



Cabinet

Date: Tuesday, 5 September 2023
Time: 10.00 am
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Membership: (Quorum 3)

Spencer Flower (Chairman), Gary Suttle (Vice-Chairman), Laura Beddow, Ray Bryan, Simon Gibson, Jill Haynes, Andrew Parry, Byron Quayle, Jane Somper and David Walsh

Cabinet Lead Members (6) (are not members of the Cabinet but are appointed to work alongside Portfolio Holders)

Cherry Brooks, Graham Carr-Jones, Andrew Kerby, Nocturin Lacey-Clarke, Mary Penfold and Mark Roberts

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

For more information about this agenda please contact Democratic Services Meeting Contact 01305 252234 - kate.critchell@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

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1. APOLOGIES

To receive any apologies for absence.

2. MINUTES

5 - 18

To confirm the minutes of the meeting held on 25 July 2023.

3. DECLARATIONS OF INTEREST

To disclose any pecuniary, other registrable or non-registrable interest 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. 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 Kate.Critchell@dorsetcouncil.gov.uk by 8.30am on Thursday 31 August 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.

5. 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 kate.critchell@dorsetcouncil.gov.uk 8.30am on Thursday 31 August 2023.

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

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| 6. | FORWARD PLAN | 19 - 26 |
| | To consider the Cabinet Forward Plan for September to December 2023. | |
| 7. | PARKING CHARGES REVIEW | 27 - 44 |
| | To consider a report of the Portfolio Holder for Highways, Travel and Environment. | |
| 8. | WEYMOUTH HARBOUR WALL 4 IMPROVEMENT AND STRENGTHENING | 45 - 54 |
| | To consider a report of the Portfolio Holder for Highways, Travel and Environment. | |
| 9. | THE STOUR VALLEY - STRATEGY AND MEMORANDUM OF UNDERSTANDING | 55 - 74 |
| | To consider a report of the Portfolio Holder for Highways, Travel and Environment. | |
| 10. | DORSET AND BCP JOINT LOCAL TRANSPORT PLAN 4 DEVELOPMENT - RECOMMENDATION FROM PLACE & RESOURCES OVERVIEW COMMITTEE | 75 - 96 |
| | The Portfolio Holder for Highways, Travel and Environment to present the report and the recommendation of Place and Resources Overview Committee. | |
| 11. | HOME IN ON HOUSING: DORSET COUNCIL'S ROLE AND RESPONSE FOR THE NEW AND EMERGING HOUSING STRATEGY | 97 - 112 |
| | To consider a report of the Portfolio Holder for People – Adult Social Care, Health and Housing. | |
| 12. | ADDITIONAL PROCUREMENT FORWARD PLAN 2023-24 AND INCORPORATING THE REFRESH OF THE ANNUAL MODERN SLAVERY TRANSPARENCY STATEMENT | 113 - 130 |
| | To consider a report of the Portfolio Holder for Finance, Commercial | |

and Capital Strategy and the Portfolio Holder for Corporate Development and Transformation.

Dorset Council Plan Priorities Update:

13. **DORSET COUNCIL PLAN PRIORITIES UPDATE: VALUE FOR MONEY (UNITARY COUNCIL BENEFITS)** 131 - 134

To receive a report of the Portfolio Holder for Finance, Commercial and Capital Strategy.

14. **PORTFOLIO HOLDER /LEAD MEMBER(S) UPDATE INCLUDING ANY POLICY REFERRALS TO REPORT**

Cabinet Portfolio Holder(s) and Leader Members to report.

15. **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.

16. **EXEMPT BUSINESS**

To consider passing the following recommendation:

Recommendation

That in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public from the meeting for the business specified in item(s) No 17 because it is likely that if members of the public were present there would be disclosure to them of exempt information as defined in paragraph(s) 3 of Part 1 of schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

The public and the press will be asked to leave the meeting whilst the item of business is considered. (Any live streaming will end at this juncture).

Reason for taking the item in private

Paragraph 3 - Information relating to the financial or business affairs of any particular person (including the authority holding that information).

17. **LEASE OF PREMISES AT THE OLD RADIO STATION** 135 - 152
Para 3

To consider a report of the Portfolio Holder for Assets and Property.



CABINET

MINUTES OF MEETING HELD ON TUESDAY 25 JULY 2023

Present: Cllrs Spencer Flower (Chairman), Gary Suttle (Vice-Chairman), Laura Beddow, Ray Bryan, Simon Gibson, Jill Haynes, Andrew Parry, Byron Quayle, Jane Somper and David Walsh

Cabinet Leads in attendance: Cllr Cherry Brooks, Cllr Graham Carr-Jones, Cllr Andrew Kerby, Cllr Nocturin Lacey-Clarke and Cllr Mark Roberts

Also present: Cllr Shane Bartlett, Cllr Jon Andrews, Cllr Piers Brown, Cllr Barry Goringe, Cllr Brian Heatley, Cllr Paul Kimber, Cllr Bill Trite and Cllr Simon Christopher

Also present remotely: Cllr Gill Taylor

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

Matt Prosser (Chief Executive), Peter Hopkins (Corporate Director - Assets and Property), Kate Critchel (Senior Democratic Services Officer), George Dare (Senior Democratic Services Officer), Vivienne Broadhurst (Executive Director - People Adults), Jonathan Mair (Director of Legal and Democratic and Monitoring Officer), John Sellgren (Executive Director of Place), Andrew Billany (Corporate Director for Housing), Lisa Cotton (Corporate Director for Customer and Cultural Services), Paul Dempsey (Corporate Director - Care & Protection), Jonathan Price (Interim Corporate Director for Commissioning), Kate Turner (Strategy Manager for Libraries) and Chris Matthews (Head of Human Resources)

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

Aidan Dunn (Executive Director - Corporate Development S151)

18. **Minutes**

The minutes of the meeting held on 20 June 2023 were confirmed as a correct record and signed by the Chairman.

19. **Declarations of Interest**

There were no declarations of interest to report.

20. **Public Participation**

There were no questions received from the public.

21. **Questions from Councillors**

There was 1 question from Councillor G Taylor; these along with the response is set out in Appendix 1 to these minutes.

In response to a supplementary question, the Chairman confirmed that when the national survey, referred to within the Portfolio Holder's response, was made available, this would be referred to People and Health Overview Committee for consideration.

22. **Forward Plan**

The draft Cabinet Forward Plan for September was received and noted.

23. **Quarter 1 financial management report 2023/24**

The Portfolio Holder for Finance, Commercial and Capital Strategy presented the Council's projected financial performance for the full 2023/24 financial year, being made at the end of quarter 1.

In response to a question regarding Council Tax arrears, the Portfolio Holder for Finance, Commercial and Capital Strategy advised that the collection and recovery process would continue to improve following an extended period of closure and delay.

It was proposed by Cllr G Suttle seconded by Cllr J Haynes

Decision

- (a) That the Senior Leadership forecast of the full year's outturn for the council, made at the end of Quarter 1, including progress of the transformational and tactical savings incorporated into the budget, be agreed.
- (b) That the capital programme for 2023/24 be noted.

Reason for the decision

The Council had responsibilities to deliver within its corporate plan and it must do this within the resources made available through the revenue and capital budgets for 2023/24. This report summarised the Council's forecast financial performance for the year at the end of the first quarter.

24. **Ofsted Focused Visit to Care Leaver Service**

The Portfolio Holder for Children, Education, Skills, and Early Help presented a report that set out a summary of the findings from the Ofsted focused visit to Dorset Children's Services on 17 and 18 May 2023. Inspectors looked at the local authority's arrangements for 16- and 17-year-old care leavers.

He advised Cabinet that the Ofsted's headline findings were that:

'Leaders have significantly strengthened support and services for care leavers and have made notable improvements in the quality and standard of their accommodation. This was an area for development at the last inspection'.

He further advised that Ofsted identified just one area under what needs to improve in this area of social work practice: "The quality and timeliness of supervision" and the action plan was set out at appendix 2 to the report.

In proposing the recommendation, the Portfolio Holder paid tribute to officers and the previous portfolio holder for all their hard work and effort in this important area of the service.

It was proposed by Cllr B Quayle seconded by Cllr A Parry

Decision

That the contents of the report and the action plan to address areas for improvement, be noted.

Reason for the decision

This report provided members with an overview of the Ofsted focussed visit and the intended actions to further strengthen the service and experiences for care leavers in Dorset.

25. Adult Social Care, Reablement Centre (Bed-Based Care)

The Portfolio Holder for Adult Social Care, Health and Housing set out a report on the progress of the Reablement Centre Project and sought Cabinet approval to commence work on the design of the first centre which would be in Dorchester.

The Interim Corporate Director for Commissioning & Improvement gave a short PowerPoint presentation on progress to date and next steps. The project brief consolidates the Council's strategic intention, service concept and business case for the project. The proposal was for an 80 bedded centre at Damers Road/Bridport Road in Dorchester, working in partnership with Dorset County Hospital NHS Foundation Trust and NHS Dorset. The centre will be for all Dorset Council residents who require recovery and rehabilitation services.

In response to questions, the Portfolio Holder confirmed that the provision and decision for the site in Dorchester site had been based on demand.

Responding to further questions, the Interim Corporate Director for Commissioning & Improvement confirmed that patients would need to be medically fit to be discharged to this site, but given its proximity to the Dorset County Hospital, this would give a strong partnership/relationship with the hospital site to ensure that any future medical needs could be managed.

The Portfolio Holder for Finance, Commercial and Capital Strategy and the Executive Director for Corporate Development responded to questions relating to the financial arrangements for the project.

It was proposed by Cllr J Somper seconded by Cllr S Gibson

Decision

- (a) That authority be delegated to the Executive Director of People - Adults & Housing, Executive Director of Corporate Development and the Portfolio Holder for Adults, Health & Housing, and the Portfolio Holder for Finance, Commercial and Capital Strategy to finalise negotiations with NHS partners to secure the Dorchester County Hospital site for the first centre.
- (b) That the procurement of a design partner to develop detailed plans and costings for the Dorchester Reablement Centre, be approved, and to present back to Cabinet for the delegated authority to approve the required capital commitment to deliver the build stages of the project.
- (c) That authority be delegated to the Executive Director of People – Adults & Housing and the Executive Director of Corporate Development in consultation with the Portfolio Holder for Adults, Health & Housing, Portfolio Holder for Finance, Commercial and Capital Strategy and the Portfolio Holder for Assets and Property to commence the design of the scheme.

Reason for the decision

To receive a report on progress of the Reablement Centre Project and give approval for the commencement of work on the design of the first centre which would be located in Dorchester.

26. A Devolution Deal for Dorset

The Portfolio Holder for Economic Growth and Levelling Up presented a report on the opportunity for Dorset Council to progress a Devolution Deal for Dorset which could have significant social, economic, and environmental benefits. He advised that the report before Cabinet sought a mandate for the Leader of the Council and himself to begin negotiations with the government and neighbouring councils.

To secure a devolution deal Dorset Council would need to partner with at least one appropriate neighbouring council to achieve the government's population threshold of 500,000. It was also important that the Council had a strong governance structure in place which accorded with the government's devolution framework. He further acknowledged that the mayoral model would not necessarily find support within the Dorset Council community.

Non-Executive members asked questions and spoke in support of the proposal making the following comments.

- Education, environment, and transportation should be areas of focus.
- Acknowledged that every devolution deal was bespoke.
- The arrangement would need to reflect local circumstances.
- Any deal would require strong governance models.

- Members were reassured that the Mayoral model would probably not be pursued.
- Concerns were expressed around the risks of a Pan-Dorset arrangement.

Cabinet members supported the report's recommendation as it was considered that a devolution deal for Dorset would provide an opportunity to boost the financial and economic investment for the area.

It was proposed by Cllr S Gibson seconded by Cllr S Flower

Decision

That the Leader of the Council and Portfolio Holder for Levelling up together with the Chief Executive and Executive Director for Place continue to take forward work to seek to secure a Devolution Deal for Dorset as set out in the report.

Reason for the decision

There was an opportunity for Dorset Council to progress a Devolution Deal for Dorset which could have significant social, economic, and environmental benefits. Such a Deal could give the council not only additional powers in relation to these matters but also additional funding and other resources.

Seeking a Devolution Deal would require Dorset Council to be proactive not only in making the case with Government but also in seeking a suitable partner or partners with neighbouring authorities. Suitable governance arrangements would need to be put in place to provide oversight of the deal.

27. Library Strategy - Recommendation from Joint Overview Committee

The Portfolio Holder for Culture and Communities advised that the new Library Strategy had been developed following 2 phases of public consultation and would guide how the council developed and delivered the library service over the next 10 years.

The Portfolio Holder confirmed that the Joint Overview Committee had considered and supported the recommendations before Cabinet. Non-Executive members present, and Cabinet members welcomed the recommendations.

It was proposed by Cllr L Beddow and seconded by Cllr D Walsh

Decision

- (a) That the Library Strategy, operating model, and action plan be endorsed and adopted (appendices 1,9, & 10)
- (b) That the operating model be implemented from 2024 by the Library Service following consultation with the workforce and engagement with communities.

- (c) That the consultation and engagement undertaken with our communities, involving residents, children, communities, partners, businesses, councillors, our workforce, and all council services be noted (appendices 2, 3, 4, 5, & 6).
- (d) That the findings and proposals contained within the Equalities Impact Assessment be noted (appendix 8).

Reason for the decision

The Dorset Council Library Strategy would guide the council on how to develop and deliver library services over the next 10 years, delivering services in line with the needs of residents and Dorset Council's strategic priorities.

28. Dorset Council Plan Priorities Update: Housing for Local People

The Portfolio Holder for Adult Social Care, Health, and Housing gave an update on the Dorset Council Plan priorities for housing. She also set out some of the key challenges being faced by the service which were also detailed in the report attached to these minutes at Appendix 2.

29. Portfolio Holder /Lead Member(s) Update including any Policy referrals to report

There were no referrals to report.

30. Urgent items

There were no urgent items considered at the meeting.

31. Exempt Business

It was proposed by Cllr S Flower seconded by Cllr R Bryan

Decision

That in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public from the meeting for the business specified in item(s) No 16 to 18 because it is likely that if members of the public were present there would be disclosure to them of exempt information as defined in paragraph(s) 1 & 3 of Part 1 of schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public

32. The Proposed Sale of land at Pond Walk, Stalbridge

The Portfolio Holder for Assets and Property presented an exempt report regarding the proposed sale of land at Pond Walk, Stalbridge and proposed an amendment to the wording of recommendation 2. The amendment and recommendations 1 & 3 were seconded by Cllr G Suttle.

Following debate and upon being put to the vote the motion was carried.

Decision

That recommendations 1 to 3 (as amended) set out within the exempt report to Cabinet of 25 July 2023 be approved.

Reason for the decision

To consider the disposal of land at Pond Walk, Stalbridge.

33. Digital Infrastructure and Innovation Funding Competition

The Portfolio Holder for Corporate Development and Transformation presented the exempt report and recommendations. This was seconded by Cllr S Gibson.

Decision

That recommendations 1 to 3 as set out in the exempt report to Cabinet of 25 July, be approved.

Reason for the decision

To support the corporate aim of driving economic prosperity and Cabinet's commitment to digital innovation.

34. Approach to Engaging Our Temporary Workforce

The Portfolio Holder for Corporate Development and Transformation presented the report that had also be considered and supported by Place and Resources Overview Committee of 6 and 28 June 2023.

The Portfolio Holder proposed and Cllr L Beddow seconded the recommendations.

Decision

That recommendations 1 and 2 as set out in the exempt report to Cabinet of 25 July 2023, be approved.

Reason for the decision

To agree the approach to engaging the Council's temporary workforce.

Appendix 1 - Councillor Question and Response

Appendix 2 - Dorset Council Plan Priorities Update: Housing for Local People

Duration of meeting: 10.00 am - 12.17 pm

Chairman

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Questions from Councillors to Cabinet – 25 July 2023

Question from Cllr G Taylor

Preamble

In March/April 2023 the proportion of children experimenting with vaping had grown by 50% year on year, from one in thirteen to one in nine. Children's awareness of promotion of vapes has also grown, particularly in shops where more than half of all children report seeing e-cigarettes being promoted, and online where nearly a third report e-cigarette promotion. Only one in five children now say they never see vapes promoted, down from 31% last year. It is an offence to sell e-cigarettes to children under 18 in the United Kingdom and children means those aged 11-17 years old, unless otherwise specified. (Action on Smoking and Health (ASH). Use of e-cigarettes (vapes) among young people in Great Britain. 2023.)

Question 1

Nationally 48% of young people aged under 18 years who vape say they purchase vapes from shops. It is illegal to sell vapes to young people under the age of 18. Therefore how much enforcement work has Dorset Council undertaken in the last year on the illegal sale of vapes from shops in Dorset to under 18 year olds?

Question 2

The report also gives a figure nationally of 46% of young people being given vapes. Would Dorset Council and their partners, Public Health Dorset, consider an awareness campaign on the dangers of vaping?

NB. There are no local statistics publicly available for vaping in children under 18 in Dorset. Government data is based on reports by ASH and the International Tobacco Control Policy Evaluation Project (ITC) Youth Tobacco and Vaping survey. There is however anecdotal evidence of the use of vapes by children in our schools.

Response to Question 1

Dorset Council Trading Standards service has carried out test purchasing with underage volunteers for a number of years, targeting alcohol and tobacco sales. In response to the rise in concern about the sale of disposable vapes to children a test purchase exercise was conducted in February 2022. Eleven premises were tested, four of which sold to the 15-year old volunteer. One of the sales was a 0% nicotine vape, which was not an offence, the other three were dealt with by way of advice and simple cautions.

From January 2022 to date, officers have visited 32 retailers selling vapes. Advice on preventing sales to children was given, and a guidance note detailing the law relating to vapes and the prevention of underage sales of vapes left. Eight seizures of legally non-compliant vapes were made during these visits.

Since January 2022, Trading Standards has seized 3470 legally non-compliant vapes from 9 premises, removing them from the supply chain.

Trading Standards is currently working with Dorset schools, the Youth Service and Police to drive down the sales of vapes to children and legally non-complaint vapes.

Response to Question 2

Public Health Dorset does not currently have plans for an awareness campaign on the dangers of vaping. This is partly because we do not yet know enough about the dangers, and any campaign would have to be carefully designed with a clear call to action. Simply asking children not to vape is unlikely to be effective without knowing more about the behaviours and underlying reasons behind vape use.

However, we do work with local schools at their request and have delivered some behaviour change workshops around vaping in schools. These aimed to provide information on vaping (from the [latest ASH survey and ASH resources](#)), but mostly focused on helping schools to understand the issue they are experiencing – vaping during school hours and the selling on of vapes in schools - and helping them break down their problem to think about what they could do to address these issues.

Members may also be aware that the Government has recently announced plans to clamp down on use of vapes by children as it renews focus on how to address the rise of vaping among young people. As part of this plan, the Government has endorsed the inclusion of education on vaping to be included in PSHE lessons. The national survey of drinking and drug use in school aged children is about to be launched and is seeking participation from schools. The survey will ask about vaping this year. Schools participating in the survey will receive two supporting lesson plans and can use the anonymous data on vaping specifically to tackle the rise in vaping amongst their own pupils. Public Health Dorset and Dorset Council children's services are raising awareness of the survey and asking schools to take part, so we get a better understanding of the data on use.

The Chief Medical Officer for England Professor Sir Chris Whitty sets out a clear position on vaping, which Public Health Dorset supports: "The key points about vaping (e-cigarettes) can be easily summarised. If you smoke, vaping is much safer; if you don't smoke, don't vape; marketing vapes to children is utterly unacceptable."

Dorset Council Plan Priorities – Housing

Cabinet – 25 July 2023

Portfolio Holder update from Cllr Jane Somper

The Dorset Council plan sets out its priorities from 2022 until 2024, reflecting what is important to the administration and the residents of Dorset. Within this plan and the associated delivery plan, housing and creating stronger and healthier communities are two key priorities.

It is important that Dorset Council continues to monitor and report on its progress against these key priority areas. This report outlines the strong progress that we are making in housing, and also reflects the considerable challenges and opportunities which exist.

Access to good quality housing is the foundation upon which people can build happy and successful lives¹. We are developing a new and ambitious Housing Strategy for Dorset, to provide an overarching plan to guide the Council and our partners in tackling the major housing challenges facing the residents of Dorset.

The Housing Strategy is entering the formal consultation stage. This has included positive and constructive discussions at the People and Health Overview Committee and wide engagement and interest from Members. This is due to come to Cabinet on 5 December 2023 for consideration and approval. Prior to that meeting, there will be a further paper to Cabinet on 5 September 2023 to consider the current delivery plan for Housing, and how we are to respond in the most effective and efficient way to rising demand, rising costs, and declining availability of private rented housing. This will also show details of a new Housing Board to support the delivery of our objectives.

Some of the key challenges include:

- The rise in demand for social and affordable housing in 2022/23 is being sustained in the first quarter of 2023/24.
- In the financial year 2022/23, we had 3996 households approach us as being homeless, or at risk of homelessness. This is 600 more than the previous year. We are receiving up to 400 new applicants per month for the Housing Register, with a range of needs being presented, as well as homelessness.
- Currently, we have 369 households in temporary accommodation, of which there were 113 in bed and breakfast. The fact that the overall number is static is testament to very strong performance in preventing homelessness (from those first people first approaching us) and moving people on into settled housing. The figure is static, but there is a regular flow of people moving into temporary accommodation and then moving on into settled housing, such as those offered through Registered Provider Housing Associations. For example, a typical ten-bedroom hostel that we use, has had 30 households move through the scheme in the past two years.

¹ [Housing and health: a reading list - House of Commons Library \(parliament.uk\)](https://www.parliament.uk/libraries/commons/2019/09/19/housing-and-health-a-reading-list)

- The cost of temporary accommodation and bed and breakfast is rising, with increases greater than inflation being common. The Local Housing Allowance rate is frozen, so any increase in temporary accommodation charges take the rents further away from what can be recovered through Housing Benefit. We are focusing on sourcing and managing more cost-effective temporary accommodation, rather than over-reliance on expensive housing such as bed and breakfast. The cost of providing B&B is much higher than traditional forms of accommodation. This is a cost purely between the Council and the provider. Invoices are paid by the Council and are not subject to any contribution from the occupier. Examples of this breakdown are in this table:

Room Type	Eligible Cost of room per week	LHA subsidy	Subsidy Loss
Single	£320	£102	£218
1 adult, 1-2 child	£450	£102	£348
Larger family	£700	£102	£598

- We work well to enable and support the development of new affordable housing, with 664 new homes built in the last financial year. This is higher than at any point during our time as a Unitary Council and is delivered when the economic challenges are greater. We also work to encourage the best use of the existing homes owned by Housing Associations and to work similarly with the private landlord sector. This helps to close the gap between the demand for housing and the availability of affordable homes to rent.
- Part of our work is to ensure good housing standards across sectors, with a team in place to encourage best practice from landlords and to take enforcement action when necessary. This includes a current rise in awareness and concern about damp and mould, and our team work with landlords to maintain the best conditions for tenants. We also work to bring empty homes back into use, and have had a strong success recently in Blandford, bring back an empty home and converting into a home for six homeless people.
- We have made good use of capital resources and Government grants, delivering a hostel acquisition, a programme of rough sleeper accommodation, empty homes acquisitions and a programme to acquire temporary accommodation to use initially for Ukrainian and Afghan households.

The work on the Housing Strategy is driven by the need for Dorset's residents to live safely and securely in well-designed and well-built homes which meet their needs. The need to match the demand for housing to the supply of available homes is a key challenge, and the Housing Strategy is looking to find ways to increase the availability of housing across tenures, as well as to help people to explore options when they are facing homelessness or living in unsuitable housing. Our work also focuses on making sure that homes are maintained at a decent standard and be accessible. Our teams work to ensure that landlords and owners can deliver to that level.

