

CABINET MEMBER DECISION RECORD TEMPLATE

This form should be used to record Executive decisions taken by Cabinet Members

Decision Ref. No:	
Responsible Officer:	Ian Kalra, Head of Transportation Services
Subject:	DISCONTINUATION OF DORSET LOCAL TRANSPORT BODY
Decision taken:	To discontinue and close down the Dorset Local Transport Body for which Bournemouth Council currently have the role of Accountable Body and release the remaining funding currently being held to support this role back to the Dorset Local Enterprise Partnership.
Reasons for the decision:	Following guidance from the Department for Transport, it has been agreed between the three Local Transport Authorities (Bournemouth Borough Council, Borough of Poole and Dorset County Council) that the Dorset Local Transport Body is no longer required. Responsibilities for prioritisation of projects and funding through the Government's growth deals now lie with the Dorset Local Enterprise Partnership.
Call-in and Urgency:	This decision is subject to the Council's Call-In Procedure.
Background:	<p>In 2013 the Department for Transport proposed a new system for prioritising and funding major transport schemes by devolving capital funding to democratically accountable Local Transport Bodies. Bournemouth Borough Council undertook the role of Accountable Body to oversee and support the operation of the subsequently formed Dorset Local Transport Body (DLTB). The DLTB was then successful at that time in developing and prioritising a list of major transport schemes within Dorset.</p> <p>The Department for Transport, however, subsequently devolved major transport scheme funding into new Government arrangements for Growth Deals which are now administered by Local Enterprise Partnerships. A recent letter from the Government indicated that their guidance for Local Transport Bodies ceased to have effect and consequently local partners may decide for them to no longer exist.</p> <p>As a result, the Chief Executives of the three Local Transport Authorities have recommended on behalf of their Councils that the Dorset Local Transport Body is now no longer required and should be discontinued. Responsibilities for prioritisation of projects and funding through the Government's growth deals now lie with the Dorset Local Enterprise Partnership (DLEP). Future strategic transport considerations will fall under the remit of the emerging Dorset Wide Combined Authority or remain with the Local Authorities.</p> <p>The funding for work associated with the Local Transport Body and Bournemouth Council's role as Accountable Body was provided by the Dorset Local Enterprise Partnership utilising a specific Government Grant. The DLEP have formally requested that the remaining unspent monies (approx. £60,000) are handed back for them to use in the administration of the Growth Deal programme and project assessment work, etc.</p>
Options - and reasons for rejection:	Not applicable.

Consultations undertaken:

Consultation has taken place with the Chief Executives and senior officers of Bournemouth Council, Borough of Poole and Dorset County Council, as well as the Dorset Local Enterprise Partnership.

Finance/Resource Implications:

Name: *A. Richards*

Signature: *(of Chief Finance Officer)*

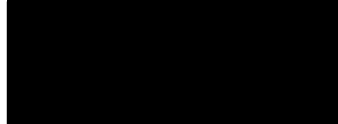
Date: *29/3/16*

**Legal implications:** *No legal implications - this will regulate the position.*

Name: *Tanva Council*

Signature: *(of Monitoring Officer)*

Date: *30/03/16*

**Risk assessment:**

- An initial assessment indicates that identified risks have low to medium ratings.

Name: *Ian Kalra*

Signature: *(of Officer completing assessment)*

Date: *22 March 2016*

**Impact Assessments:**

- An Equality Impact Needs Assessment showed no adverse effects.

Information for/not for publication:

For publication.

Background papers:

- Initial Risk Assessment.
- Impact Assessment.

Any conflict of interest declared by a Cabinet Member who is consulted by the Member taking the decision	Name of Cabinet Member	Nature of interest	Details of any dispensation granted by the Monitoring Officer
No			

Decision taken by:

Councillor **MIKE GREENE**

Cabinet Portfolio **TRANSPORT, SUSTAINABILITY & CARBON MANAGEMENT**

Signed:



Date of decision: **31/3/16**

Date of publication of record of decision: (to be inserted by Democratic Services)

1 April 2016

Date decision effective - that is 5 working days after the date of publication of the record of decision unless the decision is called-in for consideration by the relevant Overview and Scrutiny Panel:

8 April 2016
-insert
date-

Equality Impact Needs Assessment

The Diversity Promise - *Better for all*

1. Title of Policy/Service/Project	Discontinuation of Dorset Local Transport Body
2. Service Unit	Planning, Transport & Regulation
3. Lead Responsible Officer and Job Title	Ian Kalra, Head of Transportation Services
4. Members of the Assessment Team:	Ian Kalra and Simon Philp
5. Date assessment started:	22 March 2016
6. Date assessment completed:	23 March 2016

