

Agenda

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Dorset County Council



Meeting: Economic Growth Overview and Scrutiny Committee
Time: 10.00 am
Date: Wednesday, 12 October 2016
Venue: Committee Room 1, County Hall, Colliton Park, Dorchester, Dorset, DT1 1XJ

Daryl Turner (Chairman)	Hilary Cox (Vice-Chairman)
Richard Biggs	Mike Byatt
Andy Canning	Ronald Coatsworth
Mervyn Jeffery	Mike Lovell
Margaret Phipps	William Trite

Notes:

- The reports with this agenda are available at www.dorsetforyou.com/countycommittees then click on the link "minutes, agendas and reports". Reports are normally available on this website within two working days of the agenda being sent out.
- We can provide this agenda and the reports as audio tape, CD, large print, Braille, or alternative languages on request.

- **Public Participation**

Guidance on public participation at County Council meetings is available on request or at <http://www.dorsetforyou.com/374629>.

Public Speaking

Members of the public can ask questions and make statements at the meeting. The closing date for us to receive questions is 10.00am on 7 October 2016, and statements by midday the day before the meeting.

Debbie Ward
Chief Executive

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Date of Publication:
04 October 2016

1. **Apologies for Absence**

To receive any apologies for absence.

2. **Code of Conduct**

Councillors are required to comply with the requirements of the Localism Act 2011 regarding disclosable pecuniary interests.

- Check if there is an item of business on this agenda in which the member or other relevant person has a disclosable pecuniary interest.
- Check that the interest has been notified to the Monitoring Officer (in writing) and entered in the Register (if not this must be done on the form available from the clerk within 28 days).
- Disclose the interest at the meeting (in accordance with the County Council's Code of Conduct) and in the absence of a dispensation to speak and/or vote, withdraw from any consideration of the item.

The Register of Interests is available on Dorsetforyou.com and the list of disclosable pecuniary interests is set out on the reverse of the form.

3. **Minutes**

7 - 14

To confirm and sign the minutes of the meeting held on 15 June 2016.

4. **Public Participation**

(a) Public Participation

(b) Petitions

5. **Local Enterprise Partnership and Growth Board**

To provide the opportunity for representatives of the Dorset Local Enterprise Partnership (LEP), Lorna Carver and James Weld, to address the Committee on what the work of the LEP entails, how the Partnership operates and its relevance to the work of the Committee. A presentation will be made by the Service Director – Economy to complement this.

So as to stimulate debate, the Chairman encourages members of the Committee to give some thought as to what they might be minded to ask the LEP representatives on the day, in order to have a better understanding of the relationship between the Committee and the LEP and how what it does might could play a part in benefitting how the Committee operates.

6. **Motions referred from County Council**

The following motions were considered by the County Council in accordance with Standing Order 17. Both were referred by the Council automatically to the Committee without debate. The Committee is asked to consider each motion.

- a) **Councillor Paul Kimber (County Councillor for Portland Tophill):**
Economic Opportunities for Devon and East Dorset

15 - 20

“This Dorset County Council ensures that the proposed National Park is seriously considered as part of discussions on local government re-organisation.”

Context Statement from Cllr Kimber:

Economic Opportunities for Dorset and East Devon

For the past couple of years, in response to an initiative from Natural England, a

team from Dorset and East Devon has been developing proposals for the designation of a National Park, first put forward in a Government report of 1945. Natural England has given the proposal a positive first assessment.

Britain's National Parks are world-famous for their outstanding scenery and environments. Much less well-known is their success in promoting thriving and resilient rural economies and communities.

An independent report on the "*Economic Opportunities, Benefits and Wider Impacts of a Dorset and East Devon National Park*" is now available: www.dorsetandedevonnp.co.uk/news

The key messages we take from the report are as follows. A Dorset & East Devon National Park would:

- Offer opportunities, benefits and advantages to the economy and businesses in the National Park and throughout Dorset and East Devon.
- Promote thriving local communities, including affordable housing, key services, employment and skills.
- Bring additional and more certain resources to the area, including central government funding which might amount to £10m annually, plus other sources of income. The Government has assured National Parks of future funding and support.
- Conserve and enhance the area's environment, which is our greatest economic asset.

