



# Place and Resources Scrutiny Committee

**Date:** Thursday, 25 May 2023  
**Time:** 10.00 am  
**Venue:** Council Chamber, County Hall, Dorchester, DT1 1XJ

**Members (Quorum: 3)**

Shane Bartlett (Chairman), Andy Canning (Vice-Chairman), Rod Adkins, Jon Andrews, Piers Brown, Barry Goringe, Brian Heatley, David Shortell, David Tooke and Bill Trite

**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](mailto: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.	<b>APOLOGIES</b>	
	To receive any apologies for absence.	
2.	<b>MINUTES</b>	5 - 10
	To confirm the minutes of the meeting held on 30 March 2023.	
3.	<b>DECLARATIONS OF INTEREST</b>	
	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

11 - 12

To receive any updates from the Chairman of the Place and Resources Scrutiny 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 either 1 question or 1 statement for each meeting. You are welcome to attend the meeting in person or via MS Teams to read out your question and to receive the response. If you submit a statement for the committee this will be circulated to all members of the committee in advance of the meeting as a supplement to the agenda and appended to the minutes for the formal record but will not be read out at the meeting. **The first 8 questions and the first 8 statements received from members of the public or organisations for each meeting will be accepted on a first come first served basis in accordance with the deadline set out below.** Further information read [Public Participation - Dorset Council](#)

All submissions must be emailed in full to [Lindsey.watson@dorsetcouncil.gov.uk](mailto:Lindsey.watson@dorsetcouncil.gov.uk) by 8.30am on 22 May 2023.

When submitting your question or statement please note that:

- You can submit 1 question or 1 statement.
- a question may include a short pre-amble to set the context.
- It must be a single question and any sub-divided questions will not be permitted.
- Each question will consist of no more than 450 words, and you will be given up to 3 minutes to present your question.
- 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 COUNCILLORS

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 22 May 2023.

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

**7. REVIEW OF THE THIRD BOURNEMOUTH, POOLE AND DORSET LOCAL TRANSPORT PLAN (2011-2026)** 13 - 34

To consider a report of the Principal Transport Planner.

**8. PLACE AND RESOURCES SCRUTINY COMMITTEE WORK PROGRAMME** 35 - 38

- 1) To review the Place and Resources Scrutiny Committee Work Programme.
- 2) Monitoring of the Performance Dashboard – members of the committee to flag up any areas for potential review:

**Operational – Corporate:** Councillors Piers Brown, Barry Goringe and David Shortell

**Operational – Place:** Councillors David Tooke and Jon Andrews

**HR:** Councillors Rod Adkins, Andy Canning and Bill Trite

*The Chairman, Councillor Shane Bartlett, maintains an overview of all the above areas.*

- 3) To consider a summary scope for a review of Grid Capacity (to follow).

**9. CABINET FORWARD PLAN AND DECISIONS** 39 - 50

To review the Cabinet Forward Plan and decisions taken at recent meetings.

*The Cabinet Forward Plan and decisions of recent meetings are provided to members of the Place & Resources Scrutiny Committee to review and identify any potential post decision scrutiny to be undertaken, by scheduling items into the forward plan to review after a period of implementation.*

**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 SCRUTINY COMMITTEE

### MINUTES OF MEETING HELD ON THURSDAY 30 MARCH 2023

**Present:** Cllrs Shane Bartlett (Chairman), Andy Canning (Vice-Chairman), Piers Brown, Barry Goringe, Mark Roberts, David Shortell, David Tooke and Bill Trite

**Present remotely:**

**Apologies:** Cllrs Rod Adkins and Jon Andrews

**Also present:** Cllr Tony Alford, Cllr Laura Beddow, Cllr Ray Bryan, Cllr Les Fry, Cllr Simon Gibson and Cllr Jane Somper

**Also present remotely:** Cllr Nocturin Lacey-Clarke

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

John Sellgren (Executive Director, Place), Aidan Dunn (Executive Director - Corporate Development S151), Jonathan Mair (Director of Legal and Democratic and Monitoring Officer), Dawn Adams (Service Manager for Commercial and Procurement), Jason Jones (Group Manager (Commissioning)), Owen Clark (Transport Planner), Sue McGowan (Head of Travel Dorset), Deborah Fiddik (Transport Planner - Public Transport), Jack Wiltshire (Head of Highways), Wayne Sayers (Transport Planning Manager) and Lindsey Watson (Senior Democratic Services Officer)

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

David Bonner (Service Manager for Business Intelligence and Performance)

**70. Minutes**

The minutes of the meeting held on 26 January 2023 were confirmed as a correct record and signed by the Chairman.

**71. Declarations of interest**

There were no declarations of interest.

**72. Chairman's Update**

There were no updates from the Chairman on this occasion.

**73. Public Participation**

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

#### 74. **Questions from Councillors**

There were no questions from councillors.

#### 75. **Commercialisation Transformation Programme**

The committee received and considered a report and presentation of the Service Manager Commercial and Procurement, which expanded on a report received by the committee in November 2023 regarding the Commercialisation Transformation Programme – “Being more commercially minded”. The report provided further detail and assurance on how the programme had set out a corporate approach to contract management to ensure that the Council maximised commercial opportunities and secured optimum value for money in the delivery of goods, services and works.

M Roberts declared an interest as a supplier to Dorset Council Adult Services in his own right and also as Chairman of the Southern Inshore Fisheries and Conservation Authority, who used procurement services in Dorset Council. Following advice from the Monitoring Officer, M Roberts confirmed that as he would not be going into the detail of specific contracts, he would remain in the meeting and take part in the discussion.

P Brown indicated that his employer had a contract with Dorset Council but confirmed that given the advice provided by the Monitoring Officer at the meeting, he did not consider his interest to be pecuniary.

Councillors considered the issues arising from the report and during discussion, points were raised in the following areas:

- How the Council supported and encouraged local businesses, including small and medium enterprises, to submit tenders for business with the Council and how contracts could be arranged to encourage tenders from smaller companies
- The management of leverage contracts
- Work undertaken at the pre-contract stage, setting of selection criteria including social criteria, benchmarking and due diligence in order to get the best outcome
- The training available and upskilling of officers in procurement and contract management
- Discussions around outsourcing services and bringing services back in house would be considered as part of the contract management process
- The implications of the Procurement Bill which was currently being debated in the House of Commons including any potential impact on capacity within the Council
- Collaborative working being undertaken with other organisations.

The Chairman provided a summary of the points raised and further action required:

- The Council was considered a role model in terms of contract management and paid suppliers promptly

- There was a flexible approach within the Council in terms of how contracts were dealt with
- Shared learning was being undertaken across Council areas
- There was a willingness to work with other councils to get best value for Dorset and to seek quality services
- The implications of the new Procurement Bill were noted and the potential impact on capacity in the area
- The measurement of success was ensuring a positive culture of being commercial and good contract management within the Council
- A further update could be provided to the committee at an appropriate time.

**76. Implementation review of the Household Recycling Centre (HRC) Vehicle Access Policy**

The committee considered a report of the Head of Commercial Waste and Strategy which provided information on the implementation of the updated Household Recycling Centre vehicle access policy since its introduction in May 2022. The report invited the committee to consider if further review of any elements of the policy was required. Detail of comments received on the revised policy was included as an appendix to the report.

The committee considered the information provided and discussion was focused in the following areas:

- The clarification of the policy was welcomed and a request made for information to be provided to all Dorset Council councillors and also to town and parish councils through the Dorset Association for Parish and Town Councils (DAPTC)
- Many issues and enquiries had been addressed through discussion with individuals and all formal complaints had been resolved
- It was noted that there had been no noticeable increase in fly tipping as a direct result of the policy
- The availability of the garden waste collection service was discussed
- Issues around cross border arrangements were considered
- The policy was considered to be lawful with the restrictions on vehicles supported through rational justification.