As a non-stock holding Council, we are clear that our role as an enabling authority is a critically important one and this strategy recognises the importance of collaborating with partners to deliver high-quality, affordable, and sustainable housing for our residents.

This point also translates to other demands for housing or accommodation from across the Council's areas of need.

Housing is a key foundation of a good life. If someone or a family has a decent home, they stay healthy, work locally, study successfully, age well and contribute to wider communities. Without a decent home, that reverses – poor health, unemployment, low educational achievement, age related decline and a limited ability to contribute. Our paper to Cabinet on 5 September will outline in more detail the context of how we are operating as a Housing Authority and how this supports the delivery of the wider range of Council objectives and aspirations.

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**The Cabinet Forward Plan - October 2023 to January 2024
For the period 1 SEPTEMBER 2023 to 31 DECEMBER 2023
(Publication date – 5 SEPTEMBER 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 2023/24

Spencer Flower	Leader / Governance, Performance and Communications
Gary Suttle	Deputy Leader and Finance, Commercial and Capital Strategy
Ray Bryan	Highways, Travel and Environment
Jill Haynes	Corporate Development and Transformation
Laura Beddow	Culture and Communities
Simon Gibson	Economic Growth and Levelling Up
Andrew Parry	Assets and Property
Byron Quayle	People – Children, Education, Skills, and Early Help
Jane Somper	People - Adult Social Care, Health, and Housing
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>Ofsted Regulation of Supported Accommodation for 16-17 Year Olds</p> <p>Key Decision - No Public Access - Open</p> <p>Report on Ofsted Regulation of Supported Accommodation for 16 to 17 year olds.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 3 Oct 2023</p>	<p>People and Health Overview Committee 14 Sep 2023</p>	<p>Portfolio Holder for People - Children, Education, Skills and Early Help</p>	<p><i>Claire Shiels, Corporate Director - Commissioning & Partnerships</i> <i>claire.shiels@dorsetcouncil.gov.uk</i> <i>Executive Director, People - Children (Theresa Leavy)</i></p>
<p>Blandford + Neighbourhood Plan Review 2011 - 2033</p> <p>Key Decision - Yes Public Access - Open</p> <p>Item relating to the making (adoption) of the neighbourhood plan review following an independent examination.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 3 Oct 2023</p>		<p>Portfolio Holder for Planning</p>	<p><i>Ed Gerry, Community Planning Manager</i> <i>ed.gerry@dorsetcouncil.gov.uk</i> <i>Executive Director, Place (John Sellgren)</i></p>
<p>Levelling-up and Regeneration Bill: consultation on implementation of plan-making reforms - proposed response to the government consultation</p> <p>Key Decision - No Public Access - Open</p> <p>Response to government consultation on implementation of plan-making reforms.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 3 Oct 2023</p>		<p>Portfolio Holder for Planning</p>	<p><i>Hilary Jordan, Service Manager for Spatial Planning</i> <i>hilary.jordan@dorsetcouncil.gov.uk, Terry Sneller, Strategic Planning Manager</i> <i>terry.sneller@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's Digital Strategy</p> <p>Key Decision - No Public Access - Open</p> <p>To consider a report on Dorset Council's Digital Strategy.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 3 Oct 2023</p>	<p>Place and Resources Overview Committee 18 Apr 2023</p>	<p>Portfolio Holder for Corporate Development and Transformation</p>	<p><i>Timothy Robertson, ICT Project Manager timothy.robertson@dorsetcouncil.gov.uk, Dugald Lockhart, Service Manager Digital Place dugald.lockhart@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i></p>
<p>Discretionary Housing Payment Policy</p> <p>Key Decision - Yes Public Access - Open</p> <p>Our Discretionary Housing Payment policy reflects the Department for Works and Pensions formal guidance providing the administration framework associated with the application, criteria, assessment and awarding principles established to provide when applicable, some additional financial support to eligible residents.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 5 Sep 2023</p>		<p>Deputy Leader and Portfolio Holder for Finance, Commercial and Capital Strategy</p>	<p><i>Katie Hale, Head of Revenues and Benefits katie.hale@dorsetcouncil.gov.uk Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i></p>
<p>Weymouth Regeneration - Levelling Up Funding and Approach</p> <p>Key Decision - Yes Public Access - Part exempt</p> <p>To approve the proposed approach to the delivery of the Levelling Up Fund project and finances and to seek</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 3 Oct 2023</p>		<p>Portfolio Holder for Economic Growth and Levelling Up</p>	<p><i>Peter Hopkins, Corporate Director - Assets and Property peter.hopkins@dorsetcouncil.gov.uk, Julian Wain, Strategic Property Advisor Julian.wain@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
endorsement of the priorities for regeneration					
Blandford Waste Management Centre - Update on Progress Key Decision - Yes Public Access - Fully exempt	Decision Maker Cabinet	Decision Date 3 Oct 2023		Portfolio Holder for Culture and Communities	<i>Gemma Clinton, Head of Commercial Waste and Strategy</i> <i>gemma.clinton@dorsetcouncil.gov.uk, Jason Jones, Group Manager (Commissioning)</i> <i>jason.jones@dorsetcouncil.gov.uk</i> <i>Executive Director, Place (John Sellgren)</i>
The Proposed Sale of Clapcotts Farmstead, Spetisbury To seek approval of the sale of Clapcotts Farmstead Key Decision - Yes Public Access - Fully exempt	Decision Maker Cabinet	Decision Date 3 Oct 2023		Portfolio Holder for Assets and Property	<i>Tim Hulme – Head of Service, Property Management.</i> Tim.hulme@dorsetcouncil.gov.uk <i>Executive Director, Place (John Sellgren)</i>
November					

Families First for Children Pathfinder Key Decision - Yes Public Access - Open To consider a report regarding the	Decision Maker Cabinet	Decision Date 7 Nov 2023	People and Health Overview Committee 17 Oct 2023	Portfolio Holder for People - Children, Education, Skills and Early Help	<i>Paul Dempsey, Corporate Director - Care & Protection</i> <i>Tel: 01305 224513</i> <i>paul.dempsey@dorsetcouncil.gov.uk</i> <i>Executive Director, People - Children (Theresa Leavy)</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
Families First for Children Pathfinder.					
Report on the Dorset Education Board Key Decision - Yes Public Access - Open	Decision Maker Cabinet	Decision Date 7 Nov 2023	People and Health Overview Committee 17 Oct 2023	Portfolio Holder for People - Children, Education, Skills and Early Help	<i>Amanda Davis, Corporate Director for Education and Learning amanda.davis@dorsetcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i>
Dog Related Public Spaces Protection Order- Renewal Key Decision - Yes Public Access - Open Do agree and adopt the draft order.	Decision Maker Cabinet	Decision Date 7 Nov 2023	Place and Resources Overview Committee 5 Oct 2023	Portfolio Holder for Culture and Communities	<i>Janet Moore, Service Manager for Environmental Protection Janet.Moore@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i>
Quarter 2 Financial Monitoring 2023/24 Key Decision - No Public Access - Open To consider the Quarter 2 Financial Monitoring Report 2023/24.	Decision Maker Cabinet	Decision Date 7 Nov 2023		Deputy Leader and Portfolio Holder for Finance, Commercial and Capital Strategy	<i>Sean Cremer, Corporate Director for Finance and Commercial sean.cremer@dorsetcouncil.gov.uk Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i>
Our Future Council - Business Case Key Decision - Yes Public Access - Open Proposals for change set out in an invest to save business case.	Decision Maker Cabinet	Decision Date 7 Nov 2023		Portfolio Holder for Culture and Communities	<i>Lisa Cotton, Corporate Director for Customer and Cultural Services lisa.cotton@dorsetcouncil.gov.uk, Nina Coakley, Head of Change n.coakley@dorsetcouncil.gov.uk Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i>

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
					<i>Dunn), Matt Prosser</i>
<p>Making Care Experience a Protected Characteristic - local adoption</p> <p>Key Decision - Yes Public Access - Open</p> <p>To adopt care experience as a protected characteristic.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 7 Nov 2023</p>	<p>Place and Resources Overview Committee 17 Oct 2023</p>	<p>Portfolio Holder for People - Children, Education, Skills and Early Help</p>	<p><i>Paul Dempsey, Corporate Director - Care & Protection Tel: 01305 224513 paul.dempsey@dorsetcouncil.gov.uk Executive Director, People - Children (Theresa Leavy)</i></p>
<p>Chesil Bank Neighbourhood Plan 2022-2023</p> <p>Key Decision - Yes Public Access - Open</p> <p>An item relating to the making (adoption) of the neighbourhood plan following independent examination and a public referendum.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 7 Nov 2023</p>		<p>Portfolio Holder for Planning</p>	<p><i>Ed Gerry, Community Planning Manager ed.gerry@dorsetcouncil.gov.uk Executive Director, Place (John Sellgren)</i></p>
December					

<p>Housing Strategy</p> <p>Key Decision - Yes Public Access - Open</p> <p>To consider and agree the Housing Strategy.</p>	<p>Decision Maker Cabinet</p>	<p>Decision Date 5 Dec 2023</p>	<p>People and Health Overview Committee 30 Nov 2023</p>	<p>Portfolio Holder for People - Adult Social Care, Health and Housing</p>	<p><i>Sharon Attwater, Service Manager for Housing Strategy and Performance sharon.attwater@dorsetcouncil.gov.uk, Andrew Billany, Corporate Director for Housing andrew.billany@dorsetcouncil.gov.uk, Sarah Smith, Housing Strategy Lead sarah.smith@dorsetcouncil.</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
					gov.uk Executive Director, People - Adults
January 2024					

Quarter 3 Financial Monitoring Report 2023/24 Key Decision - No Public Access - Open To consider the Quarter 3 Financial Monitoring Report 2023/24.	Decision Maker Cabinet	Decision Date 30 Jan 2024		Deputy Leader and Portfolio Holder for Finance, Commercial and Capital Strategy	<i>Sean Cremer, Corporate Director for Finance and Commercial sean.cremer@dorsetcouncil.gov.uk Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i>
Budget strategy and medium-term financial plan (MTFP) Key Decision - Yes Public Access - Open To consider a report of the Portfolio Holder for Finance, Commercial and Capital Assets.	Decision Maker Dorset Council	Decision Date 13 Feb 2024	Cabinet 30 Jan 2024 People and Health Scrutiny Committee 12 Jan 2024 Place and Resources Scrutiny Committee 17 Jan 2024	Deputy Leader and Portfolio Holder for Finance, Commercial and Capital Strategy	<i>Sean Cremer, Corporate Director for Finance and Commercial sean.cremer@dorsetcouncil.gov.uk Executive Director, Corporate Development - Section 151 Officer (Aidan Dunn)</i>

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.

Committee: Cabinet
Date: 5 September 2023
Report Title: Parking Charges Review

For Decision

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

Local Councillor(s): All councillors

Executive Director: J Sellgren, Executive Director of Place

Report Author: Matthew Piles
Job Title: Corporate Director
Tel: 01305 221336
Email: matthew.piles@dorsetcouncil.gov.uk

Report Status: Public

Brief Summary

From 28 April 2023, the parking charges for level 3 locations were increased as part of our annual budgetary process. At Full Council on 13 July 2023, a petition was submitted by Mr Sims-Duff asking that the new charges in Weymouth car parks (level 3) be reduced to match those of other Dorset Council towns. Full Council agreed to refer the debate about parking charges to Cabinet.

This report explores the evidence on the impacts of the new charges to aid cabinet in deciding whether parking charges in Weymouth and other level 3 locations^[1] (Charmouth, Lyme Regis, Portland, West Bay and West Bexington) should be reviewed.

Recommendation

The committee are asked to review the evidence as shown in this report, for use in deciding if a change to the parking charges should be made whilst recognising the difficult balance that the council has to strike as it seeks to generate sufficient income through car park charges to maintain the council's car parks and contribute to the wider highway service.

To confirm Cabinet will request Place and Resources Scrutiny Committee to review car parking charges.

^[1] Charmouth and West Bexington are level 3 in the peak season and level 1 in the low season.

Reason for Recommendation

The decision was made at Full Council to debate the new charges with the view that if the evidence clearly showed a detrimental affect due to the car parking policy, then change would be recommended.

Information has been gathered and presented in this report including:

- The consistency of charging
- Market comparison
- Parking revenue
- Visitor numbers
- Impact on residents, businesses, and visitors

Background

1. Parking charges prior to Local Government Reorganisation in 2019 differed vastly across the Dorset council area due to being managed by the former district and borough councils and county council. During the period running up to the creation of Dorset Council, the Interim Section 151 Officer requested a paper on aligning off-street parking across the Dorset Council area: this decision was deferred for day one implementation.
 - i. In 2021, the first phase of the alignment was implemented. This saw the increase in parking charges in West Bay and Lyme Regis to align with Weymouth. It also saw the introduction of Sunday charging in locations that did not already have them and the standardisation of charging hours in car parks to 8am – 6pm¹.
 - ii. Post phase 1 implementation, work continued on a new Dorset Council parking charging strategy using research, analysis and benchmarking to fully understand local areas. The purpose of the strategy was to recognise the differences in the coastal, town and rural makeup of Dorset, something that a standard tariff across Dorset Council car parks would not appreciate.
 - iii. There was stakeholder engagement throughout the strategy formation, which included town and parish councils, business improvement districts, chambers of commerce, local businesses, residents, disability actions groups, faith groups, community groups and doctor's surgeries/patient groups. The final strategy (see appendix 2) was taken to Dorset Council Place and Resources Overview Committee and Cabinet in the Autumn of 2021, where it was approved.

¹ Except for Chesil and Portland Bill car parks, which are 24 hour charging as per the instruction of the owner.

- iv. In 2022, the second phase of the alignment was implemented, which saw the introduction of the new three-level charging strategy. Alongside this, two permits were made available; the [Short Stay](#) and [Flexi Stay](#) permit. Both permits are still available at the original price.
- v. At Place and Resources Scrutiny Committee in January 2023, Parking Services presented a post implementation review of the phase 2 parking charges. Scrutiny have asked for a report to be provided to the committee on car park usage, using data from the new pay and display machines. The car park usage report is due to be presented in late financial year 2023/2024.
- vi. From May 2023, the parking charges for level 3 locations were increased. This increase built on the three-level strategy that was implemented in 2022.

Three Level Strategy

- i. Level one – rural localities. These locations typically have a smaller population, less facilities and less local public transportation. They are reliant in main on local custom.
- ii. Level two – market/shopping towns. These locations were selected by residents as the most popular places to shop in Dorset as part of the Shoppers Permit survey. They typically have a larger population, more facilities, and some local public transportation. They attract custom from the Dorset Council area and boundaries, some external visitor footfall.
- iii. Level three – coastal localities. They typically have a large population, many more facilities and better local public transportation than level one and two. These locations benefit from a much greater visitor footfall that other locations in the Dorset Council area do not see.

Permits

- i. Residents on-street parking permits remain at £70 a year. This is a scheme in which residents buy a permit to cover a parking zone near their property, for example, in Dorchester, zone B Cornwall Road area. Parking spaces are not guaranteed.
- ii. The [short stay](#) car park permit is designed for short trips to car parks for shopping, medical appointments, leisure activities and so on. On introduction, it had been limited to residents and to certain car parks only but is now available to residents and non-residents and nearly all car parks. It is £78 a year and enables the holder to park for two hours every day. Prior to the implementation of this permit, there was an equivalent permit in West Dorset but not in the other former authority areas.

- iii. The purpose of the [Flexi Stay](#) car park permit is to protect residents, workers and businesses from the full charges. The evidence needed to apply for the permit has been reduced since introduction and more car parks have been added to it. It is £260 a year or £25 if paid monthly and enables the holder unlimited parking in most long stay car parks, and 2 hours parking in short stay car parks. Weymouth car park permits had been £546² and £325³ prior to the implementation of the Flexi Stay.
- iv. The Restricted Mobility car park permit enables Blue Badge holders who meet certain criteria to park for 3 hours in Dorset Council car parks without charge. It is £15 and lasts for the lifetime of the holders Blue Badge (a maximum of 3 years).

Blue Badges

In Dorset Council car parks, Blue Badge holders are entitled to one-hour extra parking on top of tariff purchased, for example, if a holder purchases a 30-minute ticket they can stay for 1 hour 30 minutes (the Blue Badge and clock must be displayed). Last figures recorded show that Dorset Council (joint with Sunderland Council) provides the highest number of Blue Badges to its residents⁴. This equates to 27,601 badges issued.

Blue Badge holders can park on-street (including for medical provision), as per the rules of the national scheme.

1. Assessing the impact of the charges

1.1 Impacts

1.1.1 Impact on consistency and clarity of charging. There is now a consistent charging approach across the whole Dorset Council area, addressing the former differences in parking charging arrangements which existed under the former district and borough councils and the county council up to 2019. This approach is clearer and fairer for people using parking services across the Dorset Council area.

The charges were set following benchmarking with other coastal visitor destination car parks across the southwest. Below is a comparison of charges which shows Dorset Council's charges are in line with those of neighbouring authorities.

Cornwall Council has been used in place of Wiltshire Council and Torbay Council has been used in place of Somerset Council coastal

² Season Ticket A (annual cost) included car parks: Nothe, Lodmoor, Beach, Swannery, Pavilion, Portland Bill, Overcombe, Magistrates Court.

³ Season Ticket B (annual cost) included car parks: Nothe, Lodmoor, Beach, Chesil, Overcombe, Magistrates Court.

⁴ Source: National Statistics, Blue Badge scheme statistics, England: 2021

locations as the demographic of the areas can be more likened to Dorset.

Rural – level one	30 mins	1 hour	2 hours	3 hours	4 hours	10 hours
Dorset Council	£0.50	£0.70	£1.00	£1.50	£2.50	£4.00
East Devon DC	£0.30	£1.00	x	x	x	£3.00
BCP Council	x	x	£0.80	£1.60	£2.10	£5.00
Somerset Council	x	x	£1.10	£1.60	£2.20	£2.70
New Forest DC	x	£1.00	£2.00	£2.50	£3.00	£5.00
Cornwall Council	£0.60	£1.00	£2.00	£3.00	£4.80	£6.00

Town – level two	30 mins	1 hour	2 hours	3 hours	4 hours	10 hours
Dorset Council	£0.50	£1.00	£1.50	£2.20	£3.50	£6.00
East Devon DC Low	£0.50	£1.00	x	x	x	£2.00
East Devon DC High	£0.75	£1.50	£3.00	£4.50	x	£4.50
BCP Council Poole	x	£1.20	£2.30	£3.50	£4.60	£11.50
BCP Council Christchurch	x	£1.00	£2.00	£3.00	£4.00	£6.90
Somerset Council	x	£1.10	£1.60	£2.60	£4.80	£7.10
New Forest DC	x	£1.00	£2.00	£2.50	£3.00	£5.00
Cornwall Council	£0.60	£1.00	£2.00	£3.00	£4.80	£6.00

Coastal winter – level three	30 mins	1 hour	2 hours	3 hours	4 hours	10 hours
Dorset Council	£0.80	£1.50	£2.30	£3.30	£5.30	£9.00
East Devon DC	£0.50	£1.00	£2.00	x	x	£2.00
BCP Council	x	£1.90	£3.60	£5.10	£6.40	£16.30
New Forest DC	x	£1.00	£3.00	x	£5.00	£9.00
Cornwall Council	x	£0.90	£1.50	£2.00	£2.50	£3.50
Torbay Council	x	£0.90	£1.30	x	£2.20	£3.30

Coastal summer – level three	30 mins	1 hour	2 hours	3 hours	4 hours	10 hours
Dorset Council	£1.50	£3.00	£4.50	£6.00	£7.50	£15.00
East Devon DC	£1.00	£2.00	£4.00	£6.00	£8.00	£8.00
BCP Council	x	£3.00	£6.00	£9.00	£12.00	£22.00
New Forest DC ⁵	x	£1.00	£3.00	x	£5.00	£9.00
Cornwall Council	x	£2.20	£4.40	£5.50	£6.50	£10.00
Torbay Council	x	£1.70	£3.00	£4.30	£5.40	£10.50

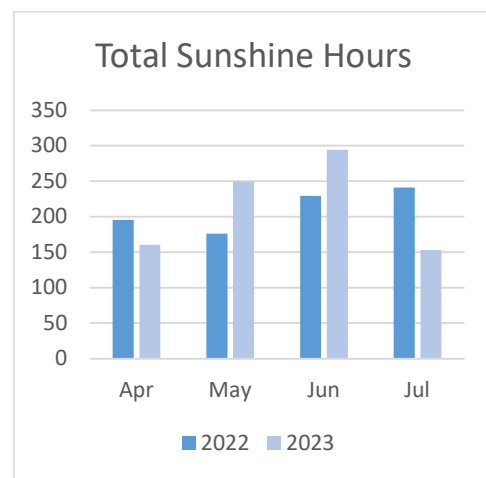
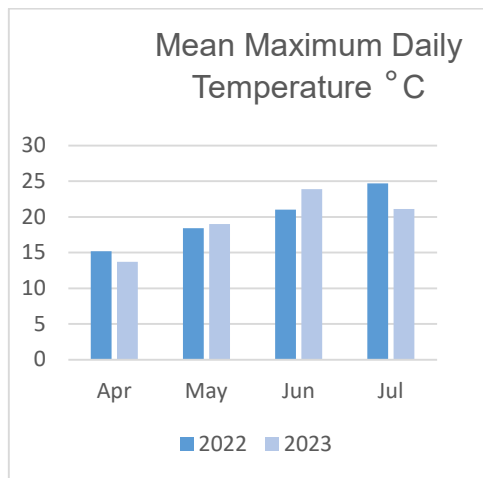
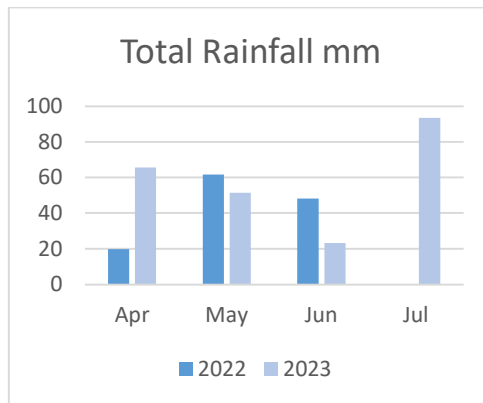
⁵ New Forest District Council have longer charging hours in the high season (6am -10pm)

1.1.2 Impact on parking revenue and consequent impact on service delivery:

This table shows the percentage change in revenue for car parks and on-street parking 2022/23 to 2023/24, showing overall a clear improvement in parking revenue for Dorset Council:

	Apr	May	Jun	Jul
All car parks	13%	19%	22%	10%
Level 3	1%	34%	27%	1%
Level 2	23%	6%	12%	14%
Level 1	59%	33%	14%	24%
Harbours	8%	45%	49%	15%
On-street	-19%	-18%	11%	43%

It should be noted that the weather has a major impact on parking revenue. Graphs showing the comparisons between 2022 and 2023 of rainfall, daily temperature and sunshine hours can be seen below⁶:



⁶ Source: Met Office, Hurn weather station.

April and July 2023 have been far wetter, cooler and had less hours of sunshine than 2022. Whereas May and June 2023 have been warmer and sunnier than the same time in 2022.

There is a identified maintenance plan for Dorset Council car parks, this includes cyclical vegetation maintenance work, lighting inspections and improvements and ground works. Surface and relining works have been completed in:

- Beach
- Lodmoor
- Portland Bill
- Top O'Town
- Holmbush
- West Bay Road

New pay and display machines were installed in level 3 car parks (including harbours) from the start of May 2023, level 2 from June 2023 and level 1 from July 2023. On-street machines were installed from June 2023.