Local government re-organisation provides an opportunity for Dorset councils to include a National Park as part of a Devolution proposal to government in 2017. A companion study examines how the National Park Authority would work efficiently with a Unitary Authority on service delivery and financial outcomes. We see these studies as significant contributions to Dorset councils' and others' consideration of this question.

We look forward to discussing with all interested partners the significant opportunities which a National Park would offer.

Dorset & East Devon National Park Team

A National Park Delivers Greater Influence for Rural Communities

A new discussion paper www.dorsetandedevonnp.co.uk/news examines how the Dorset & E Devon National Park Authority (NPA) would deliver greater influence for rural communities, as well as working efficiently with partner Local Authorities to improve services and financial outcomes. Benefitting all communities, a National Park would bring:

- Additional and more certain funding benefitting all councils, communities and the economy. In addition to an assured central government grant of maybe £10 million per year, NPAs secure further funding and help others eg farmers to do so.
- A stronger partnership way of working. A NPA is a partnership and operates through partnerships. A small % of NPA funding goes on running costs. The vast majority is spent through partnerships with communities, farmers, landowners, businesses, the not-for-profit sector.
- Enhanced local representation, influence and voice for rural communities. Elected council representatives make up three quarters of the NPA, and Parish and Town Councils are a third of these. A NPA would strengthen grass roots democratic influence and representation.
- Enhanced Planning influence and capability. A NPA would ensure local control of Planning, with no Government-imposed housing targets. It makes the Local and Management Plan for the NP in consultation with communities and others. NPAs approve a higher % of planning applications than other Local Authorities because they work hard for good, sustainable development in the right places, to support communities, local affordable housing, employment, and services.
- Increased coherence and expertise. A NPA would bring joined up thinking,

policy and delivery across the environment and economy, and expertise eg in land management, conservation, heritage, recreation, community liaison, and Planning.

Our National Parks not only conserve and enhance our environment and heritage, they also promote thriving and resilient rural economies and communities.

This important aspect is covered in an independent study: “*Economic Opportunities, Benefits and Wider Impacts of a Dorset and East Devon National Park*”: www.dorsetandedevonnp.co.uk/news

Local government re-organisation provides an opportunity for Dorset councils to include a National Park as part of a Devolution proposal to government in 2017.

These studies are significant contributions to this debate on our future.

Dorset & East Devon National Park Team - www.dorsetandedevonnp.co.uk

A briefing paper on this item is provided by the Director for Environment and the Economy.

b) **Councillor Paul Kimber (County Councillor for Tophill):**
Independent Co-operative Businesses

21 - 26

“The Council notes:

- That there are nearly 7,000 independent co-operative businesses across the UK, each owned and democratically run by their customers, employees, suppliers or members of their local community.
- Today, the co-operative movement is a significant part of the UK’s economy, growing by 21% to £33billion, and outperforming the economy as a whole during the recent recession.
- The number of people who own and control the UK’s co-operatives has grown by to 17.5m - nearly a quarter of the UK’s population. From credit unions to community farms – the rise in co-operative ownership is a significant development for the UK’s business sector, meaning that the number of co-op members continues to outstrip the number of shareholders in the UK.

This Council believes:

- That the co-operative model provides a sustainable way of providing local government services that empower residents, service users and employees, giving them a fair share and an equal say.
- Local Councils up and down the country have already put these values into practice in a number of ways, for example developing the co-operative sector, resident and employee owned companies and co-operative schools.
- That the Council has the opportunity to “chose co-operative” when considering the future of local services, giving residents and communities more of a say in their area.

Therefore, we call on the Council to:

- Work to incorporate co-operative values and principles when planning services and in its engagement with local residents.
- Publicise existing co-operative good practice within the council
- Hold and meet event for local co-operatives to engage with the Council.”

A briefing paper on this item is provided by the Director for Environment and the Economy.