At the conclusion of the discussion, a summary of the points raised and further action required was provided:

- It was noted that if complaint levels were low and the situation with fly tipping was not getting worse, the policy could be deemed to be working and no further review was required at this stage
- A briefing note would be provided to all councillors and the DAPTC
- Assurance had been provided around the use of dual cab pick up vehicles
- Formal complaints had been resolved
- The policy was flexible and reasonable and conversations could be held with individuals to address specific issues
- Councillors were content with how cross border access issues were dealt with

- An assurance had been received that the policy was lawful
- A further update on the policy could be provided to the committee in February 2024 and the Chairman of the committee would discuss the issue of fly tipping and a potential future report, with the Chairman of the Place and Resources Overview Committee.

## 77. **Bus Service Improvement Plan 2022 update**

The committee received a report of the Head of Dorset Travel, which invited comments on the refreshed Bus Service Improvement Plan (BSIP) and feedback on the short-term delivery programme through to 2024/25.

Councillors considered the issues arising from the report and during discussion, points were noted in the following areas:

- The position with bus services and connection into the public transport network in Maiden Newton, St Leonards and Alderholt were considered. Discussion with ward members could be held after the meeting where relevant
- Publicity of available services was a key theme of the BSIP and in addition, it was noted that parishes were good at publicising what was available in their villages
- The plan set out the aspiration to improve access to bus services but it was noted that without government funding, action was limited to goals that could be achieved through existing funding streams and greater partnership working
- There was regular engagement with key stakeholders and bus users
- The impact of Covid-19 of bus usage was noted.

At this point in the meeting, it was proposed by B Goringe seconded by M Roberts and agreed by the committee, that the meeting continue beyond the 3-hour limit as set out in the Constitution.

Discussion continued with points raised in the following areas:

- The Portfolio Holder noted frustration with the current position, thanked the committee for the questions asked and noted potential future actions to consider the issues in this area
- The plan set out two programmes – one that could be achieved with additional funding and one through existing resources
- Links to the concessionary bus pass scheme were considered
- Engagement with other councils was undertaken
- The involvement of town and parish councils was considered.

At the end of the discussion a summary of the points raised and further action required was provided:

- Due to the funding position, the short term delivery programme was focused on providing better services using existing resources



- Recognition of the aspiration to achieve funding in future for transformation work
- Ongoing engagement was undertaken with stakeholders and bus users to provide updates and understand customer expectations and with rail operators around connections between rail and bus services
- The report to highlight the potential implications for children and young adults living in rural communities
- A request to explore opportunities for town and parish councils funding and providing bus services for their area
- Recognition of the impact of Covid-19 on bus passenger numbers
- Opportunities for councillors to consider the issues, potentially through a cross-party group.

The committee noted the points raised by the Portfolio Holder and both supported and requested that the Portfolio Holder made further representations to Government in relation to the Council's unsuccessful bid for government bus transformation funding and the current position in respect of the delivery of the Bus Service Improvement Plan.

#### **78. Transforming Cities Fund update**

The committee considered a report of the Transport Planning Team Leader, which provided information on progress to date regarding the Department for Transport based Transforming Cities Fund (TCF) award and invited questions and comments in respect of the remaining programme.

Councillors discussed the information contained in the report and particular comments were made in respect of the Beryl Bike scheme and the need to review the location of some of the parking bays and the funding connected to the programme.

#### **79. Performance Scrutiny**

The committee considered the performance dashboard and highlighted some areas of interest. These included:

- Performance against targets relating to Freedom of Information (FOI) requests and Subject Access Requests – an update would be provided at the next meeting
- Short term sickness levels and staff turnover across the Council – a briefing note would be provided for the committee.

#### **80. Place and Resources Scrutiny Committee Work Programme**

Councillors reviewed the committee's forward plan and noted items to be considered at forthcoming meetings.

81. **Cabinet Forward Plan and Decisions**

The committee noted the Cabinet Forward Plan and decisions taken at recent meetings, which the committee could use to identify potential areas for post decision review.

82. **Urgent items**

There were no urgent items.

83. **Exempt Business**

There was no exempt business.

**Duration of meeting:** 10.00 am - 1.55 pm

**Chairman**

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# Agenda Item 4

## Performance – Freedom of Information and Subject Access Requests

### Update for Place and Resources Scrutiny Committee – 25 May 2023

The Place and Resources Scrutiny Committee discussed the current performance of the Council's Freedom of Information (FOI) and Subject Access Requests (SARs) at the meeting on 30<sup>th</sup> March. A number of the indicators are consistently showing as "red" and the committee requested further information on the action being taken to improve performance.

The Information Compliance team within Assurance Service are the custodians of the data, but the performance issues largely relate to individual Directorate compliance. Within this position statement, I will provide further information on the compliance issues and the actions being taken to improve performance across the Council. For information, the Audit and Governance Committee will receive an Information Governance Update report at its meeting on 12 June 2023, which will include reporting on both FOI and SARs.

### Freedom of Information Requests

The FOI Act 2000 provides public access to information held by public authorities. The Act sets out a requirement for information requests to be responded to within twenty working days, although there is an opportunity to agree an extension of up to an additional twenty working days in some limited circumstances. There are currently a range of FOI key performance indicators (KPI):

- i) Percentage of FOI requests answered on time (whole Council, and each Directorate);
- ii) Number of Overdue FOI requests (whole Council, and each Directorate);
- iii) Average number of days FOI requests are overdue (whole Council, and each Directorate)

The Information Commissioners Office's expected compliance rate for answering FOIs on time is 90%, which would be recorded as "Green" on the performance dashboard. Between 80 and 90% is recorded as Amber, and below 80% shows as Red. During 2022/23, whole Council performance was recorded as Amber for 10 of the 12 months (three of which were very close to the 90% target), with December 23 and February 23 showing as Red (but still above 75% compliance). Performance has notably improved from compliance rates in 2021/22. At a Directorate level, there is no consistent trend, with it quite common from a "Red" indicator to turn "Green" the following month (and vice versa), particular for those services generating few requests.

The second two KPIs are generally showing as "Red" on the basis that they are focussed on overdue requests, and therefore red by default. Realistically, some lack of compliance with timescales can always be anticipated, particularly where FOIs are complex. The tolerance levels aligned to these two KPIs are currently being reviewed, to show a more realistic picture.

The Information Compliance Team continue to provide regular management information to Directorates to improve their compliance rates. Performance will be monitored by the new Strategic Information Governance Board, with intervention as appropriate where poor performance is identified.

### Subject Access Requests

Under the General Data Protection Regulations, individuals have the right to access and receive a copy of any personal data held about them – this is commonly referred to as a SAR. An organisation normally has one month to respond to the request, but if they are particularly complex or are made up of a number of requests, an extension of up to two additional months can be

agreed. Of the 202 SARs received during 2022/23, 146 (72%) relate to childrens services, with a high number of large and sensitive care leaver SARs.

There are currently a range of SARs KPI's:

- i) Percentage of SARs answered on time (whole Council, and each Directorate);
- ii) Number of overdue SARs (whole Council, and each Directorate);
- iii) Average number of days SARs are overdue (whole Council, and each Directorate)

Similar to FOI, the Information Commissioners Office's expected compliance rate for answering SARs on time is 90%, which would be recorded as "Green" on the performance dashboard. Between 80 and 90% is recorded as Amber, and below 80% shows as Red.

Historically Dorset Council, and previously Dorset County Council, has struggled to comply with SARs timescales. The number of SARs received has increased by approximately 24% every year. All quarters reported for 2021/22 were showing as red, with compliance rates circa 50% and a significant backlog of cases, some way over twelve months old. Childrens Services established a dedicated SARs team, and the 2fte resource transferred to the Assurance Service in January 2022 so that it could be aligned with the skillsets in the Information Compliance Team. Other Directorates continue to largely manage their own SARs at this point in time. Whilst still falling generally below the 90% target, significant improvements have been made, and the backlog of cases largely processed (just three outstanding). Two of the four quarters were reported as "Amber" during 2022/23, rather than consistently "Red", whilst the Childrens Services caseload even exceeded the 90% target (green) in one quarter.