About the Policy/Service/Project:

7. What type of policy/service/project is this? (delete as appropriate)	Changing
8. What are the aims/objectives of the policy/service/project? (please include here all expected outcomes)	<p>The prioritisation of major transport projects has transferred from the Dorset Local Transport Body to the Dorset Local Enterprise Partnership (DLEP) as a result of the Government's change in funding arrangements for schemes that promote jobs and housing. Responsibilities for prioritisation of projects and allocation of funding through the Government's growth deals now lie with the DLEP. Future strategic transport considerations will fall under the remit of the emerging Dorset Wide Combined Authority or remain with the Local Authorities.</p>

<p>9. Are there any associated services, policies or procedures?</p> <p>If 'Yes', please list below:</p> <p>Bournemouth, Poole and Dorset Local Transport Plan LTP3 (2011 - 2026) LTP3 Supporting Strategies Local Development Framework - Core Strategy Bournemouth Borough Council - Corporate Plan Bournemouth 2026 Sustainable Community Strategy</p>	<p>Yes</p>
<p>10. List the main people, or groups of people, that this policy/service/project is designed to benefit and any other stakeholders involved?</p> <p>The projects prioritised by the DLEP and delivered by the Local Authorities using the Government's Growth Deal funding will benefit local businesses, universities and colleges, residents, visitors, cyclists, pedestrians, bus passengers and motorists.</p>	
<p>11. Will this policy/service/impact on any other organisation, statutory, voluntary or community and their clients/service users?</p> <p>No - The discontinuation of the Dorset Local Transport Body with prioritisation of schemes now being arranged and approved by the Dorset Local Enterprise Partnership will have no effect on these organisation and end users.</p>	

Consultation, Monitoring and Research

Where there is still insufficient information to properly assess the policy, appropriate and proportionate measures will be needed to fill the data gaps. Examples include one-off studies or surveys, or holding informal consultation exercises to supplement the available statistical and qualitative data.

If there is insufficient time before the implementation of the policy to inform the EINA, specific action points will be need to be clearly set out in the action plan. Steps must include monitoring arrangements which measure the actual impact and a date for a policy review.

Consultation:

12. What involvement/consultation has been done in relation to this (or a similar) policy/service/project and what are the results?

The Board Members approving the prioritised list of projects will now comprise participants from a broad background from both the private sector as well as the public sector resulting in a wider range of views.

Consultation for individual projects will continue to be carried out by the promoting authority in the same way as previously, with detailed consultation with a wide range of groups, affected communities and individuals dependant on the exact nature of the scheme.

13. If you have not carried out any consultation, or if you need to carry out further consultation, who will you be consulting with and by what methods?

Consultation in regard to individual projects as described in Question 12.

Monitoring and Research:

14. What data, research and other evidence or information is available which is relevant to this EINA?

Will be dependent on the scope and nature of the individual scheme being promoted.

15. Is there any service user/employee monitoring data available and relevant to this policy/service/project? What does it show in relation to equality groups?

No.

16. If there is a lack of information, what further information do you need to carry out the assessment and how are you going to gather this?

Again this will be dependent on the scope and nature of the individual scheme being promoted.

Assessing the Impact

	Actual or potential positive benefit	Actual or potential negative outcome
17. Age	<p>Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues.</p> <p>Specific benefits will relate to scope and nature of individual projects.</p>	Will be project specific.
18. Disability	<p>Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues.</p> <p>Specific benefits will relate to scope and nature of individual projects.</p>	Will be project specific.
19. Gender	<p>Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues.</p> <p>Specific benefits will relate to scope and nature of individual projects.</p>	Will be project specific.
20. Gender reassignment	<p>Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues.</p> <p>Specific benefits will relate to scope and nature of</p>	Will be project specific.

	Actual or potential positive benefit	Actual or potential negative outcome
	individual projects.	
21. Pregnancy and Maternity	<p>Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues.</p> <p>Specific benefits will relate to scope and nature of individual projects.</p>	Will be project specific.
22. Marriage and Civil Partnership	<p>Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues.</p> <p>Specific benefits will relate to scope and nature of individual projects.</p>	Will be project specific.
23. Race	<p>Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues.</p> <p>Specific benefits will relate to scope and nature of individual projects.</p>	Will be project specific.
24. Religion or Belief	<p>Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues.</p> <p>Specific benefits will relate to scope and nature of individual projects.</p>	Will be project specific.
25. Sexual Orientation	<p>Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues.</p> <p>Specific benefits will relate to scope and nature of</p>	Will be project specific.