7. Progress on Scrutiny Items

To receive updates from lead members in relation to current scrutiny activities:

- a) **Residents Parking Strategy** 27 - 28
To consider a summary of the meeting of the Working Group held on 23 August 2016 to review the Resident's Parking Strategy and new proposals for Dorchester, as promoted by Councillors Canning and Biggs (attached).
- b) **Commercial Investment Aspirations / Opportunities incl. Investment Working Group**
To receive an oral update from the Chairman on a meeting by the Commercial Investment Aspirations / Opportunities incl. Investment Working Group held on 14 September 2016.
- c) **Policy Development Panel on HGV Management** 29 - 34
To consider a summary of considerations at meetings of the Policy Development Panel on HGV Management held on 30 June and 27 September 2016 (attached).
- d) **Task and Finish Group on Bus Subsidies** 35 - 38
To consider the notes of a meeting of the Bus Subsidies Task and Finish Group held on 28 September 2016 (attached).

8. Work Programme 39 - 44

To provide the opportunity to develop the Committee's Work Programme.

So as to stimulate debate, the Chairman and Lead Officers actively encourage members to reflect on the Committee's Terms of Reference with a view to prior consideration being given to items they consider could benefit from scrutiny in looking at the Committee's Work Programme. These can be then given due consideration at the meeting.

Useful hyperlinks relating to the responsibilities of the Committee are as follows:-

- Enabling Economic Growth Strategy – <https://www.dorsetforyou.com/article/369382/Economic-development---Dorset-County-Council>
- State of Dorset Economy – <https://apps.geowessex.com/stats/Reports/Topic/Economy>
- Cabinet Forward Plan - <http://dorset.moderngov.co.uk/mgListPlans.aspx?RPId=137&RD=0>
- Cabinet decisions taken in previous 12 months - <http://dorset.moderngov.co.uk/ieListMeetings.aspx?Committeed=137>

9. Questions from County Councillors

To answer any questions received in writing by the Chief Executive by not later than 10.00am on Friday 7 October 2016.

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Economic Growth Overview and Scrutiny Committee

Minutes of the meeting held at County Hall, Colliton Park,
Dorchester, Dorset, DT1 1XJ on Wednesday, 15 June 2016

Present:

Daryl Turner (Chairman)
Hilary Cox (Vice-Chairman)
Hilary Cox, Richard Biggs, Mike Byatt, Andy Canning, Ronald Coatsworth, Mervyn Jeffery and
Margaret Phipps.

Members Attending

Deborah Croney (Cabinet Member for Learning and Skills), Peter Finney (Deputy Leader of the County Council and Cabinet Member for Environment, Infrastructure and Highways), Robert Gould (Leader of the Council), Trevor Jones (Chairman of Audit and Governance Committee), Rebecca Knox (Cabinet Member for Health and Wellbeing and Children's Safeguarding) and David Walsh (Chairman of People and Communities Overview and Scrutiny Committee).

Pauline Batstone, County Councillor for Blackmore Vale attended for minute 4.

Officers Attending: Mike Harries (Director for Environment and the Economy), Matthew Piles (Head of Economy), Mark Taylor (Group Manger- Governance and Assurance), Peter Moore (Head of Environment), Andy Smith (Group Finance Manager) and David Northover (Senior Democratic Services Manager).

For certain items, as appropriate

David Walsh (Economy and Enterprise Team Leader), Ken Buchan (Environmental Advice Team Leader) and Penny Syddall (Communications Team Leader (Superfast)).

Public Speakers

Ray Scragg, Arne Parish Council, petitioner - minute 4
Mark Vye, local resident, petitioner – minute 4

(Notes: These minutes have been prepared by officers as a record of the meeting and of any decisions reached. They are to be considered and confirmed at the next meeting of the Committee to be held on **Wednesday, 12 October 2016.**)

Chairman's Introductions

1 The Chairman took the opportunity to open proceedings at the inaugural meeting of the Committee and provided some context around what its purpose was, how it was to operate and how its objectives might be achieved.