The improvement within the Childrens Services SARs delivery becomes clearer when analysing the complexity of SARs, during the last quarter (a statistic which is not reflected within our current set of KPIs):

Standard complexity – 100% of the 22 requests handled within timescales (Green)

Complex – 100% of the 7 requests received handled within timescales (Green)

Very complex – 14% of the 7 requests received handled within timescales (Red)

This clearly demonstrates a positive improvement, whilst recognising that challenges remain for very complex cases. It is anticipated that the performance of these very complex SARs should gradually improve now that the backlog has been managed down, but the largest cases will remain a challenge, even when the extension is maximised. However, where this is the case, we try to negotiate with the requestor that requests are split into more manageable and prioritised responses. Cases above team capacity and/or deemed very complex are largely being outsourced to an external provider, which has improved performance, albeit at cost to Childrens Services. A redaction software project is underway to look to improve team efficiency further.

Due to the low numbers of SARs across Adults, Place and Corporate Services, a failure to meet timescales on a single case can be sufficient to turn the Directorate level KPI "red". There may be some appetite to explore integrating delivery of other Directorate's SARs into the corporate team, particularly with Adults SARs anticipated to increase.

As with FOIs, the second two SARs KPIs are generally showing as "Red" on the basis that they are focussed on overdue requests. Realistically, some lack of compliance with timescales can always be anticipated, particularly where SARs are complex. As with FOIs, the tolerance levels aligned to these two KPIs are currently being reviewed, to show a more realistic picture.

Marc Eyre, Service Manager for Assurance – 24 April 2023

## Place & Resources Scrutiny Committee

25 May 2023

## Review of the Third Bournemouth, Poole & Dorset Local Transport Plan (2011-2026)

### For Review and Consultation

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

**Local Councillor(s):**

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

Report Author: Helen Jackson  
Title: Principal Transport Planner  
Tel: 01305 228503  
Email: helen.jackson@dorsetcouncil.gov.uk

**Report Status:** Public

#### **Brief Summary:**

This report contains a review of the adopted Bournemouth, Poole and Dorset Local Transport Plan (LTP3). The Council has published Implementation Plans 1-3 since the adoption of the LTP3 in 2011 covering the period up to 2020 but has not produced Implementation Plan 4 as we were looking at undertaking a light-touch refresh of the LTP at the time prior to announcement of LTP4 guidance from Government which has since been delayed. The purpose of this report and the background paper is to provide up-to-date statistical evidence for the Performance Indicators in the LTP, covering the period from 2017. This report also highlights the main transport interventions that have been implemented since 2017 and a financial overview.

#### **Recommendation:**

We ask that the Committee considers the information provided in this report and background paper and notes the achievements of LTP3 against the Key Performance Indicators since 2017. Comments are sought in respect of LTP3 and will be considered during planning for LTP4.

## Reason for Recommendation:

Due to the Council not producing Implementation Plan 4 for the period 2020-2023, we are providing an update on the Performance Indicators to fill in the gap from the last published Implementation Plan.

### 1. Report

- 1.1 The third Local Transport Plan (LTP3) for Bournemouth, Poole and Dorset, published in 2011, sets out the long-term goals, strategy and policies for improving transport in the area over the fifteen-year period from 2011 to 2026. The LTP3 covers all modes of transport (including walking, cycling, public transport, car-based travel and freight), the management and maintenance of the highway network, and the relationships between transport and wider policy issues such as the economy, environment, air quality, climate change, health and social inclusion.
- 1.2 The vision for the plan is:  
  
***“A safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area’s unique environmental assets.”***
- 1.3 To achieve this vision, local challenges and solutions were set out under five priority goals:  
  
Goal 1: Supporting economic growth  
Goal 2: Tackling climate change  
Goal 3: Equality of opportunity  
Goal 4: Better safety, security, and health  
Goal 5: Improved quality of life
- 1.4 LTP3 is comprised of the ‘Strategy Document’ presenting a long-term vision and development of the transport network over the 15-year period, and separate Implementation Plans which outline the planned expenditure and delivery of transport schemes for each three-year period.
- 1.5 The plan sets out a series of measures and associated elements to meet the vision and goals of the period. Table 1 below shows which key measures and elements were relevant to achieving each goal of the LTP3.

**Table 1: LTP Strategy Measures & Elements**

LTP3 Strategy Measure		Strategy Elements	
1	Reducing the need to travel	A	Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes
		B	Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns
2	Managing and maintaining the existing network more effectively	C	Keeping transport infrastructure well-maintained, safe, and resilient for all users
		D	Making better use of Dorset's transport network to maximise its efficiency for all forms of travel
3	Active travel and "smarter" travel choices	E	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure
		F	Applying smarter choices and supporting "green technology" to encourage modal transfer and low carbon travel behaviour, via the BTN
		G	Creating attractive public realm and streetscapes
4	Public Transport alternatives to the car	H	Building upon current public transport provision to improve the availability, quality, reliability and punctuality of services
		I	Developing a fully integrated public transport system which is easier to use for everyone
		J	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of Dorset
5	Car parking measures	K	Implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips
6	Travel safety measures	L	Applying engineering, education and enforcement solutions to create safer travelling environments
		M	Working with partners to improve community safety and security
7	Strategic infrastructure Improvements	N	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth

### Transport Interventions in Dorset

- 1.6 Significant progress has been made across the Dorset area in terms of delivering transport interventions, improving travel choice and supporting prosperity.
- 1.7 A brief overview of the major transport interventions that have been delivered for the IP3 period 2017 to 2020 in Dorset are detailed in appendix 1. These interventions are aimed at supporting local economic growth, easing congestion and encouraging active travel and the use of public transport to reduce car use. Up until 2019, Christchurch was part of Dorset County Council, so schemes in this area have been included in this section.
- 1.8 Appendix 2 provides a brief overview of key strategic joint initiatives delivered from 2017 to 2020. These include the BIG programme and Transforming Cities Fund which have used LTP as match funding to successfully lever in significant investment in transport infrastructure in Dorset.

- 1.9 Appendix 3 shows local schemes that have been identified on the basis of contribution to the joint delivery of the LTP3 strategy and reflect more specifically local priorities and responsibilities. These include local schemes covering a wide variety of transport improvements including accessibility, smarter travel choices / behavioural change, road safety, walking and cycling, and traffic management, tailored to each local area.
- 1.10 The table in Appendix 4 provides a list of studies that have been completed since 2017, providing supporting evidence for the Transforming Cities Fund (TCF) programme as well as for future transport improvements.

### **Monitoring LTP Performance - Indicators and Targets**

- 1.11 Monitoring performance of delivery of the strategy against the LTP goals is an essential part of the process. It provides a feedback mechanism whereby the programme can be adjusted according to actual performance and the contribution towards key goals.
- 1.12 Progress reporting against each LTP3 performance indicator is shown in Appendix 5. Key findings include:
- (i) Dorset is showing small reductions in total carbon emissions from transport per head of population since 2016, recording a 6% reduction between 2019 and the baseline (2008-2010 average). This is primarily due to improvements in vehicle engine technology and introduction of progressively more stringent emissions standards. The reduction increases drastically to 25% in 2020, however 2020 was an anomaly due to the COVID 19 pandemic.
  - (ii) Dorset has experienced a significant decline in bus patronage in the last ten years, declining by 30% from baseline to 2019, with national bus patronage declining also. Significant cuts to bus services in Dorset over this period were in response to government withdrawal of subsidy grant. However, parts of South-East Dorset have seen an increase in bus travel. The impact of the covid pandemic has resulted in significantly fewer passengers travelling by bus.
  - (iii) Prior to the covid pandemic traffic levels were increasing on Dorset's roads. In 2019 the number of vehicle kilometres travelled was 9% higher compared to the baseline. A similar trend has been seen nationally. Traffic levels dropped significantly in 2020 due to the covid pandemic, slowly returning to near normal levels in 2021 4% lower than the baseline.



