None = 0	Not designated but with some architectural and historic interest =7	Designated conservation area =10	2
Deprived areas	Index of multiple deprivation (IMD). National ranking (2010) by Lower Super Output Area (LSOA)	25,000+ 25K+ = 3	10,000 – 25,000 10K>-15K< = 7 15K>-20K< = 5 20K>-25K< = 4	0 to 10,000 0K>-3K< = 10 3K>-6K< = 9 6K>-10K< = 8	2
Police support	The formal view from Dorset Police on any scheme	Objection or little support Object = 0 No objection but little support = 3	Some support but with reservations Some support = 5	Full support Full support = 10	5
Potential for active travel (walking and cycling)	Evidence of either high active travel (AT) commuting or that there is considerable potential. Source: Propensity to Cycle Tool pct.bike	Existing AT commute <10%, potential <20% =3	Existing AT commute 10-25%, potential 20-35% =7	Existing AT commute >25%, potential >35% =10	2
Proximity to school	Distance to nearest school from extent of requested zone	>1km from a school =3	<1km from a school =7	<800m from a school =10	2
Active school travel usage at schools in the area	Reported levels of active travel to/from school. Source: Propensity to Cycle Tool (school travel) pct.bike	<30% active travel rate No school = 0 Has a school but <30% = 3	Between 30% and 40% active travel rates =7	>40% active travel rates =10	2

Appendix B

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 village streets not included in Dorset Council's programme.

It is assumed that the requested area has met the 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 required 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 CSW team can be found on Dorset Police's website:

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

An active CSW team must 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 of 60% from the respondents of households affected 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 CSW team to have been active in the community for a minimum of 12 months
- 60% of respondent's households within the proposed 20mph scheme are supportive
- Should physical traffic calming measures be needed, support from Dorset Police and DWFRS 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 C



20mph Scheme - Application Request Form

This form is to be completed and submitted by local Ward Member and/or town/parish council to Dorset Council's Road Safety Team roadsafety@dorsetcouncil.gov.uk.

Please consider Dorset Council's guide to principles, criteria, and process before submitting application [20mph Policy - PRO Meeting 6 October 2022 \(revised 23.09.22 after Chairmans Briefing\).docx](#). Evidence of meeting the assessment 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">1. Completion of this form does not automatically mean that the requested 20mph scheme will be progressed.2. Dorset Council's Road Safety Team will coordinate all applications and work with the local Community Highways Team to confirm if request meets the principles for assessing 20mph scheme requests. If declined reason will be given. If it meets principles, the application will undergo a priority scoring assessment.3. By submitting this form, the parish/town council grants access to relevant traffic survey data for detailed review.			
Road Hierarchy			
Please produce evidence that the application is not on a road where the movement of motor vehicles is the primary function. Reasoning to be reviewed by Road Safety Team and forms part of the assessment process.			

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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 assessment process.

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

Town/parish 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 process.

	Date from/to	Mean avg. speed	85 th ile speed	Avg. Daily Traffic Flow
Site 1				
Site 2				
Site 3				
Site 4				

Local facilities covered by proposed 20mph scheme

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.

Community Support

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:	

Appendix D

Assessment Criteria - 20mph Speed Limit

1	Location:	<input type="text"/>
2	Road Class and Number:	<input type="text"/>
3	Does the road have a strategic function or is the movement of motor vehicles the primary function?	<input type="text"/>
4	Current speed limit:	<input type="text"/>
5	Does Town / Parish support request? (Yes / No)	<input type="text"/>
6	Depth of residential development and evidence of pedestrian and cyclist movements	<input type="text"/>
7	Average Mean Speed	Confirm mean speed from survey
	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"/>
8	CHO observations (please keep factual)	
<p>Free text area to consider: relevant local conditions could include local amenities i.e. school, shops, church, pubs, hospitality, including any level of severance? 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?</p>		
<input type="text"/>		