Apologies for Absence

2 Apologies for absence were received from Mike Lovell and John Wilson and from Colin Jamieson, the Cabinet Member for Economy and Growth.

Code of Conduct

3 There were no declarations by members of disclosable pecuniary interest under the Code of Conduct.

Public Participation

4 Public Speaking

There were no public questions received at the meeting in accordance with Standing Order 21(1).

There were no public questions received at the meeting in accordance with Standing Order 21(2).

Petitions

There were two petitions submitted to the meeting in accordance with the County Council's Petition Scheme.

Procedure for Petitions - Petition entitled "Superfast broadband for Ridge"

The Committee considered a report by the Head of Economy on the receipt of a petition containing 222 signatures asking for the provision of superfast broadband for the village of Ridge near Arne, Wareham. The report set out a series of options available to the Committee on how they might wish to respond to the petition.

Officers took the opportunity to confirm that the Superfast Dorset Programme aimed to deliver the most appropriate Superfast Broadband solution for communities, maximising benefits in a cost effective manner across the business and domestic community. Furthermore it was confirmed that the County Council was committed to pursuing all technical and funding solutions possible and every effort was being made to maximise what might be achieved. Officers reaffirmed what investment the County Council, in partnership with BT, were making in fulfilling their commitment to rolling out broadband. They took the opportunity to explain in detail the practicalities of delivering the project, technicalities that were being faced by BT in achieving this, the processes involved in how the Programme was to be implemented and arrangements for delivering the service. The basis on which the Programme was modelled was explained and what criteria it took into consideration. Officers fully understood the socio-economic benefits that connectivity brought and would do all that they could to enable this to be achieved. There was an acknowledgement that there was a need for influence to be brought to bear on BT to ensure that they were doing all that they could to achieve the maximum coverage possible.

The Committee then heard from the petitioner, Councillor Ray Scragg, who considered that the petition demonstrated the importance of superfast broadband to the settlement and that the success of businesses within the community depended on it. He expressed concern that little information had been made available on what the implementation plan for Ridge was or when connectivity might be achieved. The provision of broadband was critical in being able to maintain the vibrant community which currently existed and would go some way to fostering increased economic growth. He was concerned that without the necessary connectivity, such vitality could not be sustained and the petition amply demonstrated the overwhelming business and educational needs of the village. He considered that connectivity was vital in maintaining an active and thriving community and its continued absence would be detrimental to this.

Officers understood the petitioner's frustration by the lack of information available and agreed that every effort would be made to provide the necessary information as soon as practicable.

The Committee then took the opportunity to discuss the merits of the petition and agreed that, in principle, every effort should be made to facilitate the provision of Superfast Broadband throughout the County. They acknowledged that this was being demonstrated by the County Council's continued commitment towards this and acknowledged that universal provision of Superfast Broadband was critical to the future economic and social prosperity of Dorset. As such, they considered that engagement in the search for solutions should be sought and that a meeting should be held between the petitioner and officers to determine the means by which this might be achieved. Additionally members asked for a better understanding of how BT/Superfast Dorset determined the viability of where services should be delivered

and the mechanism for how this was done. Officers agreed to share what they could with the Committee to enable this better understanding and welcomed the opportunity to meet with the petitioner to discuss what solutions there might be. There was also a need to establish the level of take up as this was a critical factor in determining how successful any rollout would be.

Resolved

That the petition be noted and the petitioner informed that a meeting would be arranged between officers and the petitioner to discuss how best to proceed with the request for Superfast Broadband at Ridge and what options were available in the delivery of this.

Reason for Decision

In order to comply with the County Council's published scheme for responding to petitions and so as to enable local people to connect with local elected decision makers.

Procedure for Petitions - Petition for Superfast Broadband for Pulham and surrounding Areas

The Committee considered a report by the Head of Economy on the receipt of a petition containing 96 signatures asking for the provision of superfast broadband for the village of Pulham and the surrounding areas. The report set out a series of options available to the Committee on how they might wish to respond to the petition.