- (iv) The volumes of peak traffic in Weymouth have reduced. There was a 17% reduction in traffic into Weymouth up to 2019, where good active travel and public transport alternatives are available. Surveys in 2021 showed a 44% reduction due to the covid pandemic.
  - (v) Average traffic speeds in the weekday morning peak have remained stable at 34 mph.
  - (vi) The condition of our roads has improved. The percentage of principle A roads in need of further investigation has fallen from 5% at baseline to 2.1% in 2021. There have been similar improvements in the condition of B and C class roads.
  - (vii) The number of road related casualties has nearly halved in Dorset, between baseline and 2021. The numbers of killed or seriously injured casualties has fallen by 32%.
  - (viii) Cycling trips in Weymouth have increased by 21% between baseline year and 2021. In the east of the County, the average daily flows for cyclists using the Ham Lane Cycleway near Ferndown has increased by 19% between 2019-2022. For the Leigh Road cycleway in Wimborne, the average daily flow is 212 cycles between June 2022 to end of March 2023. Flows on both routes are expected to increase further as new elements of the TCF network come on line.
  - (ix) Satisfaction with buses in Dorset remains below the regional and national average, with only 49% of respondents in 2021 satisfied with local bus services. The key issues identified are infrequent bus services, coverage in rural areas, and affordability. Connections between different modes of transport has also been highlighted.
  - (x) There has been a significant increase in the number of registered Ultra Low Emission Vehicles with a total of 2,942 electric vehicles registered in Dorset by the end of 2021.
- 1.13 Travel in Dorset was significantly affected by the covid pandemic which had clear impacts on travel behaviours and the outcomes of the plan. Journeys were clearly influenced by the sharp reduction in the ability to travel over a 24-month period of the plan period.

## **2. Financial Implications**

- 2.1 Dorset Council receives an annual Integrated Transport Block capital allocation of £1.9m for local transport scheme improvements. This is third lowest allocation to a county/shire council in the country. This allocation

has not increased since 2015/16 and due to inflation is now worth considerably less.

- 2.2 LTP funding is commonly used as match-funding to lever in investment to deliver larger projects and programmes. This approach has successfully secured additional investment in the Dorset area totalling over £25m major funding from external sources over the last five years.
- 2.3 Various funding sources have supported the new infrastructure, improvements, and campaign schemes of LTP3, these include (but are not limited to):

Funding Bodies:

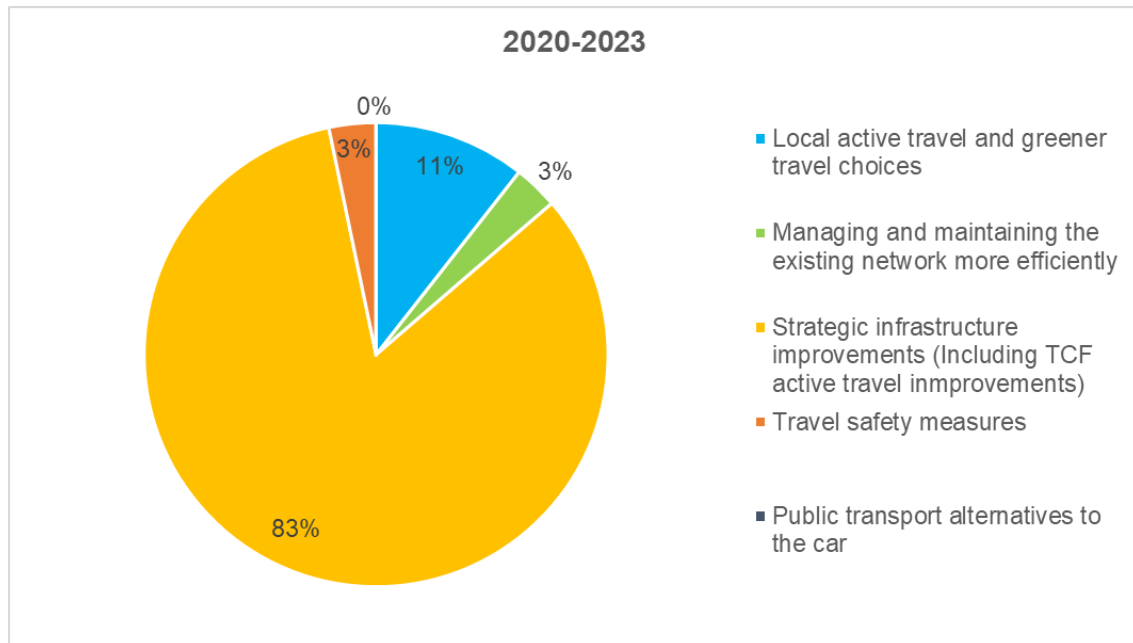
- (i) Department for Transport
- (ii) Office for Low Emission Vehicles (OLEV)
- (iii) European Union
- (iv) Active Travel England
- (v) Sustrans

Specific Funds:

- (i) Local Sustainable Transport Funding (LSTF)
- (ii) National Productivity Investment Fund
- (iii) Growth Deal Fund
- (iv) Growing Places Fund
- (v) Local Enterprise Partnership Funding
- (vi) Transforming Cities Fund
- (vii) Developer contributions.

- 2.4 Figure 1 below shows the proportion of LTP and additional external funding assigned to each of the LTP3 goals. The chart shows that the majority of funding is spent on strategic infrastructure improvements which includes schemes delivered under the Transforming Cities Programme, followed by local active travel and greener travel choices. A smaller proportion is spent on travel safety measures and managing and maintaining the existing network efficiently.

**Figure 1 - Allocation of LTP and additional external funding to the LTP3 goals**



### 3. Environmental Implications

3.1 Dorset Council has committed to an ambitious Natural Environment, Climate and Ecology strategy that commits the council to become net zero in its operations by 2040, work towards Dorset becoming net zero by 2050 and to reverse the decline of our biodiversity.

3.2 Reducing Dorset’s carbon emissions from transport is a key objective of LTP3. The transport sector is the single biggest contributor to our county’s carbon footprint. Data shows that since 2017, Dorset has reduced carbon emissions from transport by 294.5Kt CO2. Through the next LTP and Dorset’s Natural Environment, Climate and Ecological Strategy and Action Plan, we must change how people travel around Dorset through the promotion of a sustainable travel hierarchy. This will be linked to the reductions in carbon emissions required at agreed milestones that will allow us to meet our ambitious climate and environmental targets.

### 4. Well-being and Health Implications

4.1 Improving health and well-being through the promotion of active travel is a key objective of the LTP. Encouraging and promoting forms of active travel is an opportunity to tackle public health issues such as sedentary lifestyles. Interventions that reduce motor traffic will also improve local air quality.

## 5. **Other Implications**

- 5.1 Government is currently preparing new LTP Guidance for Local Transport Authorities. Previous guidance was last published in 2009, and no longer reflects current policies, national trends, and is not sufficiently aligned to government's Transport Decarbonisation Plan and the need to reduce transport emissions to achieve net zero. The new guidance is expected to be published in June 2023.
- 5.2 Alongside the LTP Guidance, additional technical guidance on Quantifiable Carbon Reduction (QCR) is also being drafted by the Department for Transport. This guidance is intended to assist Council's to develop evidence-based decisions using a quantitative assessment of the carbon impacts of local transport interventions at the strategic stage of scheme development.
- 5.3 Preparatory work on a new joint LTP4 has commenced. This work is developing the evidence and baseline and to date has included:
- (i) a review of LTP best practice
  - (ii) a review of the joint LTP3
  - (iii) Analysis of socio-economic data
  - (iv) Carbon baselining

## 6. **Risk Assessment**

- 6.1 **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 An Equalities Impact Assessment has been prepared for the plan and is published as an [LTP3 supporting document](#).