	Actual or potential positive benefit	Actual or potential negative outcome
	individual projects.	
26. Any other factor/ groups e.g. socio-economic status/carers etc	Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues. Specific benefits will relate to scope and nature of individual projects.	Will be project specific.
27. Human Rights	Broader background and experience of DLEP Board Members approving prioritised scheme list will lead to a wider consideration of Equalities issues. Specific benefits will relate to scope and nature of individual projects.	Will be project specific.

Stop - Any policy which shows actual or potential unlawful discrimination must be stopped, removed or changed.

28. If impacts have been identified include in the action plan what will be done to reduce these impacts, this could include a range of options from making adjustments to the policy to stopping and removing the policy altogether. If no change is to be made, explain your decision:

Action Plan

Include:

- What has/will be done to reduce the negative impacts on groups as identified above.

- Detail of positive impacts and outcomes
- The arrangements for monitoring the actual impact of the policy/service/project

29. Issue identified	Action required to reduce impact	Timescale	Responsible officer	Which Business Plan does this action link to e.g. Service Equality Action Plan/Team Plan
Scheme specific - Each prioritised project will require an individual EINA.				

RISK REGISTER FOR

Discontinuation of Dorset Local Transport Body (DLTB)

RISK REGISTER COMPLETED BY: Ian Kalra

DATE: 22-Mar-16

Objectives of the Project, Policy, Initiative, Service etc:

Risk Key:

Definitions: L = Likelihood (1-4) I = Impact (1-4) S = Score (I x L)
Priority Ratings: 1-2 Low risk 3-6 Medium risk 8-16 High

Corporate Risk Categories:

Pol=Political Enviro=Environmental
 Econ=Economic Comp=Competitive
 S=Social Cust=Customer/Citizen
 T=Technological Rep=Reputation
 L=Legislative Phys=Physical

Service Risk Categories:

Res=Resource Cont=Contractual
 L=Legal T=Technological
 Phys=Physical Enviro=Environmental

PLEASE SEE TABS BELOW FOR THE RISK SCORING MATRIX, INFORMATION ON RISK CATEGORIES AND IMPACT & LIKELIHOOD SCORING DEFINITIONS

A:
B:
C:
D:
E:
F:

Risk No	Risk			Risk Category	Risk Owner	Gross Risk Score (ie as if no mitigations/controls in place)			Risk Mitigation/Control Measures Put in Place	Net Risk Score (ie rating of the risk with current controls or procedures in place)			Further Action (ie mitigation/controls) required	Action Owner	Completion Date (DD/MM/YYYY)	Target Risk Score (ie rating of risk once these new actions successfully implemented)		
	Risk (uncertainty which may affect objective)	Risk Cause (definite situational facts affecting the objective)	Risk Impact (contingent effect on objective)			L	I	S		L	I	S				L	I	S
1	Failure to secure adequate government funding for transport schemes across Dorset	The importance of transport schemes across Dorset is not recognised by the DLEP in supporting development for new jobs and additional housing.	Additional traffic congestion in key locations across Dorset could inhibit economic growth.	Enviro	Ian Kalra	2	4	8	Bournemouth Council officers are currently involved in a working party recommending schemes for consideration by DLEP for Growth Deal 3 bids. Proposals for a Combined Authority will further strengthen the strategic approach to transport across Dorset including prioritisation of Bournemouth Council officers	1	4	4	Full participation by Bournemouth Council officers in SEP refresh and prioritisation of transport related projects carried out by Connected Dorset DLEP Theme Group and future Dorset Wide Combined Authority.	Philip Shearing	01/06/2016	1	4	4
2	Failure to secure major funding for transport schemes in Bournemouth.	The case for transport and public realm improvements is not made strongly enough in regard to potential sites for new jobs and additional housing.	The potential for maximising economic growth in Bournemouth is not realised.	Enviro	Ian Kalra	2	4	8	Bournemouth Council officers are currently involved in a working party recommending schemes for consideration by DLEP for Growth Deal 3 bids.	2	4	8	Staff and financial resources are allocated to ensure robust business cases and bid submissions are developed in advance of bid deadlines.	Philip Shearing	01/06/2016	1	4	4
3	There are further costs incurred by Bournemouth Council in regard to the closure of the DLTB.	Unused funding for Bournemouth Council's role as Accountable Body to the DLTB will have been returned to the	Minor effect on service budget pressures.	Res	Ian Kalra	2	1	2	Ensure all outstanding work has been completed as far as possible.	1	1	1	None required.	N/A	N/A	1	1	1