Officers took the opportunity to confirm that the Superfast Dorset Programme aimed to deliver the most appropriate Superfast Broadband solution for communities, maximising benefits in a cost effective manner across the business and domestic community. Furthermore, the County Council was committed to pursuing all technical and funding solutions possible and every effort was being made to maximise what might be achieved. Officers reaffirmed what investment the County Council, in partnership with BT, were making in fulfilling their commitment to rolling out broadband. They took the opportunity to explain in detail the practicalities of delivering the project, technicalities that were being faced by BT in achieving this, the processes involved in how the Programme was to be implemented and arrangements for delivering the service. The basis on which the Programme was modelled was explained and what criteria it took into consideration. Officers fully understood the socio-economic benefits that connectivity brought and would do all that they could to enable this to be achieved. There was a need to ensure that BT was doing all that it could to achieve the maximum coverage possible.

The Committee then heard from the petitioner, Mark Vye, who considered that the petition demonstrated the importance of Superfast Broadband to Pulham and that the success of businesses within the community depended on it. He circulated a series of diagrams and paperwork to the Committee so that they might have a better understanding of the issues which needed addressing. He too expressed concern that little information had been forthcoming from BT on what their plans were for implementation. He explained that the petition had the support of the local MP for North Dorset, Simon Hoare, and local County Councillor for Blackmore Vale, Pauline Batstone. He understood that the technologies used in and around Pulham did not necessarily meet the practical needs of the village and questioned the reasoning for this and how commercial viability was determined. He also considered that the indication that Pulham would be part of the coverage was misleading given that this had played a part in attracting enterprise to the village on the basis that their business needs would be met, only to find that this was not the case. He appreciated that OpenReach was actively investigating how they might meet the needs of the petitioners.

He considered that connectivity to Superfast Broadband was critical in benefitting those wishing to access the internet for business, educational and social purposes

and so as to ensure that the village maintained its vitality. He felt that connectivity was vital in maintaining an active and thriving community and its continued absence would be detrimental to this.

Pauline Batstone, County Councillor for Blackmore Vale, was supportive of the petition in that improved connectivity would benefit the rural agricultural community of Pulham, home based businesses, local manufacturing businesses and other commercial activities, as well as meeting educational and social needs. She asked that alternative means of providing broadband to Pulham be investigated.

Officers explained that the map which Mr Vye referred to was known to be only indicative of where connectivity was proposed, with the precise detail of where connectivity was achievable being subject to variation, depending on the practicalities of its delivery. However they acknowledged that, at face value, the map created an impression of where coverage was proposed.

Officers then informed the Committee that progress was being made in what might be achievable in the vicinity and it was anticipated that Pulham would benefit from this. Furthermore alternative means of providing broadband were still being considered, including the part 4G/5G communications might play in this. Officers also reaffirmed their commitment to provide as much clarity as they were able to members and the public alike on when, where and how broadband was to be delivered and by what means.

The Committee then took the opportunity to discuss the merits of the petition and agreed that, in principle, every effort should be made to facilitate the provision of Superfast Broadband throughout the County. They acknowledged that this was being demonstrated by the County Council's continued commitment towards this and considered that universal provision of Superfast Broadband was critical to the future economic and social prosperity of Dorset.

The Committee were pleased to learn that progress might well soon be made in what was able to be delivered to the village and considered that a meeting should be held between the petitioner and officers to determine how progress might be made and what opportunities there were for the village to gain access to Superfast Broadband as soon as practicable.

Resolved

That the petition be noted and the petitioner informed that a meeting be arranged between officers and the petitioner to discuss how best to proceed with the request for Superfast Broadband in Pulham and the surrounding areas and what options were available in the delivery of this.

Reason for Decision

In order to comply with the County Council's published scheme for responding to petitions and so as to enable local people to connect with local elected decision makers.

Terms of Reference

- 5 The Committee noted its Terms of Reference and how these should be applied in order that the Committee achieved all that it was designed to do. With the aid of a visual presentation members were provided with an understanding of what overview and scrutiny entailed, the way in which this could be undertaken, what matters could be scrutinised and the way in which this might be done.