## 8. **Appendices**

Appendix 1 - Major Schemes Delivered 2017-2020

Appendix 2 - Strategic Joint Initiatives Delivered 2017 to 2020

Appendix 3- Small Scale Local Schemes Delivered 2017 to 2020

Appendix 4 - LTP Supporting Evidence

## Appendix 5 - LTP3 Performance Indicator Reporting

### 9. **Background Papers**

Link to LTP3 Core Strategy and supporting documents, also IP1, IP2, IP3:

[Local Transport Plan 3 - Dorset Council](#)

## Appendix 1 - Major Infrastructure Schemes Delivered 2017-2020

<b>Scheme name</b>	<b>Area</b>	<b>Scheme Type</b>	<b>Key LTP3 Strategy Measure</b>	<b>Funding Source</b>
Bournemouth Airport Access	Christchurch/East Dorset	Major junction improvements	Strategic Infrastructure Improvements	DLEP / SGF DCC / s106 / LTP
Blackwater Interchange	Christchurch	Major junction improvements	Strategic Infrastructure Improvements	DLEP / LGF / LTP
Gillingham Access to Growth	North Dorset	A package of junction improvements and sustainable transport measures (NB. Enmore Link Road has not been delivered as part of this package)	Strategic Infrastructure Improvements	DLEP / DCC / Developer Funding

## Appendix 2 - Strategic Joint Initiatives Delivered 2017 to 2020

<b>Scheme name</b>	<b>Area</b>	<b>Scheme Type</b>	<b>Key LTP3 Strategy Measure</b>	<b>Funding Source</b>
Strategic Cycle Network Improvements	South East Dorset	Cycle Route Improvements	Active Travel and Greener Choices	LTP/s106
Dorset Strategic Road Safety Partnership	Dorset Wide	A package of engineering, education and enforcement measures to reduce road casualties	Travel Safety Measures	LTP
Bournemouth International Growth (BIG) Programme	South East Dorset	Transport and infrastructure investment focusing on employment and development around Bournemouth Airport	Strategic Infrastructure Improvements	LGF
Business Travel Network	Dorset Wide	Initiative providing Travel Planning for local businesses	Active Travel and Greener Choices	LTP/s106
SUSTRANS Bike It Plus	Dorset Wide	Promoting active travel options to Dorset schools	Active Travel and Greener Choices	LTP
Transforming Cities Fund (TCF) – ongoing	South East Dorset & BCP	Dorset Council and BCP Council have been jointly awarded funding from the TCF to invest in	Active Travel and Greener Choices	TCF/LTP/SUSTRANS/local businesses

<b>Scheme name</b>	<b>Area</b>	<b>Scheme Type</b>	<b>Key LTP3 Strategy Measure</b>	<b>Funding Source</b>
		schemes that promote active and sustainable travel along 6 key corridors.		
Beryl Bikes and E-scooters	South East Dorset & BCP		Active Travel and Greener Choices	s106/LTP
EVCPs installation in public car parks	Dorset Wide		Active Travel and Greener Choices	OLEV/LTP



### Appendix 3 – Smaller Scale Local Schemes 2017-2020

**Table 1 Local Schemes (Generic) 2017 – 2020**

<b>Scheme Name</b>	<b>Area</b>	<b>Key LTP3 Strategy Measure</b>	<b>Objectives</b>
Public Realm Improvements	Dorset Wide	Reducing the need to travel; Active Travel and Greener Choices	Improve attractiveness of our town centres, with more priority for pedestrians and cyclists
Urban Traffic Control	Dorset Wide	Manage and maintain the existing network more efficiently	Improve the efficiency of the highway network to improve journey time reliability, including buses
Intelligent Transport Measures	Dorset Wide	Manage and maintain the existing network more efficiently	Provision of more efficient signals, variable message signing and CCTV to improve network efficiency
Car Parking controls and enforcement	Dorset Wide	Car Parking Measures	Roll out pay and display to market and coastal towns
Rural Route Management	Dorset Wide	Travel Safety Measures; Manage and maintain the existing network more efficiently	Whole route, evidence based approach to reducing casualties and improving safety

<b>Scheme Name</b>	<b>Area</b>	<b>Key LTP3 Strategy Measure</b>	<b>Objectives</b>
Improved Access to Railway stations	Dorset Wide	Public Transport Alternatives to the car; Active Travel and Greener Choices	Improved and accessible walking and cycle routes to promote rail and reduce car use
Rural Accessibility	Dorset Wide	Public Transport Alternatives to the car	Developing local access solutions, in particular those run by local communities and voluntary groups
Electric Vehicle charging infrastructure	Dorset Wide	Active Travel and Greener Choices	Promote / encourage use of less polluting vehicles
Rural Cycling / walking and rights of way improvements	Dorset Wide	Active Travel and Greener Choices	Promote / encourage sustainable tourism and health related leisure
Smarter Choices	Dorset Wide	Active Travel and Greener Choices	Promote / encourage non car travel, with links to improved health
Safer / Sustainable Routes to school	Dorset Wide	Active Travel and Greener Choices	Facilitate and encourage school children to get to school by non car means safely
Local road safety measures at	Dorset Wide	Travel Safety Measures	Reduce casualty numbers

<b>Scheme Name</b>	<b>Area</b>	<b>Key LTP3 Strategy Measure</b>	<b>Objectives</b>
collision cluster sites			
Public Transport infrastructure	Dorset Wide	Public Transport Alternatives to the car	Improvements at transport hubs, bus stops, shelters, RTI etc
Walking / Cycle improvements	Dorset Wide	Active Travel and Greener Choices	Promote / encourage active travel choices, with links to improved health
Car Club Development	Dorset Wide	Active Travel and Greener Choices	Implement and expand car club provision

**Table 2 Local Schemes (Specific examples) 2017 – 2020**

<b>Scheme Name</b>	<b>Area</b>	<b>Key LTP3 Strategy Measure</b>	<b>Objectives</b>
Rights of Way Improvements around Bournemouth Airport – ongoing project	Bournemouth, Christchurch, East Dorset	Active Travel and Greener Choices	Improve access links to airport from North Bournemouth (Stour Valley Way) and Trickett's Cross
B3072 Improvements; Verwood – West Moors – Ferndown – ongoing project	East Dorset	Active Travel and Greener Choices	Part of strategic cycle network, linking Verwood, West Moors and Three Legged Cross
Dorchester Transport and Environment Plan – mostly complete	Dorchester	Manage and maintain the existing network more efficiently / Car Parking Measures; Active Travel and Greener Choices	Improve air quality and reduce vehicle / pedestrian conflict; Improve access to and through Dorchester town centre for pedestrians and cyclists
Chafeys to Manor Roundabout Cycle Route & Weymouth Way Crossing	Weymouth	Active Travel and Greener Choices; Travel Safety Measures; Managing and maintaining the existing network more efficiently	Part of strategic cycle network in Weymouth and Portland. Provides safe walking and cycling access from Southill to Town Centre

## Appendix 4 - LTP Supporting Evidence

Report	Area	Objectives
SEDUMS (South East Dorset Urban Mobility Strategy)	South East Dorset & BCP	This strategy is a refresh of the 2012 South East Dorset Multi-Modal Transport Study (SEDMMTS), and proves an updated transport strategy for the area, in line with the governments Industrial Strategy. This was completed as part of the BIG programme.
Ferndown Wallisdown Poole (FWP) Corridor Study	South East Dorset	The corridor study aimed to identify, appraise and recommend highway options for the Ferndown, Wallisdown and Poole Corridor Programme (FWP corridor). These options are to help lead to the delivery of a coordinated series of stand-alone projects along the corridors and were to include modelling and outline costings to support the development of a masterplan.
Western Growth Corridor (Economic Growth Strategy)	Dorchester/Weymouth/Portland	Transport and Movement Study covering the Portland, Weymouth and Dorchester area - completed March 2017
Dorset Rail Strategic Study	Dorset Wide	This document was produced in December 2021 with the aim of investigating and finding solutions to the lack of rail connectivity experienced