9

**Please forward document and application form
to Road Safety Team for review at
roadsafety@dorsetcouncil.gov.uk**

Signature:

Name of Community Highways Team Officer:

Date:

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 Town / Parish Council or Local Dorset Council ward member

A-Z Local Dorset Council Ward Member

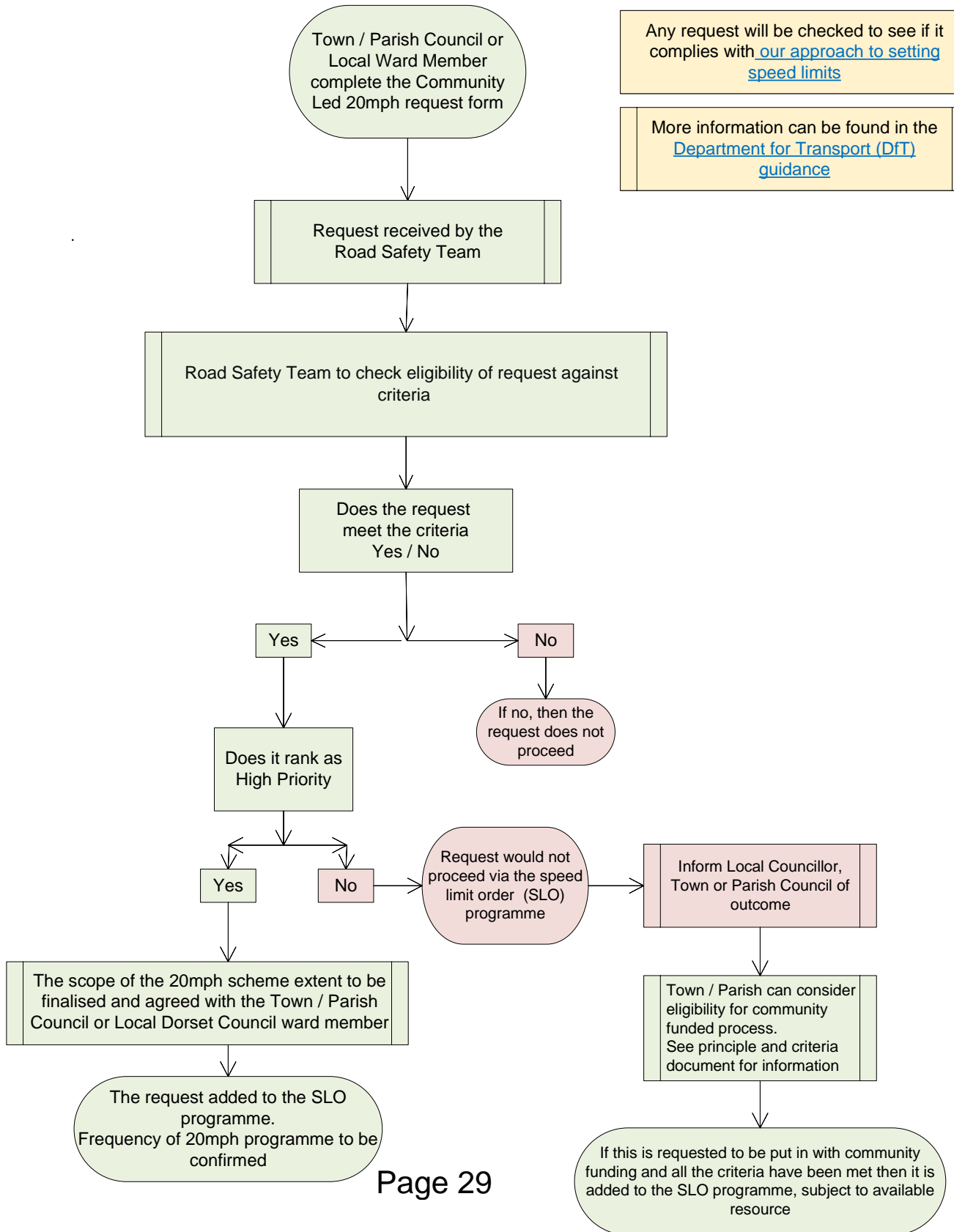
A-Z Town / Parish Councils

As a guide formal requests should demonstrate the following criteria:
 1. they are in towns or villages where there is a depth of residential development and high levels of pedestrian and cycle movement or there is a potential for high levels of pedestrian and cycle movement if a 20mph scheme was introduced; they should not be on roads where the movement of motor vehicles is the primary function
 2. current mean speeds are at or below 24mph
 3. there is significant community support

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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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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Place and Resources Overview Committee – DRAFT Forward Plan

Title	Description	Date of committee meeting	Requested by	Report author	Portfolio Holder	Other meetings? (CLT / SLT / Cabinet)