The Committee's purpose was seen to be to improve outcomes to people's lives; hold the Executive to account; have the ability to challenge topics which had a clear link with the Corporate Plan outcomes; and meet the Corporate Plan aim of enabling economic growth in being prosperous. How the Overview and Scrutiny Management

Board played its part in the process was explained, together with how scoping reviews could lead to effective and constructive scrutiny - in doing less, but more fully. In doing this there was a need to develop a constructive relationship with the Executive and for the Committee to get actively involved in the process.

Officers provided members with an understanding of how topics for scrutiny could be selected and the reasoning for this, in having an understanding of how outcomes could be improved for residents and the means by which this might be achieved. The relationship the Committee would have with partners in achieving this was critical. To do so effectively, there would be a need for members to receive a proportionate level of information and have the ability to focus on specific lines of enquiry in order to achieve their objective.

The Committee were advised on the suggested methodology to be used to prioritise topics and what criteria this needed to be assessed against.

The Committee were enthusiastic about the part they were being asked to play and whilst they recognised their current limitations in directly influencing commercial business enterprise, they were still able to facilitate and enable the means for economic growth for Dorset's businesses. As an organisation, there was a need to understand the importance of this; in doing all it could to ensure that Dorset was prosperous and in being economically competitive as an organisation in its own right.

Noted

Corporate Plan

6 The Committee noted the aims of the Corporate Plan and how the outcomes of the Committee were designed to meet those aims.

The Director for Environment and the Economy explained that as the nature of Committees was changing, there was a need for all that they did to be relevant to the aims of the Plan. With the natural environment of Dorset being valued at an estimated £1.5 - 4 billion per annum, there was a need for this to play a significant role in how economic growth could be developed. The way in which the County Council ran itself, in being one of the county's largest employers with a significant spend, meant that it was therefore a significant contributor in its own right to the economy. Members recognised that their role was not to manage the economy of Dorset, but to play their part in facilitating where and how they could have positive influence. How revenue streams for the Council might be generated as part of this process could also be an area of focus for the Committee.

Noted

The Committee, in Context - Dorset's Economy is Prosperous

7 With the aid of a visual presentation, the purpose and aims of the Committee were set in context by lead officers, namely the Group Manager – Governance and Assurance, the Director for Environment and the Economy and the Head of Economy. The way in which the Committee was designed to operate, what economic growth entailed and the issues for focus were drawn to the attention of the Committee. Officers explained:-

- what scrutiny entailed and how this function should be applied;
- provided an understanding of the purpose of the Committee and making sense of the part it played in meeting the aims of the Corporate Plan;
- the means by which this might be achieved;
- an explanation of the State of Dorset Economy, the role of the Dorset Local Enterprise Partnership and the relationship these had with the Committee.

Opportunities and challenges facing Dorset were outlined and the part productivity; an ageing workforce; benefits claimants; skills and education; housing; infrastructure and the role that the environment played in all this was explained. The principle of an Economic Growth Strategy and the benefit this would bring was explained and members recognised that ownership of this should be embraced by them to ensure that the Committee was successful.

The part that the Dorset Local Enterprise Partnership played in influencing economic growth was drawn to the Committee's attention and the success in achieving the Dorset (Green) Enterprise Zone at Winfrith Newburgh was noted, as well as the importance of the Western Dorset Growth Corridor and what benefits this brought. The importance of digital infrastructure and its availability in order to access opportunities was seen to be essential in economic growth being successful and every effort was being made to facilitate the provision of Superfast Broadband throughout the County, which was demonstrated by the County Council's continued commitment towards this. It was acknowledged that universal provision of Superfast Broadband was critical to the future economic prosperity of Dorset.

Officers explained that in enabling economic growth, consideration should be given to the part employment; housing; skills; infrastructure and the environment played and the relationship between these. Whilst sophisticated technological business played a critical part in how economic growth might be achieved, there was a need to recognise the importance of what part other more traditional sectors played in this across the rural county, with the likes of tourism, agriculture, fishing, mineral extraction and quarrying, and oil exploration and production all playing their significant part in benefitting the economy. The viability of these would ensure that rural development was maintained and that there was investment made to benefit the rural sector alongside other sectors of the economy.