Report	Area	Objectives
		<p>by passengers and residents of the wider Dorset area, with the possibility of reducing private vehicle travel and subsequently congestion. The report outlines the issues, constraints, and opportunities for improving rail connectivity in Dorset and the wider area.</p>
<p>Local Cycle and Walking Infrastructure Plan (LCWIP)</p>	<p>Dorset Wide</p>	<p>LCWIP will include a plan of the proposed walking and cycling network, containing the most important routes in Dorset, a programme for infrastructure improvements and a clear report, outlining all of the evidence supporting the programme. Dorset's LCWIP due to be consulted on in the summer of 2023.</p>
<p>Bus Service Improvement Plan (BSIP)</p>	<p>Dorset Wide</p>	<p>The Dorset BSIP sets out our ambition to improve buses and the plans and policies that will deliver a transformation across Dorset. The ambitious plan and deliverables set out are all subject to funding being identified.</p>

**Appendix 5 - LTP3 Performance Indicator Progress Reporting (Dorset Council)** N.B 2021 was in Covid lockdown so figures will not be typical

ID	Performance Indicator	Definition	Baseline (2008-10 average)	2019 (pre-covid)	% Change against baseline	2021 (Covid lockdown)	% Change against baseline
PI 1	Change in per capita carbon emissions	Total carbon emissions from road transport divided by population	2.18 tonnes per capita	2.06	-6%	Not yet published	N/A
PI 2	Bus patronage	Annual number of passengers travelling on buses in the LTP area	11.7 million	8.2 million	-30%	4.8 million	-59%
PI 3	Change in area wide vehicle kilometres	Total annual vehicle kilometres travelled in the LTP area	3,886,000	4,224,000	+9%	3,739,000	-4%
PI 4	Travel to urban centres (Weymouth)	A) Percentage of peak time trips to urban centres by single car drivers	72%	50%	-22%	52%	-20%
		B) Total peak traffic to urban centres	6454	5349	-17%	3640	-44%
PI 5	Percentage of pupils travelling to school by car	Share of journeys by car (including vans and taxis), excluding car share journeys	36.2	N/A	N/A	N/A	N/A
PI 6	Traffic congestion	Average journey time per mile (selected routes)	34.6	N/A	N/A	34.1	-1.4%
PI 7	Access to employment by public transport	% of households within 30 mins of an	98.7%	N/A	N/A	N/A	N/A



ID	Performance Indicator	Definition	Baseline (2008-10 average)	2019 (pre-covid)	% Change against baseline	2021 (Covid lockdown)	% Change against baseline
		employment centre by public transport					
PI 8	Condition of principal A roads	% of network in need of further investigation	5%	1.2%	-3.8%	2.1%	-2.9%
PI 9	Condition of non-principal B roads	% of network in need of further investigation	8%	3.5%	-4.5%	3.5%	-4.5%
	Condition of non-principal C roads	% of network in need of further investigation	11.2%	3.3%	-7.9%	7.6%	-3.6%
PI 10	Road Safety	All serious/fatal casualties - numbers of all Killed and Seriously Injured	256	192	-25%	175	-32%
		B) Child serious/fatal casualties - numbers of Children Killed and Seriously Injured	11	6	-45%	4	-64%
		C) Numbers of slight casualties	1350	720	-47%	637	-53%
		D) Total casualties: sum of A) + C)	1606	912	-43%	812	-49%
PI 11	Growth in cycling trips (Weymouth)	Annualised index of cycling trips at selected monitoring sites	115.7	110	-5%	140	+21%

<b>ID</b>	<b>Performance Indicator</b>	<b>Definition</b>	<b>Baseline (2008-10 average)</b>	<b>2019 (pre-covid)</b>	<b>% Change against baseline</b>	<b>2021 (Covid lockdown)</b>	<b>% Change against baseline</b>
PI 12	Number of Air Quality Management Areas	Currently designated AQMAs	2	2	0%	2	0%
PI 13	Bus punctuality	% of buses starting route on time	83.1%	87%	+3.9%	73%	-10.1%
PI 14	Satisfaction with bus services	% of respondents satisfied with bus services	52%	N/A	N/A	49%	-3%
PI 15	Low emission vehicles	Number of newly registered Ultra Low Emission Vehicles	8	1272	+15800%	2942	+36675%

**Place and Resources Scrutiny Committee – DRAFT Work Programme**

<b>Title</b>	<b>Description</b>	<b>Date of committee meeting</b>	<b>Report author</b>	<b>Portfolio Holder</b>	<b>Other meetings? (Cabinet)</b>
<i>Chairman’s Update – 20mph Speed Limit Approach</i>	<i>Update on current position following Cabinet decision in November 2022</i>	<i>25 May 2023</i>			
<i>Chairman’s update – FOI and Subject Access requests</i>	<i>Update to be provided in response to committee review of indicators in performance dashboard</i>	<i>25 May 2023</i>			
Review of the Third Bournemouth, Poole & Dorset Local Transport Plan (2011-2026)	A review of the achievements of the joint Dorset Local Transport Plan 3 (2011 – 2026) & identify areas to be rolled forward into the new Local Transport Plan 4	25 May 2023	Helen Jackson – Principal Transport Planner	Cllr Ray Bryan – Portfolio Holder for Highways, Travel & Environment	
Climate & Ecological Emergency Strategy – progress report	To present the bi-annual progress report on the Dorset Council Climate & Ecological Emergency Strategy	4 July 2023	Antony Littlechild – Team Manager Sustainability	Cllr Ray Bryan – Portfolio Holder for Highways, Travel & Environment	

<b>Title</b>	<b>Description</b>	<b>Date of committee meeting</b>	<b>Report author</b>	<b>Portfolio Holder</b>	<b>Other meetings? (Cabinet)</b>
Performance Scrutiny	To review the most recent performance information and use this to agree items to add to the committee forward plan for further analysis	4 July 2023	David Bonner – Service Manager – BI & Performance	Cllr Jill Haynes - Portfolio Holder for Corporate Development & Transformation	
Property Strategy & Asset Management Plan Annual Monitoring Report	Review and comment upon progress in achieving the actions identified in the Property & Asset Management Strategy Action Plan and areas needing to be given priority.	12 September 2023	Peter Hopkins - Corporate Director – Assets & Property	Cllr Andrew Parry – Portfolio Holder for Assets & Property	
<i>Chairman's update – Summer 2023 Operations in Dorset</i>	<i>Update on Easter &amp; summer 2023 operations</i>	<i>9 November 2023</i>			
Climate & Ecological Emergency Strategy – progress report  Bi-annual item	To present the bi-annual progress report on the Dorset Council Climate & Ecological Emergency Strategy	9 November 2023	Antony Littlechild – Team Manager Sustainability	Cllr Ray Bryan – Portfolio Holder for Highways, Travel & Environment	

<b>Title</b>	<b>Description</b>	<b>Date of committee meeting</b>	<b>Report author</b>	<b>Portfolio Holder</b>	<b>Other meetings</b>
Performance Scrutiny	To review the most recent performance information and use this to agree items to add to the committee forward plan for further analysis	9 November 2023	David Bonner – Service Manager – BI & Performance	Cllr Jill Haynes - Portfolio Holder for Corporate Development & Transformation	
Budget Scrutiny (Single Item meeting)	Consideration of the budget proposals before proceeding to produce the final budget paper for recommendation to Cabinet on 30 January 2024.	17 January 2024	Sean Cremer – Corporate Director – Finance & Commercial	Cllr Gary Suttle – Portfolio Holder for Finance, Commercial & Capital Strategy	Cabinet – 30 January 2024 Full Council – 13 February 2024
Corporate Complaints Team – Annual Report	An overview of the volume and impacts of Dorset Council's complaints through the Corporate Complaints Team 2022/23	26 February 2024	Antony Bygrave – Senior Assurance Officer - Complaints	Cllr Jill Haynes - Portfolio Holder for Corporate Development & Transformation	