20mph Speed Limit 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	6 October 2022	Place & Resources Overview Committee	Tony Burden – Road Safety Manager	Cllr Ray Bryan – Portfolio Holder for Highways, Travel & Environment	Cabinet – 1 November 2022
New Household Recycling Centre for the eastern area of Dorset Fully exempt	Selection of the preferred location for the new Household Recycling Centre to serve the eastern area of Dorset	6 October 2022	Officer request	Gemma Clinton – Head of Commercial Waste & Strategy	Cllr Laura Beddow – Portfolio Holder for Culture, Communities & Customer Services	Cabinet – 1 November 2022

Title	Description	Date of committee meeting	Requested by	Report author	Portfolio Holder	Other meetings? (CLT / SLT / Cabinet)
		24 November 2022				
Dorset Council Climate and Ecological Emergency Strategy refresh	Refresh of the strategy	9 February 2023	Officer request	Antony Littlechild – Sustainability Team Manager	Cllr Ray Bryan - Portfolio Holder for Highways, Travel & Environment	Cabinet – 28 March 2023
		18 April 2023				



The Cabinet Forward Plan - September to December 2022 For the period 1 SEPTEMBER 2022 to 31 DECEMBER 2022 (Publication date – 6 SEPTEMBER 2022)

Explanatory Note:

