

Full Council – 23 October 2025

Questions submitted by Parish Councils and the public

Question 1 - submitted by Beaminster Town Council

Please could the relevant Cabinet member respond to the following points: -
How Dorset Council are assessing the long-term sustainability of its community resilience capabilities; what steps are being taken to improve public awareness, involvement and ownership of resilience planning; whether risk impact assessments are being conducted with meaningful community representations; how are Dorset's local resilience efforts being fed into the ongoing development and review of the National Resilience Framework and in particular, can the Council give a commitment to ensuring the improvement of local resilience capability and ensure that understanding is formally raised in national discussions?

Question 2 – submitted by Mr S Hanbury

I am Sam Hanbury, co-founder of Baboo Gelato Ltd. We are a Dorset ice cream maker. We rent sites from Dorset Council in West Bay, Lyme Regis, and Weymouth.

We would like to ask Dorset Council to reduce the rental increases currently being imposed on tenants at your commercial kiosk sites in West Bay and Lyme Regis.

These rental increases are happening at a time of rising National Insurance, rising Minimum Wage, rising ingredient inflation, rising rates, and the Council's exceptionally aggressive and anti-tourist car park pricing measures which have depressed visitor numbers over the past two years.

Our rent in Lyme has jumped 54% since 2016. Likewise in West Bay our rent has jumped 68%. No business in West Bay or Lyme has seen anything like this increase in sales during the same period.

According to a Google AI search of Cushman & Wakefield, Carter Jonas and Savills: *'Retail rents have been complex since 2016, with prime rents showing more stability or slight increases in certain prime locations, while secondary rents have often declined'*.

In addition the normal 7 or 10 year term of lease in Lyme Regis is no longer being offered due to the ongoing Harbour Orders. This is a huge disincentive to invest when we have such insecurity of tenancy.

We hope you will agree that the kiosks in West Bay and Lyme Regis are a vibrant, very popular and historic feature of the towns, and that Dorset Council's hostile

pricing is detrimental to the traders, which will affect the community and tourism as quality and variety fall away. There has already been a consolidation of the kiosks in West Bay that has reduced the variety of food on offer considerably.

You will also understand that we have a very short season in which to make money. We lose money throughout the winter months, yet we stay open to our detriment in order to keep the area lively. The current rental increase means that during the winter the daily rent is often similar to our total daily takings.

We only seek a fair rent that recognises the economic reality for all traders. We are not cash cows to be milked but small businesses that add a lot to Dorset's tourist offering. The current strategy is genuinely negative for Dorset and our tourist sector, and suggests anti-business attitude from the Council that only ends up hurting our wonderful County.

Question 3 – submitted by Mr Frankl

I agree with the draft local transport plan objectives, in particular, prioritising walking, wheeling and cycling, delivering a connected, inclusive network of active-travel routes and minimising transport's negative health impacts.

Lowering of speed limits is all about safety on our roads, yet the present 20mph policy does not mention safety, it is written from a driver's point of view. Traffic surveys measure speed, not the other attributes that need to be considered when assessing appropriate speed limits. Keep average speeds up and you will likely not get the speed limit reduced.

The present 20mph policy appears to have been written to make it difficult to get 20mph limits in place. It was last reviewed in 2022 and was due to be reviewed in 2024.

When will it be reviewed to reflect current best practice and align it with the draft local transport plan, encouraging walking and cycling and putting the safety of vulnerable road users before car drivers?