Title	Description	Date of committee meeting	Report author	Portfolio Holder	Other meetings
Redlands Leisure and Community Park Update	<p>To review the position with the Redlands Community Sports Hub following the Cabinet decision of 6 September 2022</p> <p>Recommendation from Cabinet 6 September 2022</p>	26 February 2024 tbc	Paul Rutter – Service Manager for Leisure Services	Cllr Laura Beddow – Portfolio Holder for Culture & Communities	
Performance Scrutiny	To review the most recent performance information and use this to agree items to add to the committee forward plan for further analysis	28 March 2024	David Bonner – Service Manager – BI & Performance	Cllr Jill Haynes - Portfolio Holder for Corporate Development & Transformation	



**The Cabinet Forward Plan - May 2023 to August 2023  
For the period 1 MAY 2023 to 31 AUGUST 2023  
(Publication date – 17 APRIL 2023)**

**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 Beddow</b>	Culture, Communities and Customer 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
May					

<p><b>Youth Justice Service Inspection</b></p> <p><b>Key Decision - Yes</b> <b>Public Access - Open</b></p> <p>To have oversight of the inspection report and of the action plan to address the report's recommendation.</p>	<p><b>Decision Maker</b> <b>Cabinet</b></p>	<p><b>Decision Date</b> <b>16 May 2023</b></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, Paul Dempsey, Corporate Director - Care &amp; Protection Tel: 01305 224513 paul.dempsey@dorsetcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i></p>
<p><b>Dorset Council Plan Priorities Update: Housing for Local People</b></p> <p><b>Key Decision - No</b> <b>Public Access - Open</b></p> <p>To receive a report of the Portfolio Holder for Housing and Community Safety.</p>	<p><b>Decision Maker</b> <b>Cabinet</b></p>	<p><b>Decision Date</b> <b>16 May 2023</b></p>		<p>Portfolio Holder for Housing and Community Safety</p>	<p><i>Andrew Billany, Corporate Director for Housing andrew.billany@dorsetcouncil.gov.uk Executive Director, People - Adults</i></p>
<p><b>Dorset Council Plan Priorities Update: Value for Money (Unitary Council Benefits)</b></p> <p><b>Key Decision - No</b> <b>Public Access - Open</b></p> <p>To receive a report of the Portfolio Holder for Finance, Commercial and Capital Strategy.</p>	<p><b>Decision Maker</b> <b>Cabinet</b></p>	<p><b>Decision Date</b> <b>16 May 2023</b></p>		<p>Portfolio Holder for Finance, Commercial and Capital Strategy</p>	<p><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
<p><b>Use of Compulsory Purchase Powers for land adjacent to Sunrise Business Park, Blandford</b></p> <p><b>Key Decision - Yes</b> <b>Public Access - Fully exempt</b></p> <p>To secure a key site in Blandford for the development of a strategic waste transfer facility in central Dorset which will provide the capacity to maximise the benefits of operational efficiency and resilience to provide business continuity now and in future years.</p>	<p><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 16 May 2023</b></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, David Diaz, Property Commissioning Manager</i> <i>david.diaz@dorsetcouncil.gov.uk, Jason Jones, Group Manager (Commissioning)</i> <i>jason.jones@dorsetcouncil.gov.uk</i> <i>Executive Director, Place (John Sellgren)</i></p>
<p>Page 4</p>					
<p><b>Finance Report - Outturn 2022/2023</b></p> <p><b>Key Decision - No</b> <b>Public Access - Open</b></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 Cabinet</b></p>	<p><b>Decision Date 20 Jun 2023</b></p>		<p>Portfolio Holder for Finance, Commercial and Capital Strategy</p>	<p><i>Heather Lappin, Head of Strategic Finance</i> <i>heather.lappin@dorsetcouncil.gov.uk</i> <i>Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i></p>
<p><b>Aspire Annual Adoption Report</b></p> <p><b>Key Decision - No</b> <b>Public Access - Open</b></p> <p>To ensure that Cabinet is sighted on the Aspire Annual Adoption Report.</p>	<p><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 20 Jun 2023</b></p>		<p>Portfolio Holder for Children, Education, Skills and Early Help</p>	<p><i>Louise Drury, Head of Service Children in Care and Care Leavers</i> <i>louise.drury@dorsetcouncil.gov.uk</i> <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><b>New Approach to Engaging our Contingency Workforce</b></p> <p><b>Key Decision</b> - Yes <b>Public Access</b> - Fully exempt</p> <p>To present out preferred option for engaging agency workers and consultants in the future and seek agreement to enter into a Joint Venture with a partner organisation to create our own agency/broker.</p>	<p><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 20 Jun 2023</b></p>	<p>Place and Resources Overview Committee 6 Jun 2023</p>	<p>Portfolio Holder for Corporate Development and Transformation</p>	<p><i>Chris Matthews, Interim Head of HR christopher.matthews@dorsetcouncil.gov.uk Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i></p>
<p><b>Dorset Council Plan Priorities Update: Working with the Integrated Care System</b></p> <p><b>Key Decision</b> - No <b>Public Access</b> - Open</p> <p>To receive a report of the Portfolio Holder for Social Care and Health.</p>	<p><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 20 Jun 2023</b></p>		<p>Deputy Leader and Portfolio Holder for Adult Social Care and Health</p>	<p><i>Executive Director, People - Adults</i></p>
<p><b>Day Opportunities for Adults in Dorset</b></p> <p><b>Key Decision</b> - Yes <b>Public Access</b> - Fully exempt</p>	<p><b>Decision Maker Cabinet</b></p>	<p><b>Decision Date 20 Jun 2023</b></p>	<p>People and Health Overview Committee <b>TBC</b></p>	<p>Deputy Leader and Portfolio Holder for Adult Social Care and Health</p>	<p><i>Mark Tyson, Commissioning Consultant mark.tyson@dorsetcouncil.gov.uk Executive Director, People - Adults</i></p>
<p><b>July</b></p>					

<b>Subject / Decision</b>	<b>Decision Maker</b>	<b>Date the Decision is Due</b>	<b>Other Committee(s) consulted and Date of meeting(s)</b>	<b>Portfolio Holder</b>	<b>Officer Contact</b>
<b>Youth Justice Plan 2023/224</b> <b>Key Decision - Yes</b> <b>Public Access - Open</b>  To review and receive the annual Youth Justice Plan.	<b>Decision Maker</b> <b>Dorset Council</b>	<b>Decision Date</b> <b>13 Jul 2023</b>	People and Health Overview Committee 27 Jun 2023 (Not coming to Cabinet)	Portfolio Holder for Housing and Community Safety	<i>David Webb, Manager - Dorset Combined Youth Justice Service</i> <i>david.webb@bcpcouncil.gov.uk</i> <i>Executive Director, People - Adults</i>
<b>Library Strategy</b> <b>Key Decision - Yes</b> <b>Public Access - Open</b>  The proposed library strategy is in the process of going through the second phase of consultation.	<b>Decision Maker</b> <b>Cabinet</b>	<b>Decision Date</b> <b>25 Jul 2023</b>	Joint Overview Committee 7 Jun 2023	Portfolio Holder for Culture, Communities and Customer Services	<i>Kate Turner, Service Manager for Libraries</i> <i>kate.turner@dorsetcouncil.gov.uk</i> <i>Executive Director, Place (John Sellgren)</i>
<b>Adult Social Care - Reablement Hubs</b> <b>Key Decision - Yes</b> <b>Public Access - Open</b>  To provide an update on the reablement hubs and seek assurance on future plans.	<b>Decision Maker</b> <b>Cabinet</b>	<b>Decision Date</b> <b>25 Jul 2023</b>		Deputy Leader and Portfolio Holder for Adult Social Care and Health	<i>Jonathan Price, Interim Corporate Director for Commissioning</i> <i>jonathan.price@dorsetcouncil.gov.uk</i> <i>Executive Director, People - Adults</i>
<b>September</b>					