The Committee were keen to see that commercial investment fulfilled its potential and how the County Council was able to facilitate economic growth for the private sector was instrumental in this. There was an acknowledgment that businesses needed to be encouraged to locate to Dorset for prosperity to be achieved. Given the various means by which the County Council could play its part in facilitating economic growth across the County, there were significant opportunities for Dorset to achieve its aim of stimulating a more prosperous economy.

Noted

Outcomes Based Accountability - Context Setting

- 8 The Committee considered a report which provided background and context in relation to Outcomes Based Accountability which was a key methodology that the Authority had adopted to ensure it maintained a clear focus on priority outcomes for Dorset residents and communities.

Also included within the report was a sample scoping document and report which had been prepared, for illustrative purposes only, in order for members to see how a planning and scoping document could look in relation to helping support the future overview and scrutiny review work of the Committee. The scoping document had been trialled by Councillors Biggs and Canning for an area of spotlight scrutiny, relating to parking arrangements in Dorchester, and they reported that it had proven very helpful.

Noted

Work Programme

9 The Committee was provided with the opportunity to develop its Draft Work Programme and to participate in proceedings. So as to stimulate debate, the Chairman and Lead Officers had actively encourage members to reflect on the Committee's Terms of Reference with a view to prior consideration being given to items they considered could benefit from scrutiny in looking at their Work Programme. These were given due consideration at the meeting. As a prelude to this, Councillors Canning and Biggs had proposed the establishment of a Policy Development Panel on a new residents' parking strategy for the County Council.

The Committee had also been given the opportunity to have a better understanding of the responsibilities of the Committee, with hyperlinks providing detail about: Enabling Economic Growth Strategy; the State of Dorset Economy; the Cabinet Forward Plan; and Cabinet decisions taken in the previous 12 months.

The Committee acknowledged that the use of policy development panels, task and finish groups, working groups, spotlight scrutiny and inquiry days were all legitimate means by which scrutiny could be achieved, with whatever method used, being proportionate and relevant to that activity to secure an appropriate return on investment.

In being asked to propose topics, the Committee devised the following list, including methods for scrutiny and the members to take part:-

- Residents Parking Strategy – Working Group / Spotlight Scrutiny / PDP (Andy Canning / Richard Biggs)
- Bus Subsidies (T&F Group) (Hilary Cox / Andy Canning)
- Commercial Investment Aspirations / Opportunities incl. Investment (Mike Byatt / Hilary Cox)
- Digital Strategy incl. Broadband (Mike Byatt)
- Skills & Training (Mike Byatt)
- Demographic changes – Impact on Services & Infrastructure (Inquiry Day)
- Affordable Housing (Mike Byatt)
- Physical Infrastructure
- LEP / Growth Board – Presentation to set context and understand impact & outcomes
- Overview functions -
 - Renewable energy
 - carbon footprint

The Committee acknowledged that the prioritising of these items was to be determined and that the Overview and Scrutiny Management Board would play its part in assessing them. The Committee also acknowledged that there was a need for a lead officer to be identified for each topic to provide a clear link and contact point to support and coordinate the required work with elected members. The Director for Economy and the Environment agreed to advise the Committee of the lead officers as soon as was practicable.

Resolved

That the suggested topics listed above be reported to the Overview and Scrutiny Management Board for information and assessment and for those, in conjunction with those members and officers involved in each of the topics actively taking action to progress matters as soon as practicable.

Reason for Decision

To ensure that proceedings to actively scrutinise topics were undertaken as soon as practicable.

Dorset County Council Action Plan for Management of Pollinators

- 10 The Committee considered a report by the Director for Environment and the Economy on the County Council's Action Plan for the Management of Pollinators. The Committee acknowledged the essential role pollinators played in providing pollination services for many commercial crops and wild plant species, and their significant value to the UK economy, estimated at over £400 million annually. Given Dorset's significant agricultural sector, the importance of pollinators to Dorset's economy and environment was acknowledged despite pollinators such as bees, hoverflies, butterflies and moths being in decline. Pressures such as habitat loss and degradation, pests and diseases, pesticide use and climate change individually, and in combination, were having negative impacts on populations and, as a result, reducing the pollinators effectiveness.