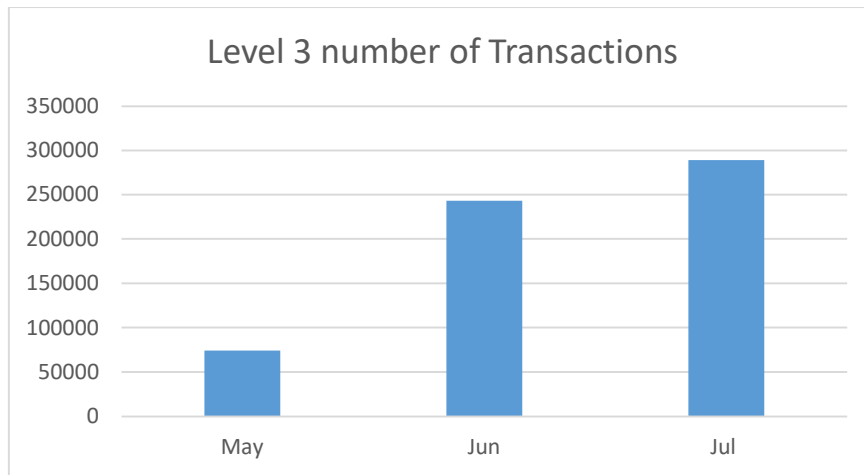
The new machines provide increased security and improved ease of use for the customer. The new machines accept cash, contactless card, and Google/Apple Pay. There is also cashless payment available in the car parks through Just Park.

The increased revenue has enabled the service to invest over £1m in car park maintenance in the last year, which has resulted in a significant improvement in service delivery.

1.1.3 Impact on visitor numbers and impact on car park usage

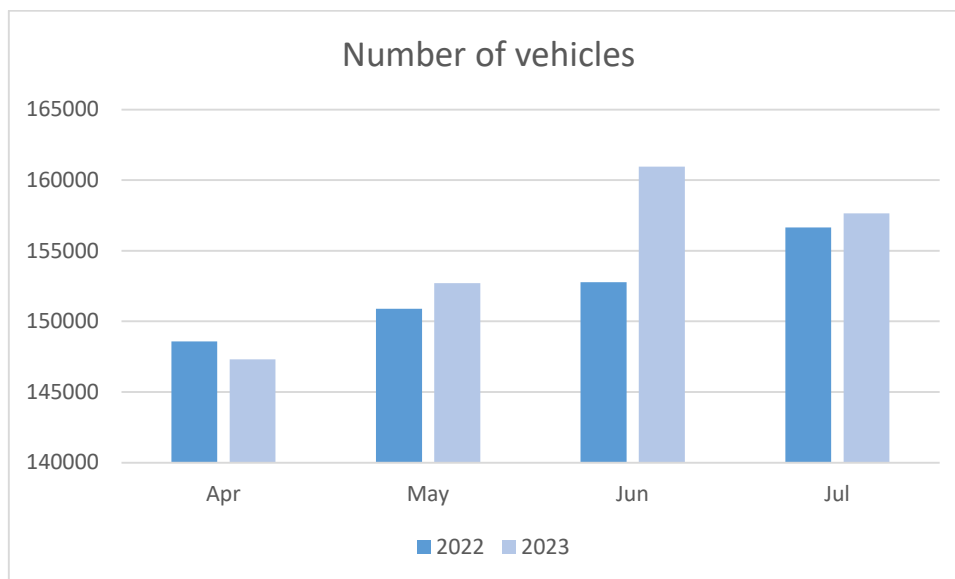
Transaction data could not be extracted from the old parking machines, so therefore car park usage data is limited to when the new machines were installed. We are therefore not able to measure whether car park usage has increased, reduced or stayed the same since the parking charges were increased.

The following graph shows the number of transactions in level 3 car parks that had the machines installed within the first two weeks of May:



The graph shows that the number of transactions has increased significantly since May but we do not have data from previous years to compare this with.

In terms of visitor numbers, traffic movement data has been analysed from certain points on Dorset Council’s major road routes; A354⁷, A3052, A351, A348, B3081, A3066, A353 and A350. The graph below shows the number of vehicles on those routes, 2022 compared to 2023:



This shows that there has been a small reduction in travel on those routes in April of this year, but an increase for May – July. June saw a significant rise; this could be due to improved weather.

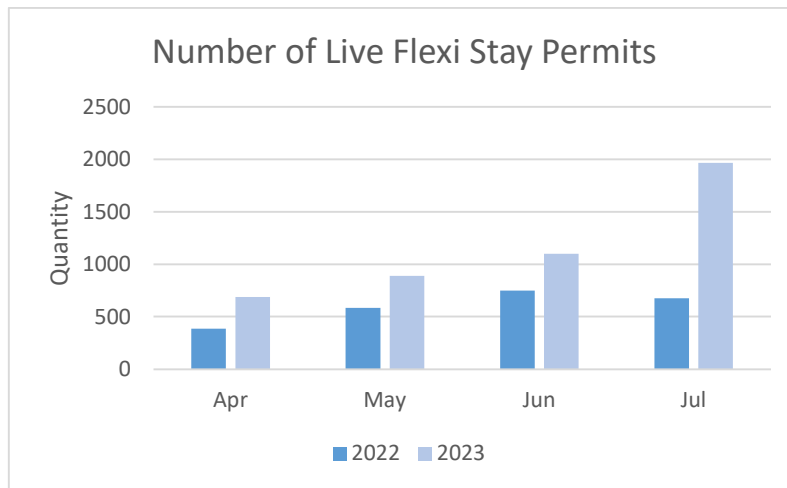
1.14 Impact on residents, businesses and visitors

In terms of the financial impact, two permits – the [flexi permit](#) and the [short stay](#) permit - were put in place in April 2022 for people wishing to

⁷ This is measured at two points.

park on a regular basis, offering a more cost-effective option for residents and workers.

The graph below shows the number of live Flexi Stay permits (taken on the first Monday of each month). There is a significant increase in live permits in July 2023, suggesting that more residents and workers are using the Flexi Stay for frequent long stay visits.



2. Financial Implications

Income generated through car park charging is reinvested in the Highways Service to the benefit of road users and other residents, visitors and businesses. Any reduction in car park income results in less funding directly available for the highway service. Consequently, Dorset Council would then have to:

- Reduce the spending on the highway service.
- Transfer funding from other services to support the highway service budget.

The net contributions to the Highways spend in recent years has been as follows:

- 2022/23: £6.1m (of a total Highways net income for the year £0.7m)
- 2021/22: £5.7m (of a total Highways net income for the year £2.7m)
- 2020/21: £5.2m (of a total Highways net income for the year £1.9m)

3. Natural Environment, Climate & Ecology Implications

The government is investing in active travel and aims for half of all urban journeys to be cycled, walked, or wheeled by 2030. This Council supports this aim in our 'Natural Environment, Climate and Ecology Strategy 2023 to 2025'. The proposed changes to parking charges will

contribute towards a reduction in car use for journeys where people have an alternative way to travel.

4. Well-being and Health Implications

We want Dorset to be a connected, sustainable place where people can lead active and healthy lives in an environment that is safe, clean and green. The recommendations in this report will help improve health and wellbeing by reducing unnecessary car journeys, improving air quality, encouraging active travel, and improving the public realm in particular for pedestrians and cyclists.

5. Risk Assessment

The risk that needs to be assessed is whether a reduction in parking charges will affect Parking Service's ability to cover the Highways costs that have been budgeted for this financial year.

Having considered this it is the officer's opinion that the level of risk has been identified as:

Current Risk: Medium
Residual Risk: Medium

6. Equalities Impact Assessment

A full Equalities Impact Assessment was completed as part of the Phase 2 Charging Strategy: [Parking charges transformation project phase 2 EQIA - Dorset Council](#). The assessment found that there were no negative impacts on Dorset Council residents' protected characteristics.

7. Appendices

Appendix 1 - Mr N Sim-Duff Statement for Petition

The 3 tier carpark policy is unfair, unreasonable and no longer fit for purpose. It discriminates against all the beach towns, but especially Weymouth and is impacting badly on residents, businesses and tourists.

Firstly, it is unfair because the main carparks in beach towns are treble the prices of other towns in Dorset.

Secondly, it is unreasonable that prices have gone up 50% in a year in Weymouth whilst remaining the same in tier 2 towns. The period of high prices lasts nearly 30 weeks, yet tourists mainly visit for just 6-8 of those weeks.

Thirdly, the whole system is flawed. The pricing structure actively discourages people from spending time in Weymouth because the cost of spending 4 hrs is £7.50 and 5 hours or more is a brutal £15. Think about it, someone meeting a friend to shop and have lunch in Weymouth on a Saturday will each have to pay £15. It's totally unacceptable and understandably, people are staying away and the Council gets nothing! The 2 hr permit is a quick hit and run exercise and is not suitable for most people going about their daily business and should be scrapped. Free parking after 6pm is also no longer relevant. The day time economy of shops and cafe's in Dorset is subsidising the lucrative nighttime economy of bars and restaurants. It is time to end this practice as well.

In weymouth, the high parking charges have caused anger and frustration amongst residents, businesses and visitors. I have personally presented a petition of over 6000 names from these groups to clearly demonstrate the strength of feeling on this issue. You may have reject hundreds of names from visitors, but they are vital to our prosperity and their voice should be heard. The reputational damage to this Council and the tourist industry will not recover unless changes are made fast. The petition simply asks for a fair deal for Weymouth and other beach towns.

Simply put, carpark rates in other towns need to rise slightly and those in the Page 17 Appendix main carparks in beach towns should be reduced to the same level. This will create a fair, reasonable and equitable system across the whole county. I respectfully suggest that £1 an hour across all carparks, running from 8am to 9pm would create more revenue for the Council across a longer period with more footfall in Weymouth and more disposable income for users. Surely it is better to have 3 cars paying £1/hr than one grumpy car owner paying £3/hr.

I believe Dorset towns can and should accept a small rise in their parking to benefit the whole community of residents, businesses and our visitors across the whole county.

Car Park Charging Strategy

Autumn 2021

1. Executive Summary

The purpose of this strategy is to align parking charges across Dorset Council locations. This will bring consistency and structure to charges. The strategy objectives are to:

- Implement a 3-level tariff structure that recognises the difference between coastal, town and rural locations.
- Support Dorset Councils goals to reduce carbon footprint.
- Fairer charging options for Dorset Council.

The strategy includes car park tariffs, on-street tariffs and car park permits only. On-street residents' permit schemes, blue badge schemes and health care permits are not included in this strategy.

2. Background

Dorset Council Parking Services is currently working under the Parking Orders of the former six Councils, this has led to a disparity of tariffs between areas to the extent that some areas are free to park all day and others pay £9. An alignment of the Parking Orders is necessary to standardise charges to ensure equality for residents.

Parking charging cannot be considered in isolation, as the impact can create either a negative or positive ripple across a community and the surrounding areas. Thus, local needs and pressures have been investigated in formulating the charging structure.

Work on the strategy started in September 2020 with research, analysis and benchmarking activities. To fully understand local areas, there has been stakeholder engagement since March 2021, this will continue until the final strategy is taken to Dorset Council Overview Committee and Cabinet in the Autumn of 2021. The new charges are planned to be implemented in January 2022.

3. Legal Duty

Legal advice was sought to confirm that the method for updating the parking charges follow guidance as per the Road Traffic Regulations Act 1984.

3.1 Consultation

Dorset Council are statutorily required to consult with the chief officer of police for the area before making the order under schedule 9 of the Road Traffic Regulations Act 1984. The former Council parking policies state that consultation is required with Chambers of Commerce, Business Improvement Districts and Town Councils as part of any charges review.

Dorset Council has chosen to undertake a non-statutory engagement in advance of publishing its proposals although there is no general duty to consult with the public at large. Engagement is also being undertaken with Parish Councils.

4. Charging Strategy

4.1 Levels

The Parking Charging Strategy is based on a 3-Level structure that acknowledges the rural, coastal and town locations that Dorset enjoys. It also takes into consideration Dorset's popular visitor and tourist destinations.

The following table shows which location sits under each level:

Level 1	Level 2	Level 3
Location	Location	Location
Beaminster	Blandford	Lyme Regis
Charmouth	Bridport	Portland
Ferndown	Dorchester	West Bay
Gillingham	Shaftesbury	Weymouth (Beach Area)
Sturminster Newton	Sherborne	
Verwood	Wareham	
West Bexington	Weymouth (shops)	
	Wimborne	

Level 1 is Dorset's smaller and more rural locations. It is proposed to have one all year-round charge for this level, except for West Bexington and Charmouth that will have a seasonal charge (see tariff in section 4.2 Proposed Car Park Tariff). Level 2 is Dorset's shopping destinations. It is proposed that there is one all year-round charge for these car parks.

Level 3 is Dorset's main tourist destinations. It is proposed that this level have seasonal charges. Weymouth appears in level 2 and 3. The car parks in Weymouth that are used for shopping will sit in level 2 and

the beach area car parks will sit in level 3. Swanage is not included on this table as the car parks are owned by the town council.

4.2 Car Park Tariff

The following table shows the proposed tariff for each level:

	Short stay					Long stay	
	30 minutes	1 hour	2 hours	3 hours	4 hours	4 hours	All day
Level 1 Low season	£0.50	£0.70	£1.00	£1.50	£2.50	£2.50	£4.00
Level 1 Peak season*	£1.00	£2.00	£3.00	£4.00	£5.00	£5.00	£10.00

*Level 1 high season charges refer to Charmouth and West Bexington only

	Short stay					Long stay	
	30 minutes	1 hour	2 hours	3 hours	4 hours	4 hours	All day
Level 2	£0.50	£1.00	£1.50	£2.20	£3.50	£3.50	£6.00

	Short stay					Long stay	
	30 minutes	1 hour	2 hours	3 hours	4 hours	4 hours	All day
Level 3 Low season	£0.50	£1.00	£1.50	£2.20	£3.50	£3.50	£6.00
Level 3 Peak season	£1.00	£2.00	£3.00	£4.00	£5.00	£5.00	£10.00

The tariff simplifies current charges and aims to be logical and gradual. The three levels acknowledge the diversity of Dorset's locations, by having charges that suit the local environment.

The tariff supports local high streets as they are at a low rate (compared to benchmarked locations). It aims to keep charges at a point that will entice customers into the car parks, so that parking is not displaced onto residential roads. It intends to be priced at a point that customers will choose to use active or green forms of travel rather than driving.

Peak season charges are 1st April to 31st October, to cover the extended visitor season that is now seen in Dorset. Level 1 high season charges refer to Charmouth and West Bexington only, the other locations in level 1 and all locations in level 2 do not have seasonal charges as these car parks tend to be used by Dorset Council residents more so than visitors.

Peak season charges are aimed at visitors to Dorset, these charges are benchmarked to similar tourist destinations. Level 3 low season matches level 2, which enables residents to access our tourist destinations at the same cost during the low season.

4.2.1 Motorhome/Campervan Bays

Car parks that have motorhome/campervan bays will charge a higher amount for those bays as they are much larger than the standard car park bay. The following table shows the proposed motorhome/campervan bay tariff for each level:

	Short stay				Long stay	
	1 hour	2 hours	3 hours	4 hours	4 hours	All day
Level 1 Low season	£1.00	£1.50	£2.00	£3.00	£3.00	£5.00
Level 1 High season	£2.50	£3.50	£4.50	£5.50	£5.50	£13.00
Level 2	£1.50	£2.00	£3.00	£4.00	£4.00	£7.00
Level 3 Low season	£1.50	£2.00	£3.00	£4.00	£4.00	£7.00
Level 3 High season	£2.50	£3.50	£4.50	£5.50	£5.50	£13.00

4.2.2 Commercial Car Parks

Commercial car parks that have coach and lorry bays will charge a higher amount for those bays as they are much larger than the standard car park bay. The following table shows the proposed commercial tariff:

Level 1, 2 and 3	2 hours	6 hours	All day	7-day ticket	Overnight charge*
Proposed commercial	£3.50	£7.00	£15.00	£85.00	£15.00

Motorhome/campervan will only be permitted to park in commercial car parks from 8am-6pm.

*This only applies where the parking orders allow overnight parking.

4.2.3 Park and Ride, Weymouth

The purpose of the Park and Ride is to encourage parking on the outskirts of Weymouth, to reduce traffic and pollution in Weymouth town centre. Due to this the Park and Ride will sit in level 1 with no season changes, as follows:

Level 1	Long stay	
	4 hours	All day
All year	£2.50	£4.00

4.2.4 Purbeck Park, Corfe Castle

Purbeck Park is not a park and ride. The purpose of Purbeck Park is to encourage parking on the outskirts of Corfe Castle, to reduce traffic and pollution in the village. Due to this, this Purbeck Park will sit in level 2 with no season changes, as follows:

Level 2	Long stay	
	4 hours	All day
All year	£3.50	£6.00

4.3 Proposed Dorset Car Park Permit

There are currently approximately 76 different car park permits that are issued across Dorset Council. As part of this strategy the former permits will be discontinued in a phased approach (live permits will not be withdrawn but will be replaced by the new 'Dorset Car Park Permit(s)' when they expire).

There will be eligibility criteria for permit applications and the vehicle must be registered in the name of the permit holder. Residents will need to prove that they are a resident of Dorset Council. Businesses will need to prove that they pay business rates (or equivalent) to Dorset Council. People who work in the Dorset Council area will need to evidence this to be eligible for the permit.

There are two car park permits:

4.3.1 Pop & Shop Car Park Permit

The Pop & Shop permit allows the holder to park in the majority short stay car parks across the whole of the Dorset Council area for 2 hours every day of the week. The pop & shop permit can be purchased annually for £78 a year.

4.3.2 Live, Work & Play Car Park Permit

The Live, Work & Play permit can be used in the majority long stay and short stay (time limited) car parks across the whole of the Dorset Council area. The proposed price for the long stay car park permit is £260 a year or £25 a month including an administration fee if paid for monthly. Holders must sign-up to this permit for a minimum of 6 months.

4.4 Proposed On-Street Tariff

The following table shows the proposed tariff for each level:

		30 mins	1 hour	2 hours	3 hours	4 hours	10 hours	Overnight charge*
Level 2	Car park charges	£0.50	£1.00	£1.50	£2.20	£3.50	£6.00	Free
	Proposed on-street	£1.00	£1.50	£2.00	£3.00	£4.00	£8.00	£2
Level 3	Car park charges	£1.00	£2.00	£3.00	£4.00	£5.00	£10.00	Free
	Proposed on-street	£1.50	£2.50	£3.50	£4.50	£6.00	£12.00	£4

*Overnight charge for dual resident permit and Pay & Display bays only

On-street charges are higher than car park charges to encourage drivers into car parks in accordance with the local transport plan. This helps to keep town centres clear of traffic and thus supports the safety of active transport users and supports Dorset Council's economic

growth and climate change agenda. It also helps to keep parking spaces clear for Blue Badge holder use.

This tariff is for locations that already have on-street charging. There are no on-street charges in Level 1 locations at present.

5. Charging Strategy Review

Charges will be reviewed annually. When reviewing parking charges Dorset Council will take into account a large number of factors, including but not limited to:

- a. The recovery of expenditure incurred on the provision and management of the public car parks to avoid this financial burden falling on to the council taxpayer and depriving other vital council services of crucial funds.
- b. The parking charges of its competitors, including the charges made by private sector car parks within the local area, as well as comparing its charges with Dorset's Town Councils.
- c. The effectiveness of short-term parking charges in town centre car parks in facilitating turnover of car parking spaces in order to attract more visitors/shoppers to the town centres.
- d. The demand for car parking, as evidenced by occupancy rates at different time and date points.
- e. The consumer price index to understand the impact of inflation rate on parking charges.

Any increase in charges will be subject to the usual legal procedure for consultation and advertisement.

6. Conclusion

The Parking Charging Strategy will enable Dorset Council to align parking charges that are currently inconsistent across Dorset, which is unfair for residents. It also appreciates that Dorset's areas are unique by having a 3-level charging structure and utilises prime locations.

Through the strategy Parking Services will be assisting Dorset Council's goal to reduce the carbon footprint and it will also give residents fairer options when paying for parking.

Cabinet

5 September 2023

Weymouth Harbour Wall 4 Improvement and Strengthening

For Decision

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

Local Councillor(s):

Cllr Ryan Hope
Cllr Gill Taylor
Cllr Clare Sutton
Cllr Kate Wheller
Cllr Brian Heatley

Executive Director:

J Sellgren, Executive Director of Place

Report Author: Ian Fitz
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Report Status: Public

Brief Summary:

In January 2023 Dorset Council was awarded £19.5m by Government to help regenerate Weymouth's Waterside Economy. The council's bid included essential enabling groundworks to allow the eventual development of three key sites in the town. A key element and foundation of this work is the improvement and strengthening of Weymouth Harbour's walls.

As part of Dorset Council's duty as a Coastal Operating Authority, the Coastal Risk Management Team is prioritising necessary wall replacement, repair, and maintenance in the Weymouth Harbour area. The recent successful Weymouth Waterside Regeneration Levelling Up bid has secured funding to support the strengthening and repair of Weymouth Harbour wall 4 and improvements to utility infrastructure at this site.

Weymouth Harbour Wall 4 fronts a section of the North Quay and supports the highway from its intersection with Westway Road to Town Bridge. The wall is approximately 235m long and extends from Wall 11 at Westway Road to Wall 3 at Town Bridge. The wall is shown in Appendix 1: Weymouth Harbour Wall 4 Locality Plan.

A general Weymouth Harbour Wall Condition Report carried out in 2019 by JBA Consulting, an international environmental and engineering consultancy, indicated that Wall 4 is approaching the end of its life, previous repairs are in poor condition, and that options to strengthen or rebuild the wall should be considered. The Coastal Risk Management Team chose to investigate strengthening the wall, deeming the process to be less costly, less disruptive to the heavily trafficked area and feasible because the concrete and stone elements were in a reparable condition. WSP was then appointed as the professional consultant to review the Coastal Risk Management Team's assessment and, if confirmed, to proceed with the design and construction monitoring.

The WSP investigation into repairing and strengthening the wall confirmed that this was viable, and that the lifespan of the wall could be extended by 40 years to beyond 2060 and that the wall could be raised to accommodate the 200-year design criteria for the anticipated 2060 sea levels. The alternative of providing a new wall would have several negative impacts, not least, a significantly higher cost. Given that an alternative solution is available which can achieve the same aim, with much less impact both environmentally and financially, this is considered by officers to be the preferred approach.

The cost of the works is estimated at £800k excluding VAT but including escalation and a contingency to mitigate risk.

It is proposed to appoint Hanson, through the Highways Partnership Term Contract, to carry out this work, as they will be mobilised on the site for the demolition of the former Weymouth and Portland Borough Council offices at North Quay and savings will be made in terms of time and cost from doing so. The Highways Partnership Term Contract is a partnership agreement between Dorset Council Highways and Hanson Construction and is pertinent to Wall 4 because it directly supports the highway linking Westway Road to Town Bridge. Utilising the services of one contractor for both the North Quay demolition work and the Wall 4 repair and strengthening work simultaneously, will not only save time and costs, but will also be less disruptive to the public.

Recommendation:

It is recommended that Cabinet:

1. Agree to the officer recommendation for the proposed repair, strengthening and raising of Wall 4 in accordance with the estimate set out in section 2, to meet the Council's obligations to maintain appropriate sea defences and harbour wall requirements.
2. Delegate authority to the Executive Director for Place in consultation with the Portfolio Holder Highways, Travel and Environment to appoint a contractor through the Highways Partnership Term Contract to undertake the work.
3. Delegate to the Executive Director for Place in consultation with the Portfolio Holder for Levelling Up to approve construction related spend (following receipt of an acceptable quotation) with funds from the Levelling Up bid in terms of which £1.5m has been allocated to Wall 4 replacement.