<b>Additional Procurement Forward Plan 2023-24 and incorporating the refresh of the annual Modern Slavery Transparency Statement</b> <b>Key Decision - Yes</b> <b>Public Access - Open</b>	<b>Decision Maker</b> <b>Cabinet</b>	<b>Decision Date</b> <b>5 Sep 2023</b>		Portfolio Holder for Finance, Commercial and Capital Strategy, Portfolio Holder for Corporate Development and Transformation	<i>Dawn Adams, Service Manager for Commercial and Procurement</i> <i>dawn.adams@dorsetcouncil.gov.uk</i> <i>Executive Director, Corporate Development -</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
Additional Procurement Forward Plan: Cabinet is required to approve all key decisions with financial consequences of £500k or more. This report will also incorporate the annual refresh of the Modern Slavery Transparency Statement for Cabinet's agreements.					Section 151 Officer (Aidan Dunn)
<b>November</b>					

<p><b>Dog Related Public Spaces Protection Order- Renewal</b></p> <p><b>Key Decision - Yes</b></p> <p><b>Public Access - Open</b></p> <p>To agree and adopt the draft order.</p>	<p><b>Decision Maker</b> <b>Cabinet</b></p>	<p><b>Decision Date</b> <b>7 Nov 2023</b></p>	<p>Place and Resources Overview Committee 5 Oct 2023</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>
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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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Date of committee: 28 March 2023

Date published 29 March 2023

Date of implementation: 6 April 2023

**DECISIONS OF THE CABINET  
28 MARCH 2023**

The following decisions were made by the Cabinet on 28 March 2023 and will come into force and may be implemented on xxx unless the decision is called in for scrutiny.

In accordance with the council's constitution, any six members of the same relevant Scrutiny Committee may request the Monitoring Officer to 'call-in' a decision for scrutiny. The Monitoring Officer will be provided with written notice that will identify the decision to be called-in and the ground for the call-in when the request is made. If satisfied that there are reasonable grounds for the proposed call-in, the Monitoring Officer will notify the decision-maker of the call-in within 5 clear working days. The deadline for this request is **5 April 2023**.

The full call-in procedure is set out in the Constitution or for further information and advice please telephone Kate Critchel on 01305 252234

## **7 CAPITAL PROGRAMME 2023/2024 - 2026/2027**

- (a) That the capital strategy as set out in appendix 1 and the capital programme set out in Appendix 2 be agreed.
- (b) That the impact on the Medium-Term Finance Plan be noted.

### **Reason for the decision**

The Council approved the capital strategy and a capital programme budget on 14 February 2023 and at this meeting noted that a refreshed list of capital programme would be reported to this Cabinet.

Capital expenditure has an impact on the revenue budget, and so members should be aware of the financial implications to the revenue budget when agreeing the Capital Programme.

## **8 SWANAGE CAPITAL ASSET TRANSFER**

- (a) Cabinet noted and supported the opening of a national exemplar for Family Hubs in Swanage, Dorset.
- (b) That authority be delegated to the Executive Director of Place to transfer the Chapel Lane site to the Swanage Development Partnership Trust (SDPT) through a community asset transfer process to enable the Family Hub to occupy the Chapel Lane site on terms to be agreed by the Executive Director, Place in consultation with the Portfolio Holder for Economic Growth, Assets and Property, the Executive Director for People – Children and Executive Director People – Adults and Housing, including inter-alia:
  - Due diligence of SDPT (associated with transfer of asset).
  - Ensuring best value in terms of disposal of the asset, taking into account all other matters such as subsidy control.
  - Tenure and specific terms and conditions in relation to ongoing liabilities of the asset.
- (c) That authority be delegated to the Executive Director People - Children to enter into a commissioning service level agreement with the SDPT for the provision of services in Swanage, funded by the DfE Family Hubs external grant.
- (d) That the People and Health Scrutiny Committee s be asked to receive and comment upon an annual review of the outcomes delivered by the Swanage Development Partnership Trust each year in March, the first annual review in March 2024.

### **Reason for the decision**

This proposal supports the strategic objectives of the council to create strong, healthy communities. Dorset Council recognises the devolution of assets to local communities, particularly to town and parish councils and voluntary and community-based organisations can make a significant contribution to enabling them to be stronger, more resilient and to



support services within their local areas. This proposal will enable the development of an intergenerational approach to service delivery in Swanage through the creation of a Family Hub that better meets the needs of the local community and supports the delivery of children's and adult's services commissioning strategies.

## **9 CHILDREN'S SERVICES - ANNUAL SELF-EVALUATION**

That the Annual Self-Evaluation of Children's Services 2023 be received, noting the strengths and continuous improvement approach of the service.

### **Reason for the decision**

The requirement to produce an Annual Self-Evaluation is part of the Ofsted Inspection Framework of Children's Services. This report is intended to enable Cabinet to understand areas of strength and continuous improvement approach taken.

## **10 PLANNING FOR CLIMATE CHANGE: INTERIM GUIDANCE AND POSITION STATEMENT SUSTAINABILITY CHECKLIST AND LISTED BUILDING GUIDANCE**

- (a) That the content of the report and the Interim Guidance and Position Statement (appendix 1) Sustainability Checklist (Appendix 2) and Listing Buildings: what you can do for climate change (Appendix 3) be considered and approved.
- (b) That the three documents in the appendices for consultation, as well as a related amendment to the Local List (Appendix 4), be agreed.
- (c) That agreement to any minor changes that were considered necessary prior to the consultation starting, be delegated to the Portfolio Holder for Planning to approve.
- (d) That authority be delegated to the Portfolio Holder for Planning in consultation with the Executive Director for Place to consider the consultation responses and agree final wording of the documents listed in Recommendation (a) above.

### **Reason for the decision**

To enable efforts to be taken to address the climate emergency when new buildings were proposed and to assist with decision-making for renewable energy proposals. The Interim Guidance and Position Statement and Sustainability Checklist would give clarity to developers as to the expectations of Dorset Council when considering development proposals.

The Listed Buildings document would provide guidance for owners of listed buildings when considering energy efficiency works. Consultation enables the documents to be adjusted to reflect issues raised and therefore for weight to be given to it when making planning decisions. Should significant changes to any of the documents be considered necessary as a result of the consultation, councillors would be given the opportunity to consider revised versions prior to their use in planning decisions.

## **11 NATURAL ENVIRONMENT, CLIMATE AND ECOLOGICAL STRATEGY 2023 - 25 - REFRESH**

That the Dorset Council Natural Environment, Climate and Ecology Refreshed Strategy and action plan be approved.

### **Reason for the decision**

To ensure that the strategy remains fit for purpose by being responsive to latest policy and progress, and concisely communicates our direction and ambition.

## **12 NATURAL ENVIRONMENT CLIMATE AND ECOLOGY DECISION WHEEL**

- (a) That Cabinet supports the integration of the Natural Environment, Climate & Ecological decision tool into the democratic decision-making processes of Dorset Council, with inclusion of the model in the committee templates being a prerequisite for sign-off.
- (b) That Cabinet supports the integration of the Natural Environment, Climate & Ecological decision tool into the Capital Strategy and Asset Management Group, and its associated sub-groups, and the longer-term aspiration to embed into the procurement and policy processes of Dorset Council.

### **Reason for the Decision**

The Natural Environment, Climate & Ecological decision tool provided a robust, transparent, accessible and in some instances measurable process to support the delivery of the Natural Environment, Climate & Ecological strategy and council plan ambitions, and would enable policy makers to understand the wider implications on climate, ecology and adaptation of the decisions being taken.