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

Definition of Key Decisions

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

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

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

Cabinet Portfolio Holders 2021/22

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

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
October					
<p>Medium Term Financial Plan (MTFP) and budget strategy</p> <p>Key Decision - Yes Public Access - Open To receive a budget update for 2023/24.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 4 Oct 2022</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>
<p>Adult Social Care Market Sustainability Plan</p> <p>Key Decision - Yes Public Access - Open The Council must submit a Market Sustainability Plan to the Department for Health & Social Care by 14 October 2022. This plan will establish Dorset's approach to ensuring the sustainability of the local market in older people's residential and nursing care, and of domiciliary care for all adults.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 4 Oct 2022</p>	<p>People and Health Overview Committee 8 Sep 2022</p>	<p>Deputy Leader and Portfolio Holder for Adult Social Care and Health</p>	<p><i>Jonathan Price, Interim Corporate Director for Commissioning</i> <i>jonathan.price@dorsetcouncil.gov.uk</i> <i>Executive Director, People - Adults</i></p>
<p>Local Development Scheme Update</p> <p>Key Decision - Yes Public Access - Open To agree a revised Local Development Scheme, setting out the proposed programme for the next stages of preparing the Dorset Council Local Plan.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 4 Oct 2022</p>		<p>Portfolio Holder for Planning</p>	<p><i>Hilary Jordan, Service Manager for Spatial Planning</i> <i>hilary.jordan@dorsetcouncil.gov.uk</i> <i>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
<p>Dorset Council Plan Priorities Update: Children's Services</p> <p>Key Decision - No Public Access - Open To receive an update from the Portfolio Holder for Children, education, Skills and Early Help.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 4 Oct 2022</p>		<p>Portfolio Holder for Children, Education, Skills and Early Help</p>	<p><i>Executive Director, People - Children (Theresa Leavy)</i></p>
<p>November</p>					
<p>Quarter 2 2022/23 Financial Monitoring Report</p> <p>Key Decision - No Public Access - Open To consider the Quarter 2 Financial Monitoring Report for 2022/23.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 1 Nov 2022</p>		<p>Portfolio Holder for Finance, Commercial and Capital Strategy</p>	<p><i>Jim McManus, Corporate Director - Finance and Commercial J.McManus@dorsetcc.gov.uk Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i></p>
<p>Dorset Council 20mph speed limit process and Guidance</p> <p>Key Decision - Yes Public Access - Open A report setting out the council's approach to 20mph speed limits.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 1 Nov 2022</p>	<p>Place and Resources Overview Committee 6 Oct 2022</p>	<p>Portfolio Holder for Highways, Travel and Environment</p>	<p><i>Wayne Sayers, Transport Planning Manager wayne.sayers@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i></p>
<p>Dorset Council Plan Priorities Update: Adult Social Care</p> <p>Key Decision - No Public Access - Open To receive a report from the Portfolio Holder for Adult Social Care & Health.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 1 Nov 2022</p>		<p>Deputy Leader and Portfolio Holder for Adult Social Care and Health</p>	<p><i>Executive Director, People - Adults</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>Air Quality Action Plan for Chideock</p> <p>Key Decision - No Public Access - Open</p> <p>The 2022 Air Quality Action Plan for Chideock has now received approval by Defra. The council is seeking a decision to formally adopt the plan.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 4 Oct 2022</p>		<p>Portfolio Holder for Culture, Communities and Customer Services</p>	<p><i>Janet Moore, Service Manager Environmental Protection</i> <i>Janet.Moore@dorsetcouncil.gov.uk</i> <i>Executive Director, Place (John Sellgren)</i></p>
<p>New Household Recycling Centre for the Eastern Area of Dorset</p> <p>Key Decision - Yes Public Access - Fully exempt</p> <p>Selection of the preferred location for the new Household recycling Centre to serve the eastern area of Dorset.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 1 Nov 2022</p>	<p>Place and Resources Overview Committee 6 Oct 2022</p>	<p>Portfolio Holder for Culture, Communities and Customer Services</p>	<p><i>Gemma Clinton, Head of Commercial Waste and Strategy</i> <i>gemma.clinton@dorsetcouncil.gov.uk</i> <i>Executive Director, Place (John Sellgren)</i></p>
<p>December</p>					