Reason for Recommendation:

The Weymouth Harbour Wall 4 Improvement and Strengthening project constitutes necessary work on a wall that has reached the end of life and must be reinstated or rebuilt for the Council to properly discharge its duty to the public, the harbour, and the associated coastal sea defences.

1. Report

1.1 Background

In January 2023 Dorset Council was awarded £19.5m by Government to help regenerate Weymouth's Waterside Economy. The council's bid included essential enabling groundworks to allow the eventual development of three key sites in the town. Underpinning the successful delivery of this high-profile and much needed regeneration programme in Weymouth is the improvement and strengthening of the town's Harbour walls.

As a Coastal Operating Authority, Dorset Council has a responsibility to maintain coastal defences on behalf of the community for their safety and to protect property. The council's Coastal Risk Management team is responsible for, amongst many other duties, the repair, maintenance, and improvement of existing coastal defences as well as the construction of new defences to improve the level of protection to coastal communities. The team is currently delivering a programme of work to repair and improve the Weymouth Harbour Sea walls. Weymouth's Waterside Regeneration programme includes a focus on the North Quay area adjacent to Wall 4 where the site is to be cleared and improved in preparation for future development. Part of this work is to strengthen and extend the life of the sea wall to attract high quality investment to regenerate this key

development site. Funding from the Levelling Up project is in place to carry out this work.

1.2 The Works

The JBA Weymouth Harbour Wall Condition Report of 2018-19 records that for Wall 4:

17.5.2 Recommendations

It is recommended that temporary or permanent repair work is carried out immediately to the poor condition masonry wall section, as a depression in the footpath indicates the loss of materials from behind the wall.

The design of either wall strengthening, or wall replacement is recommended for the short term (1-3 years). As part of either design, it is recommended to raise the crest level to ensure the wall is suitable as a flood defence.

Work on the wall is therefore urgent.

Considerations

The Coastal Risk Management Team considered the recommendations of the JBA Report and took the view that repair and strengthening was preferred because:

1. The walls were stable and not showing signs of movement distress.
2. The concrete and stone masonry elements that make up the wall are in a repairable condition.
3. The wall is in a sheltered position where it is neither exposed to wave attack nor impact from berthing of large vessels.
4. Repair is preferable from a cost and disruption perspective.

Consequently, WSP was appointed to review the condition of the wall and study the applicable reports with a view to verifying whether repair and strengthening of the wall was appropriate. The conclusion is that with a robust and comprehensive repair and strengthening programme the life of the wall can be prolonged by 40 years to beyond 2060 and that, in the process, it can be raised by the relatively small amount necessary to meet the 1-in-200-year design criteria for the anticipated 2060 sea levels.

1.3 The Strategy

To maximise the operational life of the wall as described above, would be consistent with the requirements of the Weymouth Harbour and Esplanade Flood and Coastal Risk Management (FCRM) Scheme Strategy and the Weymouth FCRM Scheme Strategic Outline Case.

This work also aligns with the Dorset Council Plan priority of 'Creating Stronger, Healthier Communities' by lowering the flood risk to the local community.

1.4 The Contractor

Wall 4 is the support structure to the North Quay highway, and it is therefore consistent with the Highways Partnership Term Contract with Hanson to appoint Hanson to do this work. In terms of the agreement the work will be priced at fixed rates and where the services of subcontractors are required, such services will be procured through a transparent tender process where Hanson will solicit bids from at least 3 tenderers and the best tender will be selected in conjunction with Council officers. Before any formal appointments are made, the pricing for the work will always be referenced back to the original professional estimate upon which this proposed budget is based.

In addition, Hanson has already been appointed for the demolition of the former Weymouth and Portland Borough Council offices and the reconstruction of the associated car park. This work will be taking place at the same time as the Wall 4 work, and it will be expedient to use their services on the Wall 4 project to avoid the situation where a second contractor is compelled to use the same, very confined area available, for construction establishment.

It will eliminate the confusion and probable cost of contract variations that may well result from contractors vying for limited working area, road space bookings, etc.

Also, Weymouth's Waterside Regeneration programmes stipulate time frames within which funds must be utilised and savings on procurement time and cost will be achieved by appointing Hanson.

2 Financial Implications

The cost of the construction works is estimated at £800,000 excluding VAT but including a provision for escalation, contingency and risk. The source of funding for Wall 4 construction works is the Weymouth Waterside Regeneration Levelling Up bid funding, out of which £1.5m has been allocated to Wall 4. The cost therefore falls within the prescribed Levelling Up bid budget for the wall and in terms of the Memorandum of Understanding between the LUF fund managers and Dorset Council, at least £600,000 must be spent this financial year.

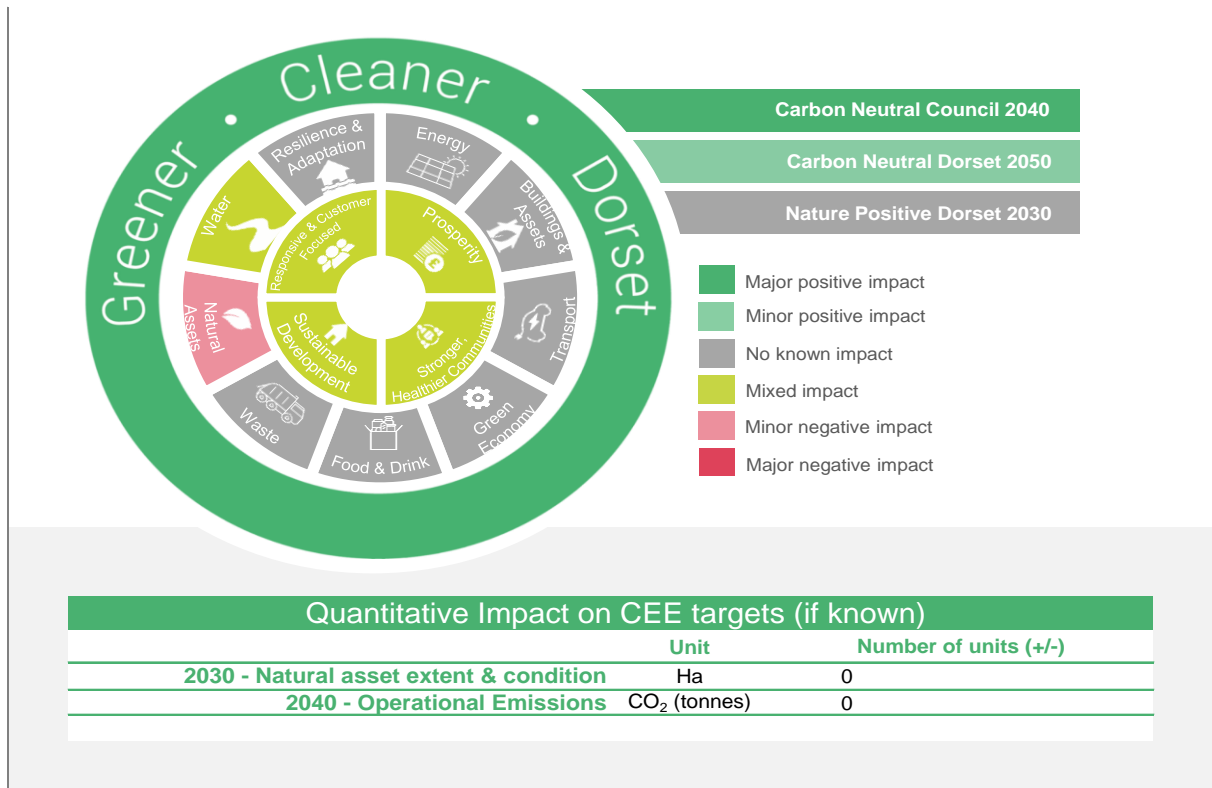
3 Natural Environment, Climate & Ecology Implications

The inner harbour area of Weymouth Harbour is a heavily trafficked area, and it is not anticipated that the works will have a significant environmental or ecological impact. It is pertinent to note, however, that to maximise the

operational life of the Wall by improvements and strengthening, instead of a rebuild, will result in much lower carbon emissions at a time when reduction of emissions is a high priority.

The Climate Emergency wheel has been completed and is included below. There are no significant recommendations emerging from the assessment although it has been determined that all concrete surfaces will be specified to be the rougher “fair” finish rather than a smooth finish, to inexpensively encourage sea plant growth.

Dorset Council’s Natural Environment Team has also been consulted in this regard and it supports the foregoing approach because the project involves hard-wall remedial work to an existing hard-wall structure that does not currently host any significant sea plant growth. The locality also does not warrant additional costs for this purpose.



4 Well-being and Health Implications

There are no applicable Well-being and Health implications.

5 Other Implications

Access to and operation of the Weymouth Harbour mooring facilities will be improved.

6 Risk Assessment

Risk assessments will be performed when work starts as part of the contractor's normal Risk Assessment Method Statement (RAMS) obligations in accordance with the Construction Design and Management Regulations.

7 Equalities Impact Assessment (EQIA)

An EQIA has been completed and approved.

The outcome of the assessment is that the contractor executing the work must put in place an arrangement for safe passage past or through the site, that will address accessibility of all members of the public visiting the area. It is recommended that the arrangements should be determined in conjunction with the Weymouth Access Group.

8 Appendices

Appendix 1: Weymouth Harbour Wall 4 Locality Plan

9 Background Papers

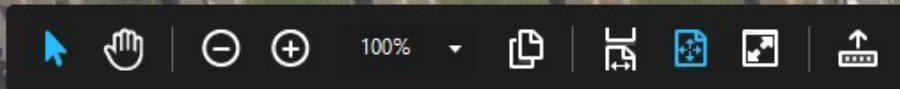
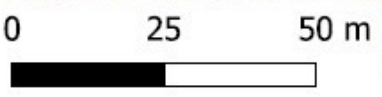
There are no pertinent Background Papers.

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Wall 4

Weymouth Harbour Wall 4 Locality Plan



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Cabinet

5 September 2023

The Stour Valley – Strategy and Memorandum of understanding

For Decision

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

Local Councillor(s): Cllr Rod Adkins, Cllr Julie Robinson, Cllr Cathy Legg, Cllr Mike Parkes, Cllr Shane Bartlett, Cllr David Morgan, Cllr Robin Cook, Cllr Mike Barron, Cllr Paul Harrison

Executive Director: J Sellgren, Executive Director of Place

Report Author: Bridget Betts (DC) and Martin Whitchurch, Strategic Lead for Greenspace and Conservation (BCP)

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Report Status: Public

Brief Summary:

'The Stour Valley' (the adopted name being used to describe the work to deliver the Stour Valley Park Strategy) is a regionally significant opportunity to ecologically restore a river valley landscape, with potential to support health and well-being outcomes, access to nature and for local livelihoods for the c. 500,000 people who live near to it.

A strong and supported governance model amongst the three core partners of BCP Council, Dorset Council and The National Trust will deliver the aims of the strategy and collaborate to maximise the environmental and other funding opportunities that are available.

Recommendation:

- (a) Cabinet endorses the Stour Valley strategy and supports its being included in the Dorset Council Local Plan.**
- (b) Cabinet approves the Stour Valley partnership model, using a Memorandum of Understanding between its core partners of The National Trust, BCP Council and Dorset Council.**

- (c) Cabinet supports core partners developing fund-raising bids to external grant bodies to assist delivery of the Stour Valley objectives, specifically DEFRA’s Landscape Recovery Fund.
- (d) Cabinet delegates authority for future decision making in relation to this project to the Executive Director of Place in consultation with the Portfolio Holder for Highways, Travel and Environment.

Reason for Recommendation:

The Stour Valley offers unique opportunities for people, communities and for nature recovery along the river corridor. The objectives of the project closely align with the DC Corporate Plan, delivering a sustainable environment for future generations and connecting communities throughout the river valley.

Adopting the partnership model provides continued governance and oversight of the project and ensures on-going delivery of the key aims and objectives. It also provides a strong platform to submit funding bids that will lead to more targeted delivery.

1 Background

1.1 The Stour Valley is an ambitious landscape-scale initiative which runs approximately 37 km along the lower catchment of the River Stour from the Kingston Lacy Estate to Christchurch Harbour and serves a local population of approximately 500,000 with a vision of “An evolving, healthy and thriving river valley landscape that connects and supports people, livelihoods, wildlife and heritage”.

1.2 The strategy, with its landscape plans and story-map, are now able to be considered for landscape scale delivery, such as through DEFRA’s multi-million-pound Landscape Recovery Fund, to create a multifunctional landscape that will deliver benefits for nature recovery, recreation, health and well-being, and uncover the valley’s heritage and ancient history, primarily for its local residents and communities.

1.3 The Stour Valley will be a major component of a wider Nature Recovery Network in Dorset, providing opportunities within forthcoming statutory Local Nature Recovery Strategies as well as for use of Biodiversity Net Gain credits.

Stour Valley Strategy

1.4 The Stour Valley Park Strategy document was made public in October 2022. Funded by the Future Parks project and written in collaboration with the wider partnership group, the strategy captures the history and vision for the river valley landscape; it details the extensive stakeholder and public engagement that was undertaken between 2020 and 2022.

- 1.5 The broad objectives are:
- Connectivity and access
 - Biodiversity
 - Culture and heritage

- Economic/business opportunities including energy and food production
- Housing and development
- Land management and land use
- Health and wellbeing
- Education, training and volunteering

Governance

1.6 A programme manager was recruited by The National Trust in December 2022 whose role is to drive the partnership forward. Whilst this is a long-term programme there are five key priorities for the next two years:

- a. Developing and implementing an effective governance structure for the Stour Valley partnership, and programme through which projects will be delivered.
- b. Developing a short-, medium- and long-term work plan with partners, to enable delivery of 'quick wins' and pilot projects.
- c. Working with partners to prioritise and engage key stakeholders, particularly landowners and farmers for delivery on the ground, seeking support and buy-in. Also working with officers and of senior leaders so that the Stour Valley strategy is included in Local Plans and similar strategic documents.
- d. Working with partners to secure investment in delivering the Stour Valley through green financing, grants and corporate fundraising.
- e. Developing and delivering a communications programme and brand to inform and engage visitors, funders and businesses.

1.7 A meeting has been held with Dorset & BCP Council Corporate Directors and Officers for the core partners to agree governance. A Memorandum of Understanding (MoU) is attached in Appendix 2 for adoption by each organisation. This sets out a high-level sponsoring group, a programme board of officers who then link in to and deliver the strategy aims through project delivery, or task and finish teams involving the wider partnership where required.

Stakeholders

1.9 There are over 40 landowners or tenants along the Lower Stour and this project is of interest nationally in attempting to work with such a diverse and broad range of stakeholders. Through the development phase (2019-2022) the landowners and residents were invited to be part of workshops and engagement sessions, walks and focus groups to help inform & develop the strategy.

1.10 As project delivery starts to take place, through for example an active travel project, delivery of green spaces, gateway facility or new way-finding infrastructure, the residents and stakeholder groups, such as Ward Councillors, Parish Councils, Friends or residents' groups, will be engaged with as part of that individual project's development.

The Stour Valley funding opportunities

1.11 As a result of the Future Parks project, (a BCP project funded by The National Lottery Heritage Fund (NLHF), The National Trust and the Department for Levelling Up, Housing and Communities) the Stour Valley is nationally well regarded as having significant potential to deliver a landscape scale project benefitting communities, wildlife and livelihoods.

1.12 DEFRA's Landscape Recovery Fund is part of the new Environmental Land Management schemes (ELMS) that could fund a range of the Stour Valley's delivery outcomes. The Landscape Recovery fund is for large scale projects, over 500Ha; secures long-term public funding, typically for 20 years, that support outcomes that take a long time to deliver such as habitat restoration. The Stour Valley meets these criteria and could support the delivery of large-scale river corridor habitat restoration programming, improving water quality and habitats, as well as delivering infrastructure improvements for access and active travel along the 37km of river corridor.

Local Plan context

1.10 The forthcoming Dorset Council Local Plan is expected to include policy wording on the Stour Valley strategy and its opportunities to support the potential delivery of its key aims and objectives and acknowledge the Stour Valley's role in land-use decision making in the future.

2 Financial Implications

2.1 There is no direct financial impact from these recommendations. The Stour Valley and its partnership is currently resourced by The National Trust with a Programme Manager in place for two years.

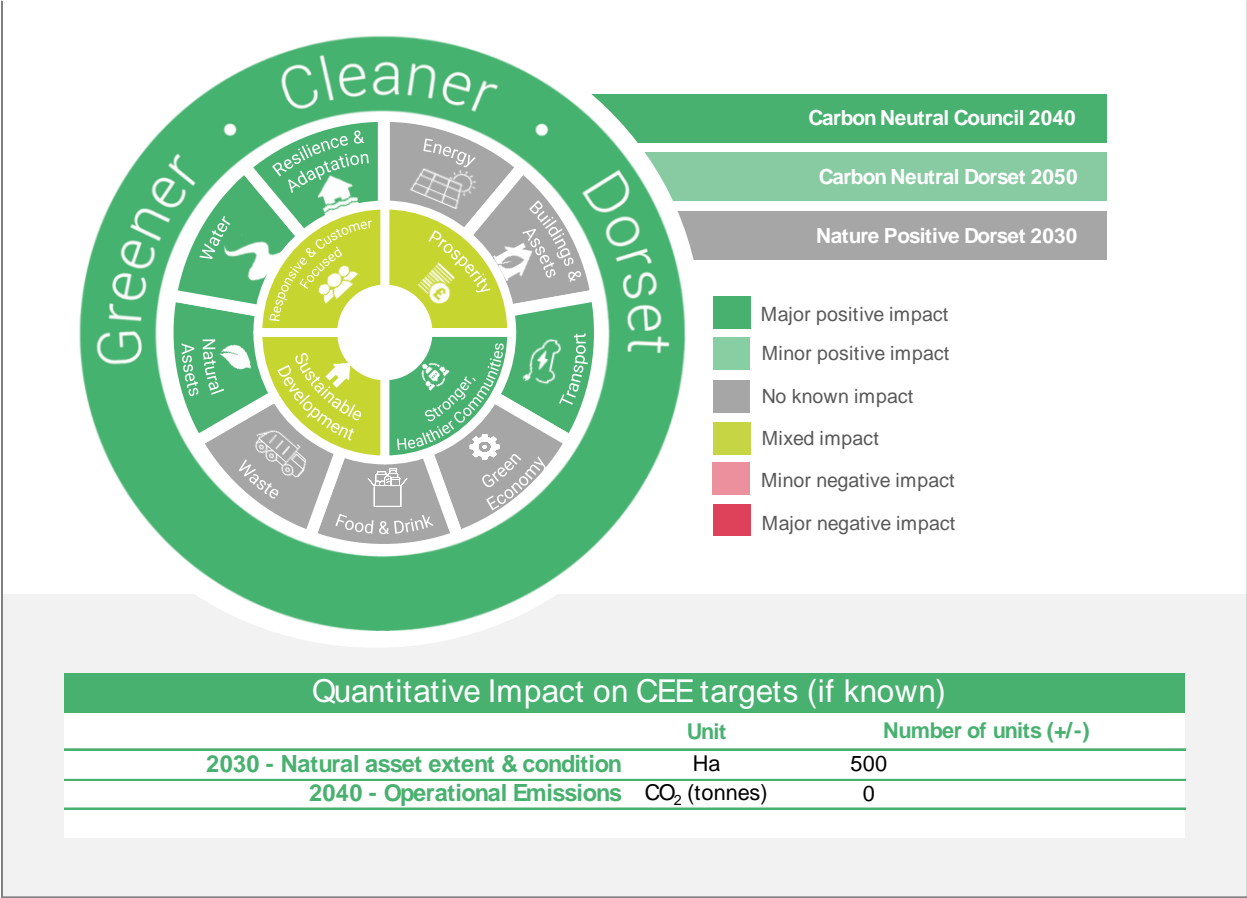
2.2 The existing staffing resource within the respective partner teams is in place to continue the high-level delivery, as well as consider any funding bids or direct delivery opportunities. As these come forward, they will be subject to individual project process and decision making, whether that be for planning permission, statutory consents (Environment Agency, Natural England etc) or for financing and would be expected to bring forward resourcing for specialist roles. The current staff time in DC to deliver these approximately 12 days a year.

3 Natural Environment, Climate & Ecology Implications

3.1 The aims of The Stour Valley provide a wide range of opportunities for climate mitigation, sustainable ways of working and nature recovery.

3.2 The river valley also provides many opportunities for flood mitigation through flood plain changes, such as lowering levels to re-wet and store more water, slowing flows and naturalising sections of the river where they have been previously over-engineered.

3.3 Appendix 3 provides the Accessible Impact Assessment & Table of Recommendations



4 Well-being and Health Implications

4.1 The core aims and objectives of The Stour Valley address health and well-being of residents and communities across DC and neighbouring BCP areas. Linking the active travel opportunities, enhanced access to nature and the wider countryside, providing gateways for activation to meet a range of social needs, such as addressing loneliness and isolation, social prescribing opportunities and a depth and breadth of volunteering are all tangible aims.

5 Other Implications

Legal implications

5.1 Legal Services have been consulted upon the MoU that forms the partner agreement and supported the writing of this document. The draft MoU in Appendix 2 will be agreed amongst the three partners and should be considered a well-advanced draft version.

5.2 The MoU is not a legal document or binding in a way that creates any loss in sovereignty or decision making for each of the members. The MoU seeks to put in place a governance and structure that supports the shared aims of the partners.

Human resources implications

5.3 None currently. If funding is secured for a project, such as the Landscape Recovery Scheme, then resources will be requested within those bids for project managers, landscape architects, farm advisors etc as required, meaning no impact on revenue base budgets.

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

An EQiA has been carried out and the outcome revealed many positive impacts to the following groups:

- Disability
- Age
- People with caring responsibilities
- Rural isolation

A good and robust decision-making process will ensure changes within the Stour Valley strategy are delivered in an effective and considered way.

The current report seeking approval from cabinet relates to high-level / over-arching requirements to ensure future work packages and project deliverables are well managed and provide benefits for all. Approval of the report recommendations will not positively or negatively impact on anyone's equality. Further environmental impact assessments and EQiAs will be undertaken for specific work packages throughout the delivery phase of the Stour Valley programme.

8. Appendices

Appendix 1 - Stour Valley Park Strategy

See strategy: [Strategy \(stourvalleypark.uk\)](http://stourvalleypark.uk)

Appendix 2 – draft MOU

Appendix 2

DATED

MEMORANDUM OF UNDERSTANDING

between

National Trust for Places of Historic Interest or Natural Beauty

and

Bournemouth, Christchurch and Poole Council

and

Dorset Council

This Memorandum of Understanding is dated the day of 2023

Between:

- (1) The National Trust for Places of Historic Interest or Natural Beauty (charity number 205846) and whose registered office is Heelis, Kemble Drive, Swindon, SN2 2NA (“National Trust”);
- (2) Bournemouth, Christchurch and Poole Council of The Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY (“BCP”); and
- (3) Dorset Council of County Hall, Dorchester, Dorset, DT1 1XJ (“DC”).

Individually, a “Party” and collectively, the “Parties”.

Background:

- A. The Stour Valley runs approximate 37km through Dorset, from the western end of the Kingston Lacy Estate to Hengistbury Head.
- B. The Stour Valley is a landscape scale ambition of interconnected accessible spaces along the River Stour that will enable wildlife to thrive and support the wellbeing of the local and wider community.
- C. In 2022, The Stour Valley Strategy Document was published, setting out the objectives. To achieve these objectives, the Parties have agreed to work together (“the Programme”).
- D. Using this Memorandum of Understanding (“MoU”), the Parties wish to record the basis on which they will collaborate with each other on the Programme.

The Parties now agree as follows:

1. Term

- 1.1 This MoU shall commence on the date signed by the Parties and, unless terminated by any Party giving the others no less than three (3) months’ written notice, shall continue for a term of ten (10) years (“the Term”) up to and including _____ [date to be inserted on completion].
- 1.2 By written agreement, the Parties can, at any time during the Term, extend the Term for up to five (5) years.

2. Aims and objectives for the Programme

- 2.1 The Programme is intended to create an evolving, healthy and thriving river valley landscape that connects and supports people, livelihoods, wildlife and heritage. The Stour Valley will reflect the essence and uniqueness of its location, alleviate climate change and restore ecosystem function.
- 2.2 Through the Programme, the Parties will:

- 2.2.1 Deliver joint external advocacy and stakeholder engagement to position The Stour Valley as a leading UK green corridor/ Health and Nature Park.
- 2.2.2 Develop and promote funding and investment proposals that will help deliver its ambitions.
- 2.2.3 Effectively support and work with other partners, on a series of funded partnership projects delivered across The Stour Valley.

2.3 Specific outcomes of the Programme include:

- 2.3.1 Create an accessible landscape which will regenerate the River Stour, improve water quality and enhance biodiversity.
- 2.3.2 Support the adoption of long-term sustainable land management; open parts of the river valley for shared public access to improve the health and wellbeing of the locality.
- 2.3.3 Boost the local economy through new business.
- 2.3.4 Help provide the resources for ongoing management of greenspace.
- 2.3.5 Uncover and then enhance the landscape's unique heritage and history.
- 2.3.6 Ensure an integrated approach to future growth, work with relevant sectors – housing, health, transport & culture.
- 2.3.7 Explore the potential of creating a unique brand or identity for the Stour Valley, marketing it as a new local destination with identifiable gateways (visitor centres, information points, etc).
- 2.3.8 Enable integrated access via public transport and walking/cycle links, encouraging people to choose car-free travel alternatives along and across The Stour Valley.
- 2.3.9 Enhance the landscape's contribution to reducing and managing flood risk.
- 2.3.10 Work to a 10-year time frame for delivery.

2.4 It is envisaged that as the Programme progresses the Parties may, by written agreement, choose to add further outcomes to those set out in clause 2.3.

3. Financing the Project

3.1 This MoU is a non-financial arrangement and does not require any monetary contributions from the Parties. However, there will be:

- 3.1.1 Payments in kind of staff and volunteer time, resources, and expenses.
 - 3.1.2 Programmes that sit under the Project, with their own financial arrangements.
 - 3.1.3 Recruitment and funding of joint posts when required.
- 3.2 As the Programme evolves, the Parties anticipate that major investment, resource or partnership opportunities will emerge. In this case, the Sponsorship Group may trigger a review of the MoU in order to consider options for joint ventures, and ensure that the necessary agreements are in place to support them.
- 3.3 Except to the extent described in this MoU, or otherwise agreed between the Parties from time to time, each Party shall be responsible for its own costs incurred in connection with the Project and no Party shall be entitled to charge the other Parties for the provision of its services (or its officers, employees, consultants or agents) provided in connection with the Project.
- 3.4 No Party shall be liable for any loss suffered by any other Party as a result of this MoU.

4. Key contacts and responsibilities

4.1 The governance structure for the Programme is set out in Appendix 3 and may only be varied by written agreement of all the Parties.

4.2 The Sponsoring Group:

4.2.1 The Sponsoring Group is responsible for the Programme's outcomes.

4.2.2 The Sponsoring Group will meet when key strategic or substantive items need a decision or where significant risks or issues require senior level authorisation.

4.2.3 The Sponsoring Group is comprised of:

4.2.3.1 Kate Langdown (Director of Environment at BCP)
(kate.langdown@bcpcouncil.gov.uk)

4.2.3.2 Anna Eastgate (Corporate Director Place Services at Dorset) (anna.eastgate@dorsetcouncil.gov.uk); and

4.2.3.3 Ian Wilson (Assistant Director of Operations for Dorset, Wiltshire and South Somerset at National Trust)
(ian.wilson@nationaltrust.org.uk)

4.2.4 The Sponsoring Group is tasked with:

- 4.2.4.1 Aligning the Programme with corporate strategy.
- 4.2.4.2 Approving programme delivery priorities.
- 4.2.4.3 Championing and endorsing the Programme at a strategic level.
- 4.2.4.4 Providing commitment of resources to deliver the Programme.
- 4.2.4.5 Resolving risk or issues of a strategic/political nature.
- 4.2.4.6 Delegating decision making authority to the Programme Board.

4.3 The Programme Board:

- 4.3.1 The Programme Board reports to the Sponsoring Group and shall be responsible for the driving delivery of the Programme and monitoring its progress.
- 4.3.2 The Programme Board is comprised of:
 - 4.3.2.1 Martin Whitchurch (Strategic Lead Greenspace & Conservation at BCP) (martin.whitchurch@bcpcouncil.gov.uk);
 - 4.3.2.2 Bridget Betts (Environment Advice Manager at Dorset Council) (Bridget.betts@dorsetcouncil.gov.uk);
 - 4.3.2.3 Katherine Church (Stour Valley Programme Manager at National Trust) (Katherine.church@nationaltrust.org.uk); and
 - 4.3.2.4 Ian Wilson (Assistant Director of Operations for Dorset Wiltshire and South Somerset at National Trust) (ian.wilson@nationaltrust.org.uk).
- 4.3.3 The Programme Board is responsible for:
 - 4.3.3.1 .
 - 4.3.3.2 Prioritising and driving programme delivery.
 - 4.3.3.3 Overseeing and approving funding applications and securing other funding
 - 4.3.3.4 .
 - 4.3.3.5 Overseeing progress against the Programme's objectives and measurable benefits.

4.3.3.6 Developing and creating the long-term Target Operating Model (i.e., governance structure of the Stour Valley).

4.3.3.7 Managing significant risks to programme delivery and reputation.

4.3.3.8 Advocating the Stour Valley within internal and external networks.

4.4.2.1 Katherine Church (Stour Valley Programme Manager at National Trust) (Katherine.church@nationaltrust.org.uk).

4.4.3 The secretariat is responsible for:

4.4.3.1 Managing and engaging with the Stour Valley Partnership and other stakeholders.

4.4.3.2 Managing the governance structure of the Programme

4.4.3.3 Managing the partnership programme's budget

4.4.3.4 Managing and reporting risks to the Programme Board.

4.4.3.5 Reporting progress of the partnership programme to the Programme Board

4.4.3.6 Identifying and applying for funding

5. Principles of collaboration

5.1 The Parties agree to adopt the following principles when carrying out the Programme ("Principles"):

5.1.1 Collaborate and co-operate. Establish and adhere to the governance structure set out in Appendix 1 to this MoU and ensure that activities are delivered, and actions taken as required.

5.1.2 Be accountable. Take on, manage and account to each other for performance of the respective roles and responsibilities set out in this MoU.

5.1.3 Be open. Communicate openly about major concerns, issues or opportunities relating to the Project;

- 5.1.4 Learn, develop and seek to achieve full potential. Share information, experience, materials and skills to learn from each other and develop effective working practices, work collaboratively to identify solutions, eliminate duplication of effort, mitigate risk and reduce cost.
- 5.1.5 Make decisions by unanimous consensus where possible. Where unanimity cannot be reached, decisions can be made by majority, with each Party entitled to one vote.
- 5.1.6 Adopt a positive outlook. Behave in a positive, proactive manner.
- 5.1.7 Adhere to statutory requirements and best practice. Comply with applicable laws and standards including public procurement rules, data protection and freedom of information legislation.
- 5.1.8 Act in a timely manner. Recognise the time-critical nature of the Project and respond accordingly to requests for support.
- 5.1.9 Manage stakeholders effectively.
- 5.1.10 Deploy appropriate resources. Ensure sufficient and appropriately qualified resources are available and authorised to fulfil the responsibilities set out in this MoU.
- 5.1.11 Act in good faith to support achievement of the key objectives and compliance with these Principles.

6 Monitoring and evaluation

- 6.1 The Parties commit to monitoring the Programme, with the Programme Board tasked with carrying out annual reviews in each year of the Term where the performance of the Project will be assessed against its key objectives.

7 Intellectual property

- 7.1 For the purposes of this clause 7 “Intellectual Property Rights” means all patents, rights to inventions, copyright and related rights, moral rights, trademarks, trade names and domain names, rights in get-up, rights in goodwill or to sue for passing off, rights in designs, rights in computer software, database rights, rights in confidential information (including know-how and trade secrets) and any other intellectual property rights, in each case whether registered or unregistered and including all applications (or rights to apply) for, and renewals or extensions of, such rights and all similar or equivalent rights or forms of protection which may now or in the future subsist in any part of the world.
- 7.2 The Parties intend that any Intellectual Property Rights created during the Project shall vest in the Party whose employee created them.

7.3 Where any Intellectual Property Rights vests in any Party in accordance with clause 7.2 above, that Party shall, during the Term, grant an irrevocable, non-exclusive, personal, royalty free licence to the other Parties, to use that intellectual property for the purposes of the Project.

7.4 All Intellectual Property Rights not developed or created by a Party pursuant the Project but owned or controlled by a Party and made available to the other Parties for use in relation to the Project shall remain in the ownership of the controlling Party.

7.5 Each Party shall immediately give written notice to the other Parties of any actual, threatened, or suspected infringement of its Intellectual Property Rights used in connection with the Project of which it becomes aware.

8 Data Protection

8.1 Each Party shall ensure that it and its contractors and staff engaged in the Programme do not cause the other Parties to breach any laws relating to personal data or privacy in force from time to time ('Data Protection Laws') and that it complies with those Data Protection Laws.

8.2 It is not anticipated that the Parties shall process personal data on behalf of the other Parties in connection with the Programme. In the event that a Party (or other appointed external agency or consultancy organisation) does process personal data on behalf of the other Parties, a Data Processing Agreement ("DPA") is required and, where necessary, that Party is to complete a Data Protection Impact Assessment ("DPIA"). In case of any sharing of personal data between Parties, a Data Sharing Agreement ("DSA") is required.

9 Acknowledgments

9.1 Each Party acknowledges that National Trust is a charity and is therefore obliged to operate within its powers and apply its resources in accordance with its charitable objects.

9.2 Each Party acknowledges that BCP and DC are local authorities and are obliged to operate within their powers and apply their resources in accordance with their statutory objectives.

9.3 As at the date of this MoU, none of the Parties anticipate their involvement in the Project to conflict with their objectives or require them to exceed their powers. What's more, no Party shall be obliged to exceed its powers on account of this MoU.

9.4 In the event of any conflict arising between the terms of this MoU and a Party's powers, the Parties shall use their reasonable endeavours to resolve such matters and any disagreement regarding such resolution shall be resolved using the governance structure set out in Appendix 3.

10 Announcements

10.1 When making any public announcements concerning the Project (an “Announcement”) the Parties shall consult with one another on the timing, contents and manner of release.

10.2 Wherever possible, the Parties shall agree the content of any Announcement prior to its publication.

10.3 When making any public announcement on matters outside of the Project which it is reasonable to assume might still have an impact on the Project, the Parties will endeavour to give prior notice and ensure a transparent and effective flow of communications, particularly where it may impact on the other Parties in terms of reputation or brand.

10.4 No Party shall use the logos or trademarks of any of the other Parties without that Party’s prior written consent.

11 Escalation

11.1 If any Party has any issues, concerns or complaints about the Programme, or any matter in this MoU, that Party shall notify the other Parties, in writing, and the Parties shall then seek to resolve the issue by a process of consultation.

11.2 If the dispute cannot be resolved between the Parties within 30 days of referral as set out in Clause 11.1, then at the instance of any Party, the dispute shall be referred to the Sponsoring Group for resolution.

11.3 If any Party receives any formal inquiry, complaint, claim or threat of action from a third party (including, but not limited to, claims made by a supplier or requests for information made under the Freedom of Information Act 2000) in relation to the Project, the matter shall be promptly referred to the Sponsorship Group. No action shall be taken in response to any such inquiry, complaint, claim or action, to the extent that such response would adversely affect the Project, without the prior approval of both Parties.

12 Variation

12.1 This MoU, including the governance structure in Appendix 2, may only be varied by written agreement of all the Parties.

13 Charges and liabilities

13.1 Except as otherwise provided, the Parties shall each bear their own costs and expenses incurred in complying with their obligations and responsibilities under this MoU.

13.2 The Parties shall remain liable for any losses or liabilities incurred due to their own or their employee's actions and no Party intends that the others shall be liable for any loss it suffers as a result of this MoU or any action taken in connection with the Project.

14 Status

14.1 This MoU is not intended to be legally binding, and no legal obligations or legal rights shall arise between the Parties from this MoU. The Parties enter the MoU intending to honour the terms so far as is possible.

14.2 Nothing in this MoU is intended to, or shall be deemed to, establish any partnership or joint venture between the Parties, constitute any Party as the agent of the other(s), nor authorise any of the Parties to make or enter into any commitments for or on behalf of the other(s).

15 Governing law and jurisdiction

15.1 This MoU shall be governed by and construed in accordance with English law and, without affecting the escalation procedure set out in clause 11, each Party agrees to submit to the exclusive jurisdiction of the courts of England and Wales.

Signed for and on behalf of National Trust
for Places of Historic Interest or Natural
Beauty

Signature:
Name:
Position:
Date:

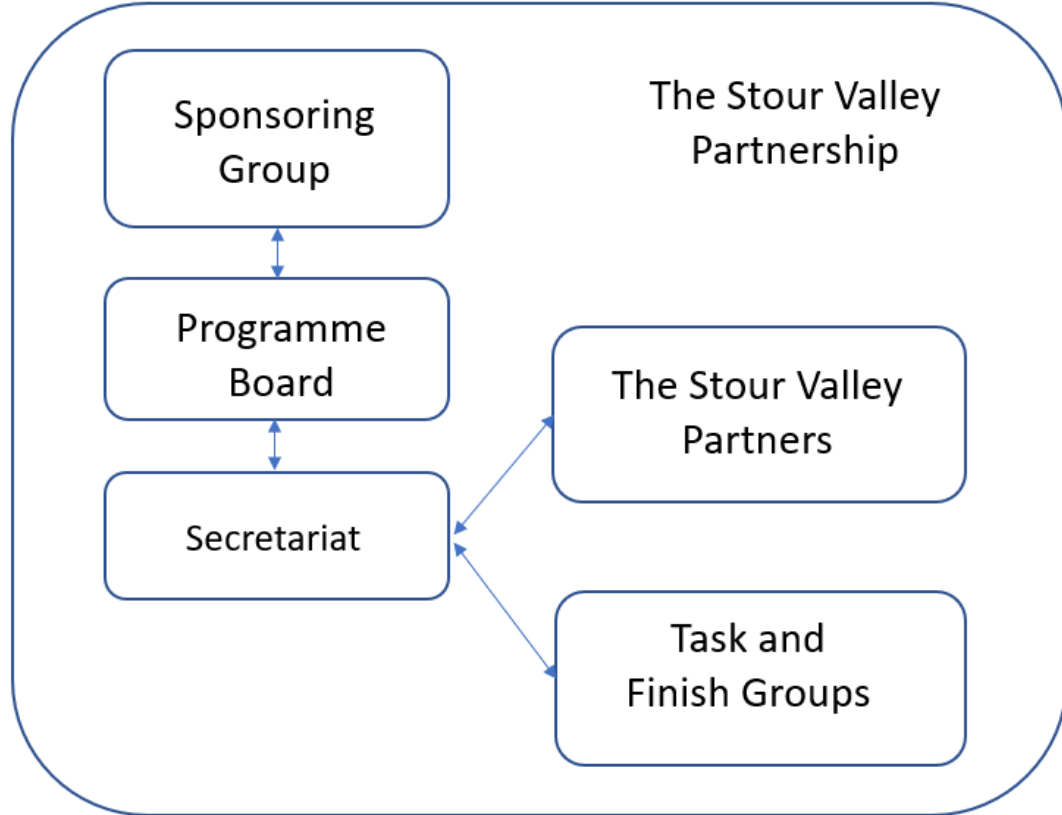
Signed for and on behalf of Bournemouth,
Christchurch and Poole Council

Signature:
Name:
Position:
Date:

Signed for and on behalf of Dorset
Council

Signature:
Name:
Position:
Date:

3 Governance Structure



The Stour Valley partners comprise a number of different organisations such as environmental and social charities, statutory bodies, and academic institutions. The partnership meets at least biannually and provide expert advice to the programme board to aid with decision making and delivery. The Stour Valley partnership includes both the Programme Board members and the Stour Valley Partners.

Task and Finish Groups will be created to deliver timebound projects that contribute to our long term aims and objectives. They may comprise of organisations from the stour Valley partnership as well as other experts. The task and finish groups will report to the Programme Board via the Secretariat or through a Project Lead within the Task and Finish Groups.

The Secretariat is responsible for managing the governance and communications within of the Stour Valley partnership.

The programme will be governed in line with the National Trust project management framework and layered with BCP and DC governance structured to ensure meaningful collaboration with partners.

Appendix 3 - Accessible Impact Assessment & Table of Recommendations

The table relates to the climate and ecology table in section3 and provides the impacts and recommendations.

ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	No known impact
Buildings & Assets	No known impact
Transport	major positive impact
Green Economy	No known impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	major positive impact
Water	major positive impact
Resilience and Adaptation	major positive impact

Corporate Plan Aims	Impact
Prosperity	neutral
Stronger healthier communities	strongly supports it
Sustainable Development & Housing	neutral
Responsive & Customer Focused	neutral

TABLE OF RECOMMENDATIONS

Recommendations	Responses -will this be incorporated into your proposal? How? And if not, why not?
Energy consider opportunities to generate renewable energy on the land	This will be considered during implementation stage for each area/project as a consideration.

<p>Buildings & Assets</p> <p>No recommendations found for this category</p>
<p>Transport</p> <p>No recommendations found for this category</p>
<p>Green Economy</p> <p>No recommendations found for this category</p>
<p>Food & Drink</p> <p>No recommendations found for this category</p>
<p>Waste</p> <p>No recommendations found for this category</p>
<p>Natural Assets & Ecology</p> <p>No recommendations found for this category</p>
<p>Water</p> <p>No recommendations found for this category</p>
<p>Resilience & Adaptation</p> <p>No recommendations found for this category</p>

9 Background Papers

None

Recommendation to Cabinet 5 September 2023

From Place and Resources Overview Committee on 27
July 2023

Dorset and BCP joint Local Transport Plan 4 development

For Decision

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

Local Councillor(s):

Executive Director: J Sellgren, Executive Director of Place

Report Author: Owen Clark

Title: Strategic and Policy Team Manager

Tel: 01305 228227

Email: owen.clark@dorsetcouncil.gov.uk

Report Status: Public

Recommendation:

1. That Cabinet considers the report and notes the comments of the Place and Resources Overview Committee on the approach for the development of the new joint LTP4, as set out in the minute extract of the meeting.
2. That responsibility for the development of the new joint LTP4 is delegated to the Corporate Director Economic Growth and Infrastructure and Portfolio Holder for Highways, Travel and Environment.
3. That the meetings of the Joint Governance Board be conducted openly and that councillors are able to attend meetings to listen to the discussion and ask questions.

Appendices

Appendix 1 – Report to Place and Resources Overview Committee on 27 July 2023 - Dorset and BCP joint Local Transport Plan 4 development (includes appendices A, B and C).

Appendix 2 – Extract of the draft minutes of the Place and Resources Overview Committee on 27 July 2023.

Background papers

[Agenda for Place and Resources Overview Committee on Thursday, 27th July, 2023, 10.00 am - Dorset Council](#)

Place and Resources Overview Committee

27 July 2023

Dorset and BCP joint Local Transport Plan 4 development

For Recommendation to Cabinet

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

Local Councillor(s):

Executive Director: J Sellgren, Executive Director of Place

Report Author: Owen Clark
Job Title: Strategic and Policy Team Manager
Tel: 01305 228227
Email: owen.clark@dorsetcouncil.gov.uk

Report Status: Public

Brief Summary:

Our current joint Local Transport Plan (LTP3) was published in 2011. Many new challenges now face the area and a new LTP is required to set out a long-term vision for moving around Dorset safely and sustainably and make the strategic case for transport investment. Work has now commenced on preparing a new joint Dorset Local Transport Plan with BCP Council. This report sets out our joint approach to developing the new LTP4 and the key milestones through to planned adoption in spring 2025.

Recommendation:

The Committee considers this report and provides comments on the approach for the development of the new joint LTP4.

The Committee recommend to Cabinet that responsibility for the development of the new joint LTP4 is delegated to the Corporate Director Economic Growth and Infrastructure.

Reason for Recommendation:

To provide the committee with an overview of the council's approach to developing the joint LTP4 and seek to engage the committee at an early stage of development so that their comments can support the development of the new plan.

That decision making is delegated to the Corporate Director Economic Growth and Infrastructure for the development of the new joint LTP4 to ensure that decisions are effective and timely.

1. Report

- 1.1 Dorset Council as the Local Transport Authority (LTA) has a statutory duty to develop and deliver a Local Transport Plan (LTP) ([Transport Act, 2000](#)).
- 1.2 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.
- 1.3 LTP3 covers the geographical area of Dorset Council (formerly East, West and North Dorset, Purbeck, and Weymouth and Portland Councils) and BCP Council area (formerly Bournemouth, Christchurch and Poole Councils).
- 1.4 While the core vision and goals of LTP3 are still relevant today, there are many new challenges facing the area meaning a new joint LTP4 is required to set out a long-term vision for moving around Dorset safely and sustainably. Some of the most significant changes include:
 - (a) Brexit
 - (b) COVID-19 pandemic
 - (c) Increased understanding of threats posed by climate change and biodiversity loss
 - (d) Local Government Reorganisation in 2019
 - (e) Development of a Dorset wide Local Plan
 - (f) Rapid emergence of new technologies and advancement in digital connectivity

Appendix 1

- 1.5 The new joint LTP must respond to the governments priorities which are to improve connectivity and grow the economy; improve transport for the user and ensure that the network is safe, reliable and inclusive; and reduce carbon emissions, improve air quality and improve public health and activity levels. Government policy seeks to get more people walking, cycling and using public transport, and the integration of all modes of transport. A key objective through all government policy is reducing carbon emissions and achieving the 2050 net zero target.
- 1.6 LTP4 must also support the delivery of our regional and local priorities which focus on improving the lives of people as well as protecting and enhancing our local places. These include:
- (a) Dorset Councils Delivery Plan 2022-2024 five key priorities: driving economic prosperity, creating stronger, healthier communities, creating sustainable development and housing, protecting our natural environment, climate and ecology and becoming a more responsive, customer focused council.
 - (b) Natural Environment, Climate and Ecology Strategy (2023-25) - The new LTP must urgently respond to the challenges posed by climate change and biodiversity loss. This will require a swift and significant reduction in carbon emissions from transport to meet the council's target to achieve a Carbon Neutral Dorset by 2050.
 - (c) Dorset Local Plan - Aligning the local plan and new LTP closely together will mean that a sustainable, vision-led, mutually supportive approach to development and transport will be embedded across local policy.
 - (d) Western Gateway Sub-National Transport Body Strategic Transport Plan - Themes surround travel choice, carbon reduction, social mobility, productivity, and growth.
- 1.7 Government is currently preparing new LTP Guidance for Local Transport Authorities. Previous guidance was last published in 2009. The new guidance is expected to be published in summer 2023, having initially been stated for release in Spring 2022. A joint response to the consultation will be prepared and submitted by Dorset Council and BCP Council. The new LTP will be developed to comply with the new LTP guidance once published by Government.