<p>Dorset Council Plan Priorities Update: Climate and Ecology, Assets and Property</p> <p>Key Decision - No Public Access - Open</p> <p>To receive an update from the Portfolio Holders for Highways, Travel and Environment and Economic Growth, Assets and Property.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 6 Dec 2022</p>		<p>Portfolio Holder for Highways, Travel and Environment, Portfolio Holder for Economic Growth, Assets and Property</p>	<p><i>Executive Director, Place (John Sellgren)</i></p>
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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
January 2023					
<p>Quarter 3 2022/23 Financial Monitoring Report</p> <p>Key Decision - Yes Public Access - Open</p> <p>To consider the Quarter 3 Financial Monitoring Report for 2022/23.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 17 Jan 2023</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>
<p>Medium Term Financial (MTFP) and Budget Strategy Report</p> <p>Key Decision - Yes Public Access - Open</p> <p>The Council is required to set a balanced revenue budget, and to approve a level of council tax as an integral part of this.</p>	<p>Decision Maker Dorset Council</p>	<p>Decision Date 14 Feb 2023</p>	<p>Cabinet 17 Jan 2023 People and Health Scrutiny Committee 9 Dec 2022 Place and Resources Scrutiny Committee 12 Dec 2022</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>
<p>Commissioning Strategies for Adult Social Care</p> <p>Key Decision - Yes Public Access - Open</p> <p>To adopt final versions of the suite of commissioning strategies to form the basis of the Council's priorities under the portfolio for the coming five years.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 17 Jan 2023</p>	<p>People and Health Overview Committee 16 Dec 2022</p>	<p>Deputy Leader and Portfolio Holder for Adult Social Care and Health</p>	<p><i>Jonathan Price, Interim Corporate Director for Commissioning</i> <i>jonathan.price@dorsetcouncil.gov.uk</i> <i>Executive Director, People - Adults</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>Dorset Council Plan Priorities: One Customer Account and Digital Innovation</p> <p>Key Decision - Yes Public Access - Open</p> <p>To receive a report from the Portfolio Holders for Corporate Development and Transformation and for Culture, Communities and Customer Services.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 17 Jan 2023</p>		<p>Portfolio Holder for Corporate Development and Transformation, Portfolio Holder for Culture, Communities and Customer Services</p>	<p><i>Executive Director, Place (John Sellgren)</i></p>
<p>February</p>					
<p>Dorset Council Plan Priorities: Update: County Deals/Community Safety</p> <p>Key Decision - No Public Access - Open</p> <p>To receive a report from the Portfolio Holders for Economic Growth, Assets and Property and Housing and Community Safety.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 28 Feb 2023</p>		<p>Portfolio Holder for Economic Growth, Assets and Property, Portfolio Holder for Housing and Community Safety</p>	<p><i>Andrew Billany, Corporate Director of Housing, Dorset Council andrew.billany@dorsetcouncil.gov.uk Executive Director, People - Adults</i></p>
<p>March</p>					
<p>Dorset Council Plan Priorities Update: Housing for Local People</p> <p>Key Decision - No Public Access - Open</p> <p>To receive a report of the Portfolio Holder for Housing and Community Safety.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 28 Mar 2023</p>		<p>Portfolio Holder for Housing and Community Safety</p>	<p><i>Andrew Billany, Corporate Director of Housing, Dorset Council andrew.billany@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
<p>Climate and ecological strategy - refresh</p> <p>Key Decision - Yes Public Access - Open</p> <p>A refresh of the Climate and ecological strategy.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 28 Mar 2023</p>	<p>Place and Resources Scrutiny Committee</p>	<p>Portfolio Holder for Highways, Travel and Environment</p>	<p><i>Steven Ford, Corporate Director for Climate and Ecological Sustainability Executive Director, Place (John Sellgren)</i></p>
<p>Council decision making building in climate and ecological considerations</p> <p>Key Decision - Yes Public Access - Open</p> <p>Open new decision-making tool to embed climate and ecological considerations.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 28 Mar 2023</p>	<p>Audit and Governance Committee 16 Jan 2023</p>	<p>Portfolio Holder for Highways, Travel and Environment</p>	<p><i>Steven Ford, Corporate Director for Climate and Ecological Sustainability Executive Director, Place (John Sellgren)</i></p>
<p>April</p>					

<p>Dorset Council Plan Priorities Update: Working with the Integrated Care System</p> <p>Key Decision - No Public Access - Open</p> <p>To receive a report of the Portfolio Holder for Social Care and Health.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 25 Apr 2023</p>		<p>Deputy Leader and Portfolio Holder for Adult Social Care and Health</p>	<p><i>Executive Director, People - Adults</i></p>
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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
May					

<p>Dorset Council Plan Priorities Update: Value for Money (Unitary Council Benefits)</p> <p>Key Decision - No Public Access - Open</p> <p>To receive a report of the Portfolio Holder for Finance, Commercial and Capital Strategy.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date</p>		<p>Portfolio Holder for Finance, Commercial and Capital Strategy</p>	<p><i>Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i></p>
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Private/Exempt Items for Decision

Each item in the plan above marked as 'private' will refer to one of the following paragraphs.

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

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

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