2. Overview of our approach creating LTP4

- 2.1 The Government's [Transport Decarbonisation Plan](#) published in 2021 signalled a shift in transport planning away from a 'predict and provide' model towards a vision-led approach to planning.
- 2.2 The 'predict and provide' model uses historical traffic and socio-economic trends to determine the future need for infrastructure. This traditional approach has been used to forecast the transport needs of the future within Local Transport Plans. However, it is now considered outdated and not well suited to shaping the transport needs of the future and avoiding the over-provision of highway infrastructure and the continuation of car borne development.
- 2.3 Vision-led approaches instead agree what outcomes the LTP should achieve and then plan how to deliver these. A vision-led approach is to be adopted for the new LTP. Visioning is central to high quality place-making, creating better places to live, work and visit. This new approach will communicate our future vision for the local area and the role of transport to deliver the places that our communities want to live and work in. By adopting a vision led approach the LTP will build consensus about the changes that are necessary and how they will be achieved to deliver sustainable development, better quality of life and economic growth.
- 2.4 Central to a vision-led place-based approach is better alignment with spatial planning. BCP and Dorset's next Local Plans are currently emerging, and this is a good opportunity to align the progression of these documents with the development of LTP4. Collaboration between LTP4 and Local Plans for BCP and Dorset has the potential to ensure that development allocations are situated in sustainable locations. Well planned spaces will avoid unnecessary car trips, creating spaces where homes, workplaces and access to facilities are all within easy access of one another. It is expected that this greater alignment will be a requirement in government's new LTP guidance to be published in the summer 2023.
- 2.5 Developing the LTP will involve several distinct phases of work. These are briefly described in Appendix A.
- 2.6 The new LTP will be developed upon a strong evidence base, including:
 - (a) A review of LTP best practice
 - (b) A review of the joint LTP3
 - (c) Analysis of people, place and activity data
 - (d) Carbon baselining

Appendix 1

(e) Production of an Issues and Opportunities report

(f) Issues and Opportunities engagement

2.7 A quantified transport carbon baseline will be prepared as a key part of the evidence base for LTP4. This will identify the current carbon gap based on estimates of current and future transport emissions. This will add to our understanding of the scale of the challenge and be used to develop a local transport carbon reduction pathway. Carbon will also be considered within the assessment framework used to generate and appraise the interventions. Analysis of carbon impacts is a new and evolving area and the council looks forward to receiving the Governments Quantifiable Carbon Reduction Guidance which is to be published alongside the new LTP guidance in the summer 2023.

2.8 There will be member, public and stakeholder engagement throughout the development of the new LTP. A joint engagement and consultation plan will be developed to set out how this activity will be undertaken and the methods that will be used. This will include public and stakeholder engagement on the Issues and Opportunities report and a public consultation on the draft LTP. An example list of stakeholders is provided in Appendix B.

2.9 The current LTP document is very detailed and comprehensive but is also somewhat inaccessible for the majority of audiences. The intention for the new joint LTP4 is to create a short and concise strategy document that is accessible and clearly indicates the transport vision for the Dorset area. This will be accompanied by individual implementation plans for the Dorset Council area and BCP Council area.

3. **Governance**

3.1 To ensure that decision making is effective and timely, it is requested that delegation of decision making within Dorset Council for the development of the new joint LTP4 is passed to the Corporate Director Economic Growth and Infrastructure.

3.2 A joint LTP4 Governance Board will be established, consisting of the Portfolio Holders, Lead Members and Corporate Directors from Dorset Council and BCP Council. This Board will meet quarterly to review progress and provide joint leadership throughout the preparation of the new joint LTP4.

3.3 A joint LTP4 Management Board including senior officers responsible for the production of the new LTP will meet monthly. It is tasked with programme management to ensure that progress is maintained, risks are managed, and resources are used in the most effective manner.

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- 3.4 The council's Cabinet will be responsible for making its recommendation on the new joint LTP to full council and delegation of decision making for the development of the new joint LTP4 to the Corporate Director Economic Growth and Infrastructure.
- 3.5 Full Council is responsible for the adoption and approval of the new joint LTP4 as a key plan and strategy of the Council.
- 3.6 Wider member involvement in the development of the new joint LTP will be enabled through a series of member webinars. These will be organised with Democratic Services to ensure members can input at key stages in the process.

4. Key Milestones

- 4.1 An outline timetable is set out below to show the main milestones:

Autumn 2022 – Summer 2023	Programme set-up, LTP3 review, evidence gathering and baselining
Summer 2023 – Autumn 2023	Vision setting, objectives and targets
Autumn 2023	Issues and Opportunities Engagement
Autumn 2023 – Spring 2024	Strategy development
Spring 2024 – Summer 2024	Implementation plan development
Autumn 2024	Draft LTP4 consultation
Spring 2025 – Summer 2025	Adoption of new LTP

- 4.2 This timetable is indicative and subject to the publication of the Government's new LTP guidance and Quantifiable Carbon Reduction Guidance in Summer 2023. The publication of the new LTP guidance has been delayed by over 12 months and further delays would pose a risk to the programme.

5. Financial Implications

- 5.1 Dorset Council receives an annual Integrated Transport Block capital allocation of £1.9m for local transport scheme improvements.

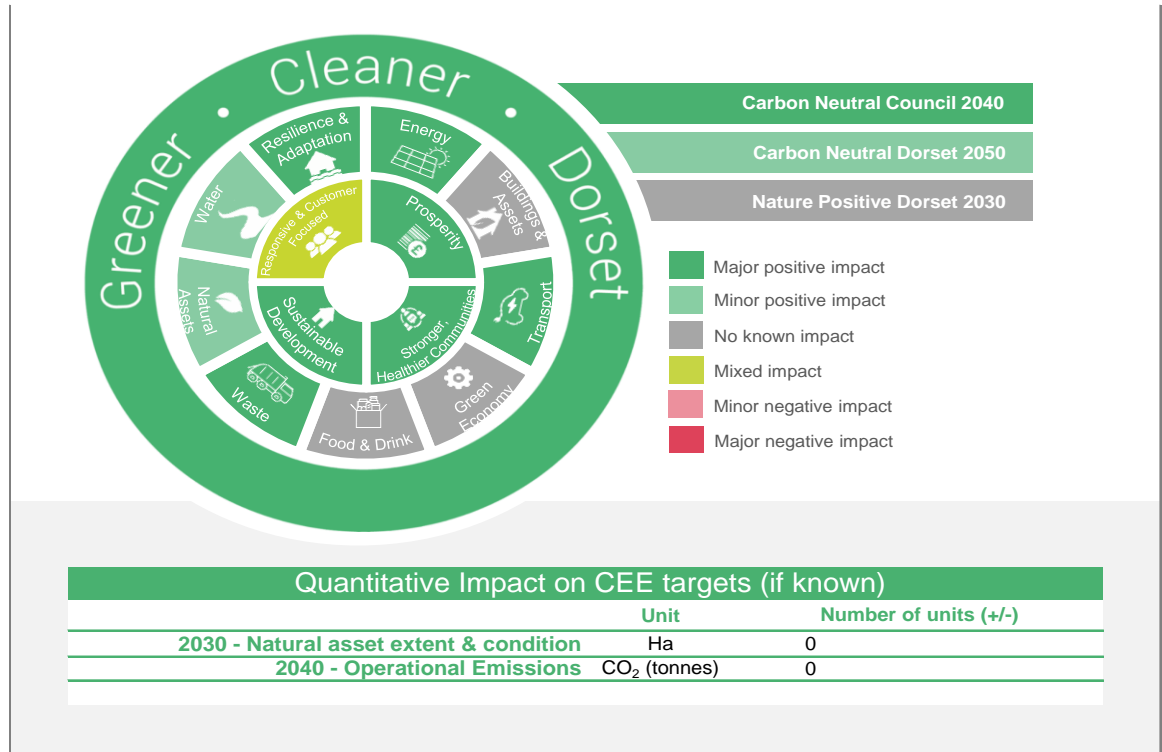
Appendix 1

- 5.2 A new LTP will make the strategic case for transport investment in the area to enable Dorset and BCP councils to build on the success of the previous LTP3.
- 5.3 Having an up to date and clear LTP which aligns with government policy will enable Dorset Council to maximise income from external bidding opportunities.
- 5.4 The cost of preparing a new LTP will be accommodated within existing budgets and from a capacity grant provided by government specifically for developing the LTP. The process will involve a balance of officer time supported by external consultants where necessary.

6. **Natural Environment, Climate & Ecology Implications**

- 6.1 Dorset Council has published its 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.
- 6.2 Through the next LTP and Dorset's Natural Environment, Climate and Ecological Strategy and Action Plan, the council will seek to change how people travel to reduce carbon emissions by:
 - (a) Making walking, cycling, wheeling, and public transport the natural first choice for all who can take them
 - (b) Substituting the need to travel through integration of transport and spatial planning and the roll-out of digital infrastructure and services
 - (c) Delivering the infrastructure needed to support alternative fuels and electric vehicle charging
- 6.3 As set out in 2.7, the analysis of carbon emissions will be considered throughout the development of the new LTP.
- 6.4 The new joint LTP will also consider the impact of transport on the natural environment and biodiversity. It will include actions to conserve and enhance biodiversity, aligned with the Natural Environment, Climate and Ecological Strategy and Action Plan.
- 6.5 A completed Natural Environment, Climate & Ecological decision wheel is provided in figure 1. A copy of the Accessible Table of Impacts and completed Table of Recommendations is provided in Appendix C.

Figure 1 - Natural Environment, Climate & Ecological Decision Wheel Summary



- 6.6 The following points are noted regarding the decision wheel outputs:
- (a) The new LTP could have a major positive impact on three of the council’s key priorities (Prosperity, Stronger and Healthier Communities, and Sustainable Development). A mixed impact is shown regarding becoming a more responsive customer focussed organisation.
 - (b) The new LTP could have a major positive impact on the council becoming net zero in its operations by 2040. The tool likely underestimates the potential impact on Dorset becoming net zero by 2050, recording the impact as minor positive. Transport is Dorset’s second largest source of carbon emissions, responsible for 27% of emissions, and the new LTP will seek to significantly address this.
 - (c) A major positive impact is considered likely on four of the Natural Environment, Climate and Ecology Strategy missions (Transport, Waste, Energy and Reliance and Adaptation). Positive impacts are also noted on water and natural assets. However, the tool likely overestimates the positive impacts on waste from the changes to

highways operations using recycled and innovative low energy road surfacing materials and processes. No impact on buildings and assets has been identified, but LTP4 will have a significant impact on highways assets and infrastructure. No impact on the green economy has been identified, but LTP4 will have a positive impact by encouraging the uptake of alternative fuelled road vehicles and the installation of associated infrastructure.

(d) The carbon savings are unknown at this stage of development of the new joint LTP, but the long-term impact is likely to be very significant.

7. **Well-being and Health Implications**

7.1 Improving well-being and health through the promotion of active travel will continue to be a key objective of the LTP. Encouraging active modes of transport such as walking, cycling and wheeling will have significant public health benefits including improving air quality, encouraging active lifestyles, the benefits of sunlight to health and wellbeing, overall leading to positive impacts on both mental and physical health.

8. **Other Implications**

N/A

9. **Risk Assessment**

9.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

10. **Equalities Impact Assessment**

10.1 Statutory impact assessments will be undertaken within phase six of the LTP development programme. Instead of individual assessments, an Integrated Impact Assessment will combine Strategic Environmental Assessment, Health Impact Assessment, Equalities Impact Assessment, and Habitats Regulation Assessment.

11. **Appendices**

Appendix A – Summary of main LTP development phases

Appendix B – Example engagement and consultation stakeholder list

Appendix 1

Appendix C - Accessible Table of Impacts and Table of Recommendations

12. **Background Papers**

Link to LTP3 Core Strategy, supporting documents, and implementation plans:

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

Appendix A Summary of the main LTP development phases

Phase 1 - Review of previous LTP: A review of the previous LTP is an important first step towards the creation of the next LTP. The retrospective look back identifies progress and what has been achieved, details of financial investment, and helps to identify what has changed since the previous LTP was written.

Phase 2 - Project set up: Establishes governance arrangements and roles and responsibilities. Consideration of approach to engagement and consultation and the needs of all sectors of the community, business, and services.

Phase 3 - Determining the scope of the LTP: Consideration of local, regional, national, and international transport policies, strategies, programmes and plans. Also, consideration of non-transport policy area including digital connectivity and spatial planning including relevant Local Plans, masterplans and strategies as well as those of neighbouring authorities. Integration of current modal strategies including Bus Service Improvement Plans (BSIPs), Local Cycling and Walking Investment Plans (LCWIPs), local EV charging (chargepoint) strategies, Local Highways Asset Management Plans, and Rights of Way Improvement Plans (ROWIP).

Phase 4 - Evidence, analysis and baseline creation: evidence gathering to further our understanding of our people, places and the activities undertaken within the area. Preparation of a transport carbon baseline as a key part of the evidence base to identify the current carbon gap based on estimates of current and future user emissions. Preparation on an Issues and Opportunities report setting out the main issues, challenges and opportunities to be explored within LTP4.

Phase 5 - Developing the LTP vision and objectives: Establish a clear vision for the future of Dorset and the role of transport in delivering it, and the outcomes the plan is seeking to achieve. The vision will be consistent with local and regional priorities and national ambitions and policies for reducing environmental impacts, levelling up and growth, and improving the experience of transport users. Set specific objectives and associated targets to enable progress to be monitored and evaluated.

Phase 6 - Strategy development: Long-listing of potential interventions which could deliver change and contribute toward the vision and objectives. A wide range of options and packages of interventions will be considered at this stage. This long-list will be appraised to produce a short-list which best deliver the LTP objectives. The option appraisal will identify, challenge and remove interventions which are out of step with the objectives. Undertake statutory assessments to

Appendix 1

demonstrate how the LTP will improve quality of life, access for all, environmental commitments and reducing health inequalities.

Phase 7 - Implementation plan: development of a pipeline of interventions, including details related to costs, resources, and delivery partners, to be delivered for a period two to five years. Consideration of different funding scenarios and funding sources.

Phase 8 - Monitoring and Evaluation plan (M&E): Consideration of approach to process evaluation and monitoring data to track progress against the intended outputs and targets. Preparation of the M&E plan.

Appendix B – Example Engagement List

- Councillors
- Town and Parish Councils
- Western Gateway Sub-national Transport Body (STB)
- Neighbouring authorities
- Public Health Dorset
- Businesses and employers
- Residents
- Active Travel England
- Freight users and operators
- Public transport operators
- Transport user groups
- Transport Action Groups
- Network Rail (Great British Railways once established)
- Train Operating Companies (TOCs)
- National Highways
- Highways maintenance contractors
- Emergency services
- Local Access Forums and accessibility groups
- Disability groups
- Environmental groups
- Road users such as motorists, taxi and private hire vehicle drivers, motorcycle groups
- Utility companies including digital providers
- Local road safety groups
- Community rail partnerships
- Other transport industry groups
- Schools
- Local NHS and health care
- Bournemouth Airport
- Port of Poole and Portland Port
- Jobcentre Plus
- Dorset LEP
- Professional bodies
- Representatives of older people
- Representatives of children and young people
- Representatives of women's groups
- Trade Associations

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- Visit Dorset and Tourism Association
- Youth Forums

Appendix C - Accessible Table of Impacts and Table of Recommendations

Table C1 - ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact	Corporate Plan Aims	Impact
Energy	Major positive impact	Prosperity	Major positive impact
Buildings & Assets	no known impact	Stronger healthier communities	Major positive impact
Transport	Major positive impact	Sustainable Development & Housing	Major positive impact
Green Economy	no known impact	Responsive & Customer Focused	Mixed impact
Food & Drink	no known impact		
Waste	Major positive impact		
Natural Assets & Ecology	Minor positive impact		
Water	Minor positive impact		
Resilience and Adaptation	Major positive impact		

Table C2 - TABLE OF RECOMMENDATIONS

Recommendations	Responses -will this be incorporated into your proposal? How? And if not, why not?
Energy	
No recommendations found for this category	
Buildings & Assets	
No recommendations found for this category	
Transport	
No recommendations found for this category	
Green Economy	
No recommendations found for this category	
Food & Drink	
No recommendations found for this category	
Waste	
No recommendations found for this category	
Natural Assets & Ecology	
Use the opportunity to bring land into positive management (See links below for more information)	Dorset Highways aims to reduce the environmental impact of its highways operations by using innovative low energy road surfacing materials and processes, and ensuring that works maximise opportunities to deliver biodiversity net gain. Work will be undertaken with relevant services to identify locations where the biodiversity of a protected site is being damaged by

Appendix 1

	nitrogen deposition from road transport and develop interventions to reduce/prevent damage.
Use the opportunity to create a new or protect existing marine habitats	Engagement activities will be undertaken with Portland Port and Port of Poole as part of the LTP4 development process.
Water	
No recommendations found for this category	
Resilience & Adaptation	
No recommendations found for this category	

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Extract from draft minutes of Place and Resources Overview Committee on 27 July 2023

Dorset and BCP joint Local Transport Plan 4 development

The committee received and considered a report of the Strategic and Policy Team Manager which provided an overview of the preparations for the new joint Dorset Local Transport Plan 4 (LTP4) with Bournemouth, Christchurch and Poole Council (BCP Council) and set out the joint approach to developing the new plan and the key milestones through to planned adoption in spring 2025. The committee was invited to consider the report and provide comments on the planned approach.

The Strategic and Policy Team Manager gave a presentation to provide an overview of the key issues. He also noted wording to be added to the end of recommendation 2 as set out in the report as follows: "...and Portfolio Holder for Highways, Travel and Environment."

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

- Support was expressed across the committee for the plans for the new Local Transport Plan including the move to vision-led planning to improve the lives of people and close links and alignment with the emerging local plan
- The importance of considering where development including housing was put, was noted
- A suggestion was made that meetings of the Joint Governance Board be conducted openly and that councillors were able to attend to listen to discussion and ask questions. It was noted that this could be considered
- The importance of communication and engagement was considered in terms of addressing the challenges faced and changing behaviours. A communications and engagement strategy was to be developed and these issues discussed with the public and stakeholders
- The Climate Executive Advisory Panel was to be convened to include discussion in these areas
- The timescale for receiving awaited guidance from government in this area, was discussed and the potential impact this could have on the timetable for the adoption of the plan. In the meantime, work was being undertaken including data gathering to assess priorities
- Issues around the Bus Service Improvement Plan were considered, including discussions taking place with local MPs, and work in this area continued, although it was noted this was separate to the LTP process. A bus user and stakeholders' group was in place which councillors could feed comments into
- The alignment of public transport timetables was being considered
- The need to work closely with planning and housing was recognised in terms of transport planning and the need to consider the promotion of schemes such as community car schemes to get people to essential services. It was acknowledged that the emerging local plan and LTP needed to be fully integrated
- The different needs and challenges of the Dorset Council and BCP Council areas were recognised and it was noted that there would be two separate implementation plans

Appendix 2

- A point was noted that safe transport for women and girls was a principle that should run through development of the plan
- The approach to collecting evidence and data in the development of the plan was discussed
- The engagement list would be reviewed and developed.

The Chairman read out the recommendation including the addition of the wording “...and Portfolio Holder for Highways, Travel and Environment’ to the end of recommendation 2. In addition, the Chairman noted that a recommendation would be included that meetings of the Joint Governance Board be conducted openly and that councillors were able to attend meetings to listen to the discussion and ask questions.

It was proposed by S Jespersen seconded by V Potheary.

Recommendation to Cabinet

1. That Cabinet considers the report and notes the comments of the Place and Resources Overview Committee on the approach for the development of the new joint LTP4 as set out in the minute extract of the meeting.
2. That responsibility for the development of the new joint LTP4 is delegated to the Corporate Director Economic Growth and Infrastructure and Portfolio Holder for Highways, Travel and Environment.
3. That the meetings of the Joint Governance Board be conducted openly and that councillors are able to attend meetings to listen to the discussion and ask questions.

Cabinet

5 September 2023

Home in on Housing: Dorset Council's role and response for the new and emerging Housing Strategy

For Decision

Portfolio Holder: Cllr J Somper, Adult Social Care, Health and Housing

Local Councillor(s): All

Executive Director: V Broadhurst, Executive Director of People - Adults

Report Author: Andrew Billany
Job Title: Corporate Director for Housing
Tel: 01305 224247
Email: andrew.billany@dorsetcouncil.gov.uk

Report Status: Public

Brief Summary:

Housing serves as the foundation upon which individuals and families can establish themselves, contributing to their overall well-being, stability, and ability to thrive. Within Dorset Council, Housing is a demand led service and in recent years has seen additional demand at its front door, with associated rises in costs and reduction on the availability of housing adding pressure to our work. There are also other aspects of work across disciplines in Dorset which are increasing the emphasis for Housing, with Health, Public Health, Social Care and Economic strategies all identifying the need for people and families to have an affordable and suitable home. This requires the Housing service to approach current and ongoing challenges in a way which keeps pace with the demands, finds solutions and plans ahead to prevent pressures.

The purpose of this report is to provide information on the current and future housing landscape to support forthcoming discussions and decisions relating to budget setting and the new Housing Strategy in December. It is also to consider the recommendation to take next steps to develop a Housing Board with political leadership supported by a Housing Programme Board.

Recommendation:

- i) The Cabinet acknowledges and reinforces the important role of Housing as a key and cross-cutting priority within our Council Plan, understanding the current landscape, challenges, and the importance of maintaining and developing a robust plan to mitigate these pressures.
- ii) The Cabinet approves the establishment of the Housing Board and endorse its objectives and composition. This initiative will contribute significantly to our efforts in meeting the residential needs across multiple portfolios. This will also involve a Housing Programme Board, with involvement from Senior and Corporate leadership roles to ensure delivery of objectives and effective implementation.

Reason for Recommendation:

Housing is one of the key priorities in the Dorset Council Plan and a priority for all Dorset Council residents.

With increasing demand, cost and a scarcity of good quality affordable housing, we need to transform the way in which the Council supports residents with housing needs. We are developing a new plan, subject to consultation and approval, with the intention to deliver an exciting and bold housing strategy.

The demand for comprehensive and integrated solutions to housing-related challenges has become increasingly evident. The scale of our ambition for Housing requires a cross-council and multi-agency approach. By establishing a Housing Board, we will harness the collective expertise and resources to develop holistic solutions, involving partners as well as using our internal resources and expertise. We recognise the immensely important contribution made by social and private landlords alike, and work with them, across sectors, to enable constructive and strong outcomes from their perspective, as well as for tenants and other residents.

1. Introduction

- 1.1 Access to suitable housing is fundamental to ensuring the well-being of our residents. Adequate housing provides shelter, security, and a sense of belonging, which are essential for fostering community cohesion and individual growth. Without stable housing, residents face increased stress, health risks, and limited opportunities, hindering their ability to settle and prosper.
- 1.2 We believe Dorset's residents should have the most secure form of housing possible. They should live in well-designed and well-built homes

which meet their needs. Homes which are maintained to a decent standard and are accessible.

- 1.3 Sustainable development and improving homes play key roles to support our economic growth. It is important that our homes are well connected to places of employment, education, care, and other community facilities.
- 1.4 [Our new Housing Strategy is currently out to consultation](#) and we will be bringing back a compelling, bold and ambitious strategy to our December Cabinet. This will enable us to take on board the many comments from residents and stakeholders.

2. **Background**

- 2.1 More than half of the area is classified as an Area of Outstanding Natural Beauty. This makes Dorset a popular place to be, and to retire to. It often features in the top ten places to buy a second home, or a holiday let accommodation. This creates pressures on the local housing market. With national pressures on affordability, coupled with the average Dorset house price being 11 times more than the national average salary, this has put owning a home out of reach for many working age residents. This is also challenging for our younger residents, wishing to stay as well as wanting to return to the area after further education outside of Dorset.
- 2.2 Dorset is a non-stock holding council. We are a strategic housing authority with an enabling function.
- 2.3 Our role is to support our Registered Providers (Housing Associations) to deliver new homes. We do this by:
 - i) allocating government grants.
 - ii) Identifying suitable development sites.
 - iii) helping to provide new affordable homes and specialist accommodation on council owned land.
 - iv) supporting landlords to rent their homes.
- 2.4 This means that new affordable homes are mainly delivered by local Registered Providers of Social Housing – commonly operating as Housing Associations. We agree nomination agreements with them to make sure that new social rented housing goes to those with the greatest need, and to make sure the best use is made of the existing 20,000 socially rented homes.

2.5 Our role in housing also includes to:

- i) plan, secure funding, and deliver infrastructure to support housing delivery. For example, schools, transport links, and recycling and waste provision.
- ii) work with partners and central government on potential new communities and regeneration projects.
- iii) coordinate and commission on crosscutting issues. For example, homelessness prevention, improving health and wellbeing, maintaining good housing standards across tenures and a small programme to resettle refugees.
- iv) lead and coordinate safe accommodation and support for survivors of domestic abuse.
- v) work with private landlords to support them in providing homes and tenancies at a good and affordable standard, taking enforcement action when necessary but focusing primarily on support and encouragement of their provision of homes for rent.

2.6 Our work on housing in serving our communities spreads across many different teams in the council including Adult Social Services, Children's Social Services, Homelessness Services, Planning, Finance and Assets & Property.

3. **Demand Management**

3.1 We have seen increasing demand and cost pressures, with year-on-year growth. Since 2020, the cost of homelessness and responding to housing need has risen by 38%. This is related to the delivery of our statutory obligations, as well as to support our own plans and priorities. The rise in demand, pressure on supply and rise in costs is a common issue across the country, and there are factors we share in the South West such as the mismatch between rent levels and average incomes. Strong performance to manage costs has kept this increase below what is being experienced in other parts of the country. If we continue on this trajectory, without intervention, and following patterns in other parts of England, by 2030, the cost will be five times higher than it was in 2020 at £23m. Continuing without necessary change is not an option, and our new Housing Strategy will set out what we will do to mitigate and deal with those pressures and to deliver cost-effective solutions for people and families in housing need.

3.2 This demand is being driven from:

- i) Population growth in Dorset has risen by 15,000 in the last 10 years to 380,000 and is expected to rise to almost 400,000 by 2030. Housing is an important priority for all residents within Dorset. Many within this population are older residents who will need supported and extra care accommodation, adding to the complexity of housing need.
- ii) Demand for social and affordable housing – we currently have 4957 households on the housing register and are receiving up to 400 new applicants per month. Demand for private rented housing is also high, with limited supply being a pressure.
- iii) Homelessness approaches are increasing. In 2022/23 we had 3996 households approach us as being homeless or at risk of homelessness. This is 600 more than the previous year.
- iv) Currently, we have 334 households in temporary accommodation, of which 88 are in bed and breakfast. The total cost of temporary accommodation for 2022/23 was £4.512m, 40% higher than it was for 21/22. This increase is despite the strong performance to reduce the number of households in B&B (from a peak of over 150 during the pandemic) and shows the high 'cost per unit' and how this is rising rapidly.
- v) Increased inflation – the average B&B placement now costs £560 per week. This has doubled from 2021. The Local Housing Allowance rate is frozen, so any increase in temporary accommodation is an additional cost borne by the Council.

3.3 We have put in place interventions to help stabilise the current demand and cost trajectory, which is having a positive impact but is not the full solution. Some of the work to date has included:

- i) Bed & Breakfast reduction plan – although we are seeing an increase in demand for B&B placements, the numbers of people and families are gradually reducing. Work by the Housing solutions and Homelessness Teams focussing on prevention is having a positive impact.
- ii) Homelessness and Rough Sleeper Strategy – this work is focussed on the prevention of current and future numbers of homelessness.

The teams are working with this cohort to intervene much earlier and prevent crisis.

- iii) Increasing the number of suitable temporary accommodation available. We have recently acquired and refurbished Westview in Blandford which will provide 6 units of temporary accommodation.
- iv) Long-Term Empty Property Programme – we are using capital funding to bring empty properties back into use.
- v) Working with developers and Registered Providers of Social Housing to build new affordable homes in Dorset. In 22/23, 664 new homes were built – this was our best performance to date. We are working to deliver similar numbers of new homes in the coming years, but Registered Provider Development Programmes are being challenged by the need for them to invest in their existing homes, and rising standards relating to areas such as damp and mould and fire safety.
- vi) Ensuring good housing standards across sectors, with a team in place to encourage best practice from landlords and to take enforcement action when necessary. This helps to maintain good standards of housing across tenures – private and social rented tenancies primarily - and to prevent problems occurring such as ill health, overcrowding, eviction, breaches of tenancy agreement and poor energy efficiency. We also work with private landlords to encourage and enable them to rent homes to people in Dorset.
- i) We have to be bold and ambitious to fully meet the challenges we face now but also in the future. Investment Strategy

Investment in the right resources to find solutions for those in housing need. Finding the right home at sustainably affordable rates is essential if we are to prevent or deal with homelessness and housing need. This is also necessary if the right housing is to be available for those households who want to own or rent their own homes without having to join our Housing Register and who may fall outside of the highest priority. Investment in a balanced strategy for housing, across our communities, is necessary – taking into account a broad range of housing need and finding solutions across tenures and sectors.

- ii) Prevention

Investment in preventing homelessness and escalating housing need. Whenever we prevent homelessness, and the need for temporary accommodation, this helps people and families in that position but also saves considerable sums. Preventing homelessness and enabling people and families to find their own accommodation is a key plank of our approach.

iii) Council powers and levers

We work to enable and encourage the right homes in the right places at the right cost. We use Housing expertise, Planning, Resources and Assets and lever in of grants and external investment. An example of the financial benefit of combining our interventions can be shown in the size of investment demonstrated by 664 new affordable homes being built last year. Based on April 2023 figures for the whole of Dorset, house prices have an average valuation of £286,000 per property. This shows investment of £190 million from a combination of Registered Provider financing and Homes England Grant. We also lever in grants to deliver a smaller number of new homes directly in areas where the Registered Providers are not able to respond – such as the Rough Sleeper Accommodation Programme. We work with Registered Providers to find the best solutions from existing housing stock, to support people waiting on the Housing Register.

4. **Housing Strategy**

4.1 Our Housing Strategy is currently out to consultation. We aim for the strategy to identify ways to balance demand pressures and we propose four key objectives that we want to achieve:

i) Housing Need

Enabling residents to live safe, healthy, independent lives in homes that meet their needs. We will work with partners and use our expertise to provide a selection of housing and support services that promote healthy, safe, and independent lives.

ii) Housing Supply

Driving the delivery of homes people need and can afford to live in. We aim to increase the supply of affordable and social housing, working with Registered Providers of Social Housing. This will help to ensure that all

residents in Dorset have access to high-quality housing that is affordable to buy or rent.

iii) Housing Standards

Improving the quality, standard, and safety of homes. We are committed to improving the quality of housing for everyone by forming strong partnerships, using resources wisely, and making sure that regulations are enforced.

iv) Prevention of Homelessness

Support, at the right time, to people in crisis to prevent homelessness. We recognise that we need to offer a range of housing options for people in crisis, and we are committed to tackling homelessness by providing support and assistance to help people find suitable long-term housing solutions. By working together and focusing on these key objectives, we can create a more sustainable and prosperous Dorset.

- 4.2 Our draft Strategy aims to bring all our work on housing together. Once approved, this will enable us to set goals and objectives on housing and to work with partners for the benefit of our residents.
- 4.3 We will report back to Cabinet in December with the findings from the public consultation a final draft of our strategy for approval.

5. **Housing Board**

- 5.1 The overlapping nature of housing, property management, finance, adult social care, and children's services requires a unified approach.
- 5.2 By establishing a Housing Board, we aim to harness the collective expertise and resources across these portfolios to develop holistic solutions and the right decisions for the Council, as well as the people and families in need of a home.
- 5.3 The Housing Board's role and responsibilities are set out in Appendix One.

6. **Financial Implications**

- 6.1 Housing is seeing an increase in demand and a lack of available suitable accommodation to meet need. This is ultimately meaning an increase cost pressure.

6.2 Dorset Council has allocated £19.4m of capital towards housing projects in the period 2023/24 to 2026/27

Capital

Project Name	Total 23/24 Project Budget	2024/25	2025/26	2026/27	Total Project Budget (Up to 27/28)
	£'000	£'000	£'000	£'000	£'000
Rough Sleepers Accommodation Programme Phase 2	262	0	0	0	262
Compulsory Purchase of Long Term Empty Properties	385	0	0	0	385
Acquisition of temporary accommodation	933	0	0	0	933
Housing Capital Project Fund	1,966	1,965	1,965	1,965	7,861
Capital Funding for Annual Developments (housing)	3,000	0	0	0	3,000
Acquisition of Long Term Empty Properties	600	600	600	600	2,400
LAHF – Temporary Accommodation	4,571	0	0	0	4,571
	11,717	2,565	2,565	2,565	19,412

6.3 Dorset Council also a revenue budget for Housing of £4.1m which is not currently sufficient to meet demand. Although performance in preventing homelessness is strong, Housing has reported a position where

expenditure is above that level consecutively for the past three years, due to rising pressures from demand, costs above inflation and scarcity of available housing.

6.4 Investment in the Housing service is required to stabilise the current cost and demand trajectories. This work will be presented through the budget setting process for 2024/25 and beyond.

6.5 There are no financial implications linked directly to decision within this paper, but it is acknowledged that the upcoming budget and housing strategy considerations will include plans to mitigate and manage costs effectively in an increasingly challenging environment.

7. Natural Environment, Climate & Ecology Implications

7.1 We understand that the environment plays a critical role in our quality of life. Our housing strategy is aligned with our broader environmental goals. It is important to balance development with the need to maintain the character and integrity of our natural environment. Working with our partners to ensure that new homes are designed and built to the highest environmental standards.

7.2 We have a Natural Environment, Climate and Ecology Strategy. This sets a clear ambition for a carbon neutral, nature positive, resilient Dorset. New housing will need to support our ambitions.

8. Well-being and Health Implications

8.1 Housing is a fundamental aspect of individual and community well-being, and its quality and stability have a profound impact on physical and mental health outcomes. Addressing housing issues is essential for promoting health equity and improving overall population health. Housing is one of the social determinants of health.

8.2 Housing plays a vital role in:

- i) promoting physical and mental well-being
- ii) preventing poor physical and mental health
- iii) fostering community cohesion
- iv) supporting economic stability
- v) reducing health disparities

- vi) contributing to individual and societal development, leading to healthier and happier lives
- 8.3 Housing supports delivery on the Integrated Care Partnership Strategy and is one of the social determinants of health. Poor housing conditions are associated with a number of health problems, including respiratory infections, asthma and poor mental health.
9. **Other Implications**
- 9.1 Housing is one of the Dorset Council Plan priorities. However, it heavily supports delivery of the other four council priorities – creating stronger and healthier communities; driving economic prosperity; protecting our natural environment, climate and ecology; and becoming a more responsive and customer focussed council.
10. **Risk Assessment**
- 10.1 **HAVING CONSIDERED:** the risks associated with this decision; the level of risk has been identified as:
- Current Risk: Moderate - High
Residual Risk: Moderate - High
11. **Equalities Impact Assessment**
- 11.1 Housing is for everyone. We are committed to ensuring fair and accessible services for everyone in Dorset through the delivery of our Housing services. Where required, equality impact assessments are undertaken to ensure due regard of the Equality Act 2010 and the Public Sector Equality Duty.
12. **Appendices**
- Appendix 1 – Housing Board role description

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‘Home in on Housing’ - Dorset Council's role and response for the new and emerging Housing Strategy

Appendix 1: Housing Board – role description

1. Executive Summary

- 1.1 The scale of our ambition for Housing requires a cross-Council and multi-agency approach. As part of that, it is proposed to create a Housing Board composed of Portfolio Holders for People – Adult Social Care, Health and Housing; Assets and Property; Finance, Commercial and Capital Strategy; People – Children, Education, Skills and Early Help; and Economic Growth and Levelling Up. The Lead Cabinet Member for Housing and Homelessness is also proposed as a member of the Board, with the option to co-opt further Members when their expertise or insight is required.
- 1.2 The Housing Board aims to collaboratively address the diverse residential needs encompassing these portfolios. By fostering cooperation and shared objectives across Directorates, the Housing Board will bring together matters to support decision making and Cabinet oversight, resource allocation, and strategic planning, ultimately enhancing the quality of housing and residential services provided to our community.
- 1.3 There will also be an Officer Board to prepare and oversee the operational delivery of the Housing programme.

2. Background

- 2.1 The demand for comprehensive and integrated solutions to housing-related challenges has become increasingly evident. The overlapping nature of housing, property management, finance, adult social care, and children’s services requires a unified approach.
- 2.2 By establishing a Housing Board, we aim to harness the collective expertise and resources across these portfolios to develop holistic solutions.

3. Objectives

- 3.1 The Housing Board’s primary objectives includes:
 - i) Collaboration: Facilitating communication and cooperation to address residential needs more effectively.
 - ii) Strategic Planning: Developing Cross-Council strategies that consider the housing continuum from child to adult, encompassing diverse needs and life stages.

- iii) Resource Optimisation: Enhancing resource allocation efficiency by working across the Council on budgeting and planning to avoid duplication and make best use of resources.
- iv) Innovation: Encouraging innovative approaches to housing challenges by leveraging insights and experiences from multiple portfolios.
- v) Community Impact: Improving the quality of housing and residential services to positively impact the lives of our residents.

4. Composition and Roles

- 4.1 The Housing Board will consist of Portfolio Holders People – Adult Social Care, Health and Housing; Assets and Property; Finance, Commercial and Capital Strategy; People – Children, Education, Skills and Early Help; and Economic Growth and Levelling Up and the Lead Cabinet Member for Housing and Homelessness. Each Portfolio Holder will bring their expertise to discussions, ensuring a well-rounded approach to addressing residential needs.
- 4.2 The Board will meet regularly to deliberate on strategic initiatives, review progress, and make informed recommendations. In the first instance, the Housing Board will meet to agree its scope, terms of reference and expectations. The Board is for strategic discussion, including reporting and recommending further matters for decision to other formal committees and Cabinet.

5. Governance and Accountability

- 5.1 A designated Chair, selected from among the Portfolio Holders, will lead the Housing Board. This is proposed to be Cllr Jane Somper, as the Portfolio Holder for Adults, Housing and Public Health but can be determined as the Board progresses.
- 5.2 The Chair will ensure that the Board's objectives are met, discussions are productive, and recommendations align with the overall strategic goals of the council.
- 5.3 Regular reporting to the Council Cabinet and relevant overview and scrutiny committees will ensure transparency and accountability.

6. Implementation Plan

- i) Establish terms of reference outlining the Housing Board's objectives, responsibilities, and meeting frequency.

- ii) Confirm the Chair and provide necessary support for their role.
- iii) Arrange the first Housing Board meeting to introduce members, set objectives, and establish a roadmap for initial actions.
- iv) Develop a communication strategy to ensure efficient information sharing between the Housing Board and their respective departments.
- v) Monitor progress through regular updates provided by the Chair to the Council Cabinet.

7. Conclusion

- 7.1 The establishment of a Housing Board comprised of Adults, Housing and Public Health; Property and Assets; Finance; Children’s Services; and Economic Growth is a strategic step towards addressing complex housing needs comprehensively. By fostering collaboration and synergy among these portfolios, we will enhance our ability to provide high-quality housing solutions and residential services to our community. This initiative aligns with our commitment to creating a better living environment for all residents.

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Cabinet

5 September 2023

Additional Procurement Forward Plan Report – over £500k (2023-2024) and Modern Slavery Transparency Statement 2022-2023

For Decision

Portfolio Holders: Cllr G Suttle, Finance, Commercial and Capital Strategy
Cllr J Haynes, Corporate Development and Transformation

Local Councillor(s): all

Executive Director: A Dunn, Executive Director, Corporate Development

Report Author: Dawn Adams
Job Title: Service Manager Commercial & Procurement
Tel: 01305 221271
Email: dawn.adams@dorsetcouncil.gov.uk

Report Status: Public

Brief Summary:

Additional Procurement Forward Plan

The Council defines key decision as those with a financial consequence of £500k or more.

Commercial & Procurement have collaborated with colleagues across Directorates to review the contracts database and commissioning plans in order to establish a procurement plan for 2023-2024. A procurement forward plan report for 2023-2024 was approved by Cabinet on 28th February 2023. As stated in the said report, as service and transformation plans are developed it may be necessary to bring further approval requests to Cabinet.

① Internal only link (internal DC resources); ② External link (resources in the public domain)

Additional procurement activity, within the 2023-2024 procurement programme, which are known/likely to secure contracts exceeding the £500k threshold are set out in Appendix 1 for Cabinet's consideration. The information shown includes the maximum terms of the proposed contracts and estimated total value over the contract term; as known at the time of writing this report.

Modern Slavery Transparency Statement

The Transparency in Supply Chains Provision (TISC) section 54 of the Modern Slavery Act (MSA) requires commercial entities with an annual turnover of £36m or more to publish annually a Modern Slavery Transparency Statement and for this to be added to the government-run online Modern Slavery Statement Registry.

On 26th July 2022, Cabinet approved the Council's first statement, [Modern Slavery Transparency Statement 2021 - 2022](#), and this report is annual update of the statement in relation to financial year 2022-2023.

Recommendation:

Cabinet is asked to consider the contents of this report in respect of the Additional Procurement Forward Plan for 2023-2024 and the Modern Slavery Transparency Statement for 2022-2023, and that Cabinet agree:

1. to begin each procurement processes listed in Appendix 1 to this report, and,
2. that in each instance the further step of making any contract award should be delegated to the relevant Cabinet portfolio holder, after consultation with the relevant Executive Director.
3. to publish the proposed Modern Slavery Transparency Statement for 2022-2023.

Reason for Recommendation:

Additional Procurement Forward Plan

The Cabinet is required to approve all key decision with financial consequences of £500k or more. It is also good governance to provide Cabinet with a summary of all proposed procurements prior to them formally commencing. Planning procurements ensures:

- effective stakeholder management
- efficient commissioning and sourcing
- compliance with regulations and contract procedure rules

① Internal only link (internal DC resources); ② External link (resources in the public domain)

- there is consideration on how contract price is to be managed in contract and what contract price model will be used
- that best value for money is clearly defined including how contract management will ensure that the Council attains best value during the life of a contract
- there is consideration how the procurement will exploit opportunities to support the wider objectives of the Council Plan

Modern Slavery Transparency Statement

It is a requirement for the Council to publish a Modern Slavery Transparency Statement on an annual basis.

1. **Additional Procurement Forward Plan**

- 1.1 This report provides for Cabinet consideration, in Appendix 1, additional procurement activity within the 2023-2024 procurement programme, which are known/likely to secure contracts exceeding the £500k threshold.
- 1.2 It refers to procurement activity that is in addition to those already agreed by Cabinet on 28th February 2023.
- 1.3 Whilst this report is in respect of 2023-2024 procurement activity, the approach of Commercial & Procurement is to review potential future activity by forwarding looking, over a minimum 18-month period, of contracts that may have break points or due to expire, and any potential known new needs. This is part of monthly strategic planning discussions between Commercial & Procurement and colleagues across the Directorates.

2. **Modern Slavery Transparency Statement**

- 2.1 The Modern Slavery Act was introduced in 2015 to provide victims of modern slavery with greater protections and police with greater powers.
- 2.2 Section 54, The Transparency in Supply Chains Provision (TISC) Section 54 of the Act requires commercial entities with an annual turnover of £36m or more to publish annually a Modern Slavery Transparency Statement and for this to be added to the government-run online Modern Slavery Statement Registry.
- 2.3 Whilst Local Authorities are currently under no legal obligation to publish statements, this will change under what will be new provisions of the

① Internal only link (internal DC resources); ② External link (resources in the public domain)

Modern Slavery Act. Last year we followed the Local Government Association recommendation to proceed to publish an annual Modern Slavery Transparency Statement ahead of any change to the Act.

2.4 Appendix 2 provides the proposed Statement for financial year 2022-2023 for Cabinet's consideration, as produced by a cross-directorate Modern Slavery Group, as a revision to the previous published Statement.

2.5 The Statement declares the following training is available to our staff in respect of Modern Slavery:

- [Safeguarding learning pathway](#) ① via the Dorset Learning Hub which provides a basic overview of what safeguarding is and how we all can work together to protect the rights of others. This includes the Home Office Modern Slavery e-learning training and links to local protocols.
- [Modern Slavery and Commissioning, Procurement and Contract Management](#) ① learning pathway via the [Commercially Minded](#) ① area of the Dorset Learning Hub to support staff to assess modern slavery risk within supply chains.

3. **Commissioning and Procurement**

3.1 The Council's [Commercial Strategy - Commissioning & Procurement](#) ② underpins all the Council's commissioning and procurement activities. It provides the mechanism to ensure that such activity takes place in accordance with the Council's strategic aims, that it is effective and delivered best value to our customers.

3.2 Having effective commissioning and procurement is crucial to the Council in the light of ever challenging budget restrictions and having to work with suppliers amid one of the hardest inflationary environments that supply markets have seen for decades. Consideration will be given as part of commissioning, pre-procurement, how contract price is to be managed in contract and what contract price model will be used; both selected on what will secure best value to the Council but equally one that is viable to the supplier.

It is therefore a requirement to set out in any pre-commissioning / pre-procurement project plans the following:

- the proposed contract pricing model
- support rationale on the approach

① Internal only link (internal DC resources); ② External link (resources in the public domain)

- considerations in respect of any inflationary impacts
- whether there will be a contract price adjustment in the contract terms and conditions
- the proposed contract price adjustment clause (if one is to be applied)

in accordance with the Council's [Guiding Principles to Managing Contract Price](#) ①

- 3.3 In this context, delivery of the Council's ambitions requires resourcefulness, being more commercially minded and more business-like in the approach. Contract award decisions need to take account, as appropriate, of quality, social value and all the costs that will be incurred by the Council throughout the life of a contract period, or asset, not simply the initial price. In accordance with the Council's Commercial Strategy, where relevant and proportionate, procurement activity shall include social value evaluation criteria that reflects a minimum of 5% weighting.
- 3.4 A proactive and consistent approach to supplier relationship and contract management shall ensure that any identified efficiencies, savings, and service quality improvements are achieved. As such contract management must be robust and effective, in accordance with the Council's [Contract Management Procedure Guide](#) ① and [Contract Management Procedure Guide](#) ①, to ensure what has been attained at point of procurement is delivered in contract and represents value for money.
- 3.5 It is equally important that we look further into our supply chains to understand how, for example, suppliers will work with the Council to manage modern slavery risks within supply chains as reflected in the Council's 2022-2023 Modern Slavery Transparency Statement, as discussed in this report – Appendix 2.

Whilst there are laws in place which punish instances of modern slavery, the public sector can use its extensive buying power to identify and manage the risk of modern slavery in their supply chains.

Over half of the Council's annual budget is spent on buying external goods, services and works. It is therefore important that we continue to review and assess our commissioning, procurement, and contract management process to ensure we take into consideration the different risks associated in our supply chains, including modern slavery and human trafficking, and that we seek to mitigate risks. Knowing the risk of modern slavery guides the approach to contract management and how to work with the supplier to identify and mitigate risk.

① Internal only link (internal DC resources); ② External link (resources in the public domain)

As part of the internal project initiation process, pre-procurement, project teams are required to evidence the assessment of modern slavery risk in respect of the requirements to be procured and state what will be their approach within the procurement process to address any identified risk, including how it is proposed this will be managed in contract.

4. Urgent Decisions

- 4.1 There may be occasions where the Council must take urgent action in response to a situation where there is not sufficient time to seek formal approval at a Cabinet meeting (which must be call on at notice) of a key decision, prior to spending over £500k.
- 4.2 Such occasions are usually rare, but as seen in the pandemic, the Council at times needs to respond at scale and pace to critical situations, national priorities, and funding initiatives.
- 4.3 Where there is an urgency, the Scheme of Delegation within the Council's Constitution allows for such decisions to be made which can be executive or non-executive in nature, depending on the delegation given.
- 4.4 Part 3 of the Scheme of Delegation specifies the Chief Officers responsibilities. Paragraph 32 explains the circumstances in which the delegation can be used:

"In any cases which s/he considers to be urgent, to discharge any function and deliver any service within the Chief Officers responsibility, other than those functions which can only be discharged by the Council or a specific Committee. This delegation is subject to the following conditions:

- a) *prior consultation with the Monitoring Officer and the Section 151 Officer;*
- b) *consultation with the appropriate Executive Member or the Chairman of the appropriate Committee; and,*
- c) *to the extent it will incur expenditure from working balances and/or reserves, the prior approval of the s151 Officer "*

- 4.5 Where urgency means that it is not possible to convene a Cabinet meeting on notice then to ensure transparency a decision notice is prepared giving details of the decision made and the reasons for it and the notice is published on the Council's website. Call-in does not apply to an urgent decision but the relevant Chief Officer can be called to account for their decision at a meeting of the relevant scrutiny committee.

① Internal only link (internal DC resources); ② External link (resources in the public domain)

5. The Procurement Bill

5.1 The Procurement Bill was introduced to Parliament on 10th May 2023 under the Government's [Transforming Public Procurement Programme](#) and proposes significant major reforms to the rules governing public sector procurement.

5.2 The Bill and its implications:

- Repeals over 350 individual regulations derived from EU Directives and replaces four existing statutory instruments
- The Bill includes a number of regulation-making powers which are necessary to ensure that the legislation will continue to facilitate a modern procurement structure for many years to come and will allow us to keep pace with technological advances, new trade agreements and ahead of those who may try to use procurement improperly
- Public procurement should support the delivery of strategic national, and local, priorities and Bill makes provision of a National Procurement Policy Statement (NPPS) – an indicative [NPPS](#) ② was published in June 2021
- Introduces a new procedure for running a competitive tendering process, “the Competitive Tendering Procedure,” ensuring that for the very first time that contracting authorities can design a competition to best suit the particular needs of their contract and market
- Continue to be a special regime, “Light Touch,” for certain social, health and education services (these are to be identified by secondary legislation)
- Will set out circumstances in which a supplier may be excluded from a procurement due to serious misconduct, unacceptably poor performance, or other circumstances which make the supplier unfit to bid for public contracts. Legislates a public debarment list of suppliers
- Legislates, for the first time, contract management in that it will set out steps that must be undertaken to manage a contract. Including strengthening rules that suppliers are paid on time and new requirements to assess and publish information how suppliers are performing
- Need to publish more transparency notices
- Requirement for contracting authorities to publish commercial pipelines which would be a forward look of potential commercial activity, i.e., procurements, contracts, contract extensions, and any significant contract amendments. At least an 18-month view.

① Internal only link (internal DC resources); ② External link (resources in the public domain)

Applies to contracts over £2m (may increase to £3m) but contracting bodies encouraged to include lower values which may be of interest to SME and VSCE suppliers.

- Government to have a central platform where contracting authorities will be required to publish procurement and contracting data.
- Central government departments are able to take advantage of government [Procurement Policy Note 11/20](#) (PPN11/20) ^② that permits below-threshold contracts to be reserved for suppliers that are UK-based or located in a specific county or borough and (if the contracting authority chooses) are SMEs or VCSEs. Currently local authorities are subject to the rules of Local Government Act 1988 (LGA 1988), namely Section 17 (S17), therefore prevents local authorities awarding contracts on the basis of supplier location. The Bill intends disapply S17 which will free local authorities up to apply PPN11/20.

5.3 Journey so far

- The Bill spent 7 months in the House of Lords undergoing a record number of government amendments before moving to the House of Commons in March 2023
- The Procurement Bill cleared Commons Report and Third Reading stages in June 2023 and will progress to ‘considerations of amendments’ (or ‘ping pong’) in the House of Lords which has been scheduled for 11th September 2023.
- Key issues raised at Report Stage included national security and surveillance equipment, modern slavery and human rights, organ harvesting, tax transparency, direct award, worker rights, and NHS procurement. There were divisions on four amendments, with the Government winning all four.
- Once both Houses of Parliament reach agreement the Bill will proceed to Royal Assent.

5.4 Anticipated timeline for the new legislation:

- Currently planned to be live October 2024, subject to final secondary legislation
- There will be a 6-month training period before “go live” including resources for suppliers.

6. **Financial Implications**

Additional Procurement Forward Plan

① Internal only link (internal DC resources); ② External link (resources in the public domain)

- 6.1 Service budgets do incorporate funding required for the procurements set out in this report.
- 6.2 The following to be considered by the appropriate project team as part of the business case and rationale for each procurement:
- how best value from the procurement / contract will be achieved
 - how the contract and supplier(s) will be effectively managed to deliver saving target that are incorporated into the MTP
 - whether full funding is available in the budget provision, after savings have been accounted for
 - the intended best approach to assess the contract performance and supplier relationship to manage expectations in respect of annual price increase amid a higher level of inflation that has not been experienced for many years

Modern Slavery Transparency Statement

- 6.3 No additional financial implications. This is a report in respect of a Statement which reflects on the Council's current position and outputs for financial year 2022-2023 regarding modern slavery.

7. Climate Implications

Additional Procurement Forward Plan

- 7.1 To be considered by the appropriate project team as part of the business case and rationale for each procurement.

Modern Slavery Transparency Statement

- 7.2 Not applicable. This is a report in respect of a Statement which reflects on the Council's current position and outputs for financial year 2022-2023 regarding modern slavery.

8. Well-being and Health Implications

Additional Procurement Forward Plan

- 8.1 To be considered by the appropriate project team as part of the business case and rationale for each procurement.

Modern Slavery Transparency Statement

① Internal only link (internal DC resources); ② External link (resources in the public domain)

8.2 Publishing annually a Modern Slavery Transparency Statement supports well-being and health implications within the Council's supply chains and wider communities, by ensuring transparency of the Council's policy and approach to responding to and mitigating the risk of Modern Slavery.

9. **Other Implications**

9.1 None

10. **Risk Assessment**

10.1 HAVING CONSIDERED: the risks associated with the decisions in respect of both Additional Procurement Forward Plan and the proposed Modern Slavery Transparency Statement; the level of risk has been identified as:

Current Risk: LOW
Residual Risk: LOW

10.2 Level of risk per procurement to be considered by the appropriate project team as part of the rationale for each procurement however indicative assessments are shown on Appendix 1.

10.3 Notwithstanding the level risk of the decision against an individual procurement, inflation remains a risk to the Council's budgets. All decisions and recommendations must therefore be mindful of the actual and potential impact of inflation, especially when committing future funding.

11. **Equalities Impact Assessment**

Additional Procurement Forward Plan

11.1 To be considered by the appropriate project team as part of the business case and rationale for each procurement.

Modern Slavery Transparency Statement

11.3 Publishing an annual Modern Slavery Transparency Statement is a positive policy in that it is setting out the Council's commitment to opposing Modern Slavery and acting ethically with integrity and transparency. The Equalities Impact Assessment concludes that it is anticipated that the Statement for 2022-2023 will have a positive impact.

12. **Appendices**

① Internal only link (internal DC resources); ② External link (resources in the public domain)

12.1 **Appendix 1** – Additional procurement forward plan where the contract value is expected to exceed £500k.

12.2 **Appendix 2** – Modern Slavery Transparency Statement 2022-2023.

12. **Background Papers**

12.1 None

① Internal only link (internal DC resources); ② External link (resources in the public domain)

Appendix 1 – Additional procurement forward plan where the contract value is expected to exceed £500k

Contract Description	Directorate / Portfolio Lead	Executive Director	Contract Term (max)	Estimated DC Total Spend over Contract Term	Sourcing Strategy	Risk Category
Framework for the Supply of Sign Manufacturing Materials	Place / Cllr Ray Bryan	John Sellgren	4 years	£600k	Tender	Low
Purchase of 3.5t Vehicles	Place / Cllr Ray Bryan	John Sellgren	one-off purchase	£1.8m	Call off from framework	Low
Purchase of 7.5t RCV's	Place / Cllr Ray Bryan	John Sellgren	one-off purchase	£500k	Call off from framework	Low
Purchase of 7.5t caged tippers	Place / Cllr Ray Bryan	John Sellgren	one-off purchase	£680k	Call off from framework	Low
Purchase of Dedicated Gritters for Highways	Place / Cllr Ray Bryan	John Sellgren	one-off purchase	£1.5m	Call off from framework	Low
Laboratory Testing Services	Childrens / Cllr Bryon Quayle	Theresa Levy	4 years	£500k	Tender	Medium
Building Compliance Works	Place / Cllr Andrew Parry	John Sellgren	2 years	£4m	Call off from framework	High

① Internal only link (internal DC resources); ② External link (resources in the public domain)

Repairs, Maintenance, Minor & Small Capital Works (RMMSCW) Framework	Place / Cllr Andrew Parry	John Sellgren	4 years	£100 - £200m	Tender	Medium
Advocacy and Independent Visitors Service	Childrens / Cllr Bryon Quayle	Theresa Levy	4 years	£500k	Tender	Low
Battlelab Site Operation (<i>working title</i>)	Place / Cllr Andrew Parry	John Sellgren	3 years	£1.35m	Tender	Medium
Highways Drainage Surveys	Place / Cllr Ray Bryan	John Sellgren	4 years	£500k	Tender	Low
Enterprise Resource Planning)	Corporate / Cllr Gary Suttle	Aidan Dunn	10 years	£10m - £20m	Call off from framework	High
(ERP) System Replacement including implementation partner)	Corporate / Cllr Jill Haynes					
Digital Innovation	Place / Cllr Jill Haynes	John Sellgren	4 years	£100m	Tender	Low
Short Breaks for Children who are Disabled Framework	Childrens / Cllr Bryon Quayle	Theresa Levy	5 years	£11,769,976	Tender	Medium
Adult & Children social care system	Corporate / Cllr Gary Suttle	Aidan Dunn	5 years	£510,000	Call off from framework	Low
Care and support services for the St Martins Extra Care Housing Scheme (Gillingham)	Adults & Housing / Cllr Jane Somper	Vivienne Broadhurst	3 years	£1,650,000	Other	Low

Assessment and Therapies	Childrens / Cllr Bryon Quayle	Theresa Levy	4 years	£820,000	Tender	Low
Customer Platform	Corporate / Cllr Jill Haynes	Aidan Dunn	4 years	£750,000	Call off from framework	Medium
Speech and Language Services for Children and Young People	Childrens / Cllr Bryon Quayle	Theresa Levy	1 year	£500K+	Other	Low

Modern Slavery Transparency Statement 2022-2023

This statement is made pursuant to Section 54 of the Modern Slavery Act 2015 and constitutes Dorset Council's Modern Slavery Transparency Statement for the financial year 1 April 2022 to 31 March 2023.

Introduction

Modern slavery encompasses slavery, servitude, forced and compulsory labour and human trafficking. There is no typical victim of slavery. Victims can be men, women, or children of all ages and nationalities. The following definitions are encompassed within the term 'modern slavery' for the purposes of the Modern Slavery Act 2015:

- 'slavery' is where the ownership is exercised over a person
- 'servitude' involves the obligation to provide services imposed by coercion
- 'forced or compulsory labour' involves work or service extracted from any person under menace of a penalty and for which the person has not offered themselves voluntarily
- 'human trafficking' concerns arranging or facilitating the travel of another with a view to exploiting them. It is irrelevant whether the person consents to the travel. Both modern slavery and human trafficking are crimes. Trafficking is not limited to people coming from abroad; it can happen within the UK too (from one region to another).

Our Organisation

We reached out to our communities in 2021 to ask how we can make Dorset a great place to live, work and visit. Our refreshed [Dorset Council Plan - Dorset Council](#) 2022 to 2024 is the result of this response and shows our shared desire to see our communities thrive and prosper.

This ambitious and bold Council Plan sets out the following five key priorities to be delivered by 2024:

- Protecting our natural environment, climate and ecology
- Creating stronger, healthier communities
- Creating sustainable development and housing
- Driving economic prosperity
- Becoming a more responsive, customer focused council

In creating stronger communities and driving economic prosperity, we are committed to opposing Modern Slavery and recognise the role we can play as a public sector organisation in its identification and disruption. As such, we have a zero-tolerance approach to any form of Modern Slavery and we are committed to acting ethically with integrity and transparency in all that we do, whether alongside our internal workforce or externally with partners and suppliers. For 2023-2024, we are further developing our internal systems, by expanding the number of Safeguarding Slavery Leads (SSLs) to ensure that there is an SSL in each Directorate. These roles provide important support, guidance, and signposting when concerns about modern slavery arise.

Our Supply Chain Due Diligence

Over half of the Council's annual budget is spent on buying external goods, services and works. Spend ranging from Stationery to ICT Infrastructure (Corporate); Speech Therapy to Residential Placements (People – Children); Adult Day Services to Residential Care (People – Adults); School Transport to Surface Dressing (Place); School Nursing to Drug and Alcohol Treatment Services (Public Health Dorset). Given the scale of our external spend, we recognise the importance of effective procurement processes and contract management that takes measures to identify and mitigate modern day slavery within our supply chains.

Since our 2021-2022 Statement, we have embedded into our internal project initiation process, pre-procurement, the requirement for project teams to evidence their assessment of modern slavery risk in respect of the requirements to be procured. This includes what would be their approach within the procurement process to address any identified risk, and how it is proposed this will be managed with the eventual supplier in contract.

We will however continue to review and assess our commissioning, procurement, and contract management processes to ensure we take into consideration the different risks associated in our supply chains, including modern slavery and human trafficking, and that we seek to mitigate these risks. We continue to review our policies and procedures, to ensure that they are effective and appropriate, and we will update these as necessary. However, we recognise such policies and procedures must be proportionate to the size of the commissioning, procurement, contract, or supplier. This includes consideration of the impact of any process on SMEs and VCSEs. In practice this means:

- being proportionate in the overall approach
- ensuring barriers to participating in new commissioning or procurements are not created
- ensuring unnecessary burdens are not placed on SMEs and VCSEs

The use of data and intelligence gathered pre-commissioning and pre-procurement, including early market engagement, will help to assess whether the modern slavery risk is relevant to the subject matter of the contract and shape specification requirements. Knowing the risk of modern slavery guides the approach to contract management and how to work with the supplier to identify and mitigate risk.

Our Policies and Procedures

The current key policies and procedures which contribute to minimising the risk of modern slavery and human trafficking in our organisation and our supply chain include the following:

- **Protocol and Guidance for Modern Slavery**
The Council has worked with partners across Dorset to develop the local Modern Slavery Protocol, which sets out how to deal with any potential cases of modern slavery and links to the mandatory responsibilities to notify cases through the National Referral Mechanism (NRM).
[Protocol and Guidance for Modern Slavery - Dorset Council](#)
- **Anti-Slavery Partnership**
The Council is a partner of the Dorset Anti-Slavery Partnership that works collaboratively across Dorset in all matters relating to trafficking and slavery.
[Dorset - Anti Slavery Partnership \(aspartnership.org.uk\)](#)

- Commercial Strategy – Commissioning and Procurement**
 This strategy is the mechanism to ensure that the commercial approach to commissioning and procurement takes place in accordance with the Council’s strategic aims, that it is effective and delivers best value to residents of the Council’s local authority area. It is subordinate to the Council’s Constitution and is complemented by the Council’s Contract Management Procedure Guide. The Strategy sets the importance of effective contract management that includes taking measures to identify and mitigate modern day slavery risks in contracts.
[Commercial strategy - commissioning and procurement - Dorset Council](#)
- Whistleblowing Policy and Procedure**
 This describes the Council’s commitment to support and protect whistleblowers, and the steps to be taken to blow the whistle on serious wrong-doing (known as making a ‘protected disclosure’) and how the Council will respond. It applies to all council employees and other workers; including freelance staff; temporary and agency staff; trainers; volunteers; consultants; and contractors.
[Document Whistleblowing Policy - Dorset Council](#)
- Safeguarding**
 Modern Slavery is included and categorised as a type of harm in the local Dorset Safeguarding Adults Board Procedures.
[Dorset Safeguarding Adults Board - Dorset Council](#)
- Dorset Council’s Equality Scheme**
 The Council is committed to the principles of equality, diversity, and inclusion in both employment and the delivery of services. The Equality Scheme sets out the Council’s key quality objectives and demonstrates the work that the Council is doing to meet the Public Sector Equality Duty.
[Equality scheme - Dorset Council](#)

Training

We have in place for our staff a Safeguarding Learning Pathway that provides understanding on how to protect the rights of others to live in safety and free from abuse and neglect. This pathway gives staff a basic overview of what safeguarding is and how we can all work together to protect the rights of others. This pathway includes Modern Slavery training which in turn includes the Home Office Modern Slavery e-learning training and links to local protocols. This training is mandatory for all staff and completion of the training is rigorously monitored by the Council’s Learning and Development Team(s). Staff involved in people related service delivery may well be subject to more high-level training that is more specific to their roles, which is also monitored.

A further learning pathway is available to our staff that focuses on “Modern Slavery and Commissioning, Procurement and Contract Management”. This provides some background on the Modern Slavery Act and the considerations of the Act in terms of engaging with suppliers and their supply chains, whether through commissioning, or procurement, or contract management. It includes an assessment tool to review level of modern slavery risk against:

- industry type

- nature of workforce
- supplier location
- context (in which the supplier operates)
- commodity type
- business / supply chain model

In further support to staff, for 2023-2024 we are developing a series of quick reference guides and resources, making information more accessible.

Approval for this Statement

This statement was approved by the Council's Cabinet on 5 September 2023, Agenda Item xxx. Modern Slavery Transparency Statement 2022-2023.

[include link of the Cabinet minutes]

Dorset Council Plan Priorities update – Value for Money (Unitary Council benefits)

Cabinet – 5 September 2023

Portfolio Holder update from Cllr Gary Suttle

Brief Summary: This report outlines some of the key financial achievements of Dorset Council since becoming a Unitary Council and improved value for money for the local tax payer.

1. Award of grants

- 1.1 One of the ways Councils can make limited resources go further and reduce the need for local taxation is through active pursuit of external funding opportunities. These opportunities are often competitive processes require bidders to put forward ambitious ideas and demonstrate a commitment to delivery in accordance with the scheme criteria. Successfully bidding helps to accelerate and unlock improved outcomes for those that live, work and invest in Dorset.
- 1.2 For the period 2020/21 to 2023/24 Dorset Council has received **£101.3m** of grant funding, rising to **£121.6m** based on future year commitments the life of the current grants.
- 1.3 Projects contained within this include:
 - DSG Safety Valve **£42m**
 - Levelling Up Fund (LUF) – Weymouth Regeneration **£19.5m**
 - Public Sector Decarbonisation Scheme - Main Grant **£18.8m**
 - DfT Transforming Cities Fund **£14.2m**
- 1.4 More detail, including the profile of grant income is included in appendix 1.

2. Sustainable service delivery

- 2.1 Local Government Finance Act 1992 requires Council's to set a balanced budget each year. The Council's ability to set and deliver on a balanced budget each year demonstrates one of the ways Dorset Council meets the

- principles set out in CIPFA's Financial management code and can demonstrate sustainable service planning and delivery.
- 2.2 Since becoming a unitary council in 2019, Dorset Council has made savings of £76.6m by restructuring staff, and re-designing how services are provided. This money has been reinvested into frontline services, including funding the growing need for adult social care due to our ageing population.
 - 2.3 The total savings achieved rises to £96.4m when considering the savings identified as part of setting the budget for 2023/24.
 - 2.4 The Council's budget setting process includes cross-party working groups to appraise the budget and identify new opportunities to improve value for money as well as public consultation and Political scrutiny of the draft budget.
- 3. Appendices**
- 3.1 Appendix 1 – Grant income
 - 3.2 Appendix 2 – Savings profile

Appendix 1 – Grant income

Type of grant funding	2020/21	2021/22	2022/23	2023/24	Future year allocations	Total
	£'000	£'000	£'000	£'000	£'000	£'000
DSG Deficit Safety Valve agreement	0	17,500	6,250	6,250	12,000	42,000
New Burdens for New Statutory Domestic Abuse Duty	0	651	653	666	678	2,647
Homelessness Domestic Abuse New Burdens Funding	0	11	27	42	61	142
Private Rented Sector Compliance & Enforcement Competition - Minimum Energy Efficiency Standards (MEES)	0	98	0	0	0	98
Capacity and Productivity				167		167
LGA Cyber Grant Fund	13	0	0	0	0	13
DLUHC Cyber Support Fund	0	100	0	0	0	100
Public Sector Decarbonisation Scheme - Skills Fund	209	71	0	0	0	280
Public Sector Decarbonisation Scheme - Main Grant	18,792	0	0	0	0	18,792
Low code digital waste services			350		0	350
Homes for Ukraine grant			9,352		0	9,352
Safer Streets 3		380			0	380
Safer Streets 4			186	61	0	247
Levelling Up Fund (LUF) - Weymouth Regeneration	0	0	3,948	8,010	7,510	19,468
DfT re Mini Holland	0	0	79	0	0	79
Active Travel (Capital)	351	0	225	0	0	576
Active Travel (Revenue)	88	35	0	0	0	123
DfT Capability Fund Award	0	69	0	0	0	69
DfT Capability Fund Award	0	15	0	0	0	15
DfT Capability Fund Award	0	35	0	0	0	35
LTP Capacity Grant	0	179	0	0	0	179
DfT Electric Vehicle Charging Points (ORCS)	0	0	94	0	0	94
DfT LEVI Capability Fund	0	0	68	0	0	68
DfT Bus Capacity Grant	0	0	171	0	0	171
OEZEV Levi Fund Local EV Infrastructure	0	0	0	1,020	0	1,020
Active Travel Capability	0	0	136	1,978	0	2,114
DfT Transforming Cities Fund (TCF)	1,453	5,501	3,425	3,866	0	14,245
DEFRA Local Nature Recovery Strategies Local Capacity Seed Funding	0	16	33	0	0	49
DEFRA S.31 Grant for Implementing Biodiversity Net Gain for England LPA's	0	20	43	0	0	64
Ukraine and Afghanistan Refugee Housing			0	4,571		4,571
Accommodation for Ex Offenders				60		60
ESFA - Home for Ukraine			2,090			2,090
Family Hubs			419	582		1,000
Digital Future Councils Grant			750			750
Changing Places Grant			184			184
Total	20,906	24,680	28,482	27,272	20,250	121,590

Appendix 2 – Savings profile

Savings	£m 2019/20	£m 2020/21	£m 2021/22	£m 2022/23	£m 2023/24	£m Total
Service Efficiencies - Adults	(4.5)	(1.2)	(7.5)	(3.4)	(6.8)	(23.4)
Service Efficiencies - Children's	(3.0)	(1.6)	(4.6)	(4.3)	(3.9)	(17.4)
Fees and Charges		(1.7)	(2.5)	(3.5)	(4.4)	(12.1)
Staffing & Organisation	(5.2)	(2.0)	(1.6)	(1.1)	(1.0)	(10.9)
Service Efficiencies - Central Finance			(6.0)	(2.5)	(1.9)	(10.4)
Service Efficiencies - Place	(1.4)	(1.1)	(3.6)	(1.2)	(1.8)	(9.1)
Service Efficiencies - Corporate Development & Legal	(2.5)	(0.8)	(1.6)	(1.3)		(6.1)
Transformation, Procurement and Contract Management		(6.0)				(6.0)
Internal/External Audit	(0.2)	(0.0)	(0.3)	(0.0)		(0.6)
Democratic Representation	(0.4)					(0.4)
TOTAL	(17.2)	(14.4)	(27.7)	(17.2)	(19.8)	(96.4)

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