It was therefore proposed that the County Council should play its part in helping to reduce this decline and, where possible, enhance populations, by adopting an Action Plan for Pollinators, in line with similar plans adopted by other public bodies. This would specify the principles by which Dorset County Council would seek to deliver services and projects at an operational level in a way that maximised positive impacts and minimised negative impacts on pollinator species.

The Action Plan proposed a range of positive principles which could be applied to the management of County Council assets, projects and decision-making processes, as well as a prohibition on the use of neonicotinoid pesticides, which had been linked to the decline in pollinators, on County Council land where the power to enforce this existed.

The attention of the Committee was drawn to the principles of the Action Plan which was proposed to be adopted with immediate effect, or to be applied to future projects, asset management plans and decision-making processes as and when they were developed and/or reviewed.

The Committee acknowledged the importance of pollinators to Dorset's economy and environment and the benefits Dorset's agricultural sector brought to that economy, and accordingly endorsed the proposals, as set out in the Director's report.

Recommended

That the Cabinet be asked to adopt the proposed Action Plan for Pollinators, as set out in section 2 of the Director's report having taken into account the views of the Committee.

Reason for Recommendation

The adoption of the proposed Action Plan for Pollinators would help Dorset County Council meet its aim of a 'healthy environment' as set out in the Corporate Plan 2016 outcomes framework.

Questions from County Councillors

- 11 No questions were asked by members under Standing Order 20(2).

Meeting Duration: 10.00 am - 1.00 pm

Economic Growth Overview & Scrutiny Committee

Dorset County Council



Date of Meeting	12 October 2016
Officer	Peter Moore (Service Director – Environment)
Subject of Report	Proposal for a Dorset and East Devon National Park
Executive Summary	<p>A locally-led group has been established to campaign for the establishment of a Dorset and East Devon National Park based on, but not restricted to, the area covered by the Dorset Area of Outstanding Natural Beauty (AONB), the East Devon AONB and the Jurassic Coast World Heritage Site. An application has been made to Natural England, the Government's statutory adviser on protected landscapes, to consider the establishment of a National Park on this basis. Natural England considers such applications in sequence and is expected to give the proposal further consideration in due course. A motion to full Council supporting the idea of a National Park was submitted and debated at Dorset Council Council's meeting in July 2016, as a result of which a resolution was passed that the matter be referred to the next meeting of the Economic Growth and Overview Scrutiny Committee.</p>
Impact Assessment:	<p>Equalities Impact Assessment: the proposal for a National Park originates with a third party and is at an early stage so EqIA would be premature.</p>
	<p>Use of Evidence: a summary of the available evidence in relation to the case for and against a National Park is included in the report.</p>
	<p>Budget: there are no budget implications of this report.</p>

Proposal for a Dorset and East Devon National Park

	<p>Risk Assessment: having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as:</p> <p>Current Risk: LOW Residual Risk: LOW</p>
	<p>Other Implications:</p> <p>No other implications identified.</p>
Recommendation	<p>That the Committee notes the proposal for the establishment of a Dorset and East Devon National Park and the evidence assembled in relation to this, and agrees to keep the matter under review.</p>
Reason for Recommendation	<p>The proposal for a National Park could potentially support the County Council's corporate outcomes in relation to a healthy and prosperous Dorset. However, the proposal is still at a developmental stage and, as Dorset County Council would not be the key decision-maker in whether or not a National Park is established, no decision is required at this point beyond noting the evidence assembled to date and agreeing to keep the issue under review.</p>
Appendices	<p>None.</p>
Background Papers	<p>None.</p>
Officer Contact	<p>Name: Dr Phil Sterling Tel: 01305 224290 Email: p.sterling@dorsetcc.gov.uk</p>

1. Background

- 1.1 A locally-led group has been established to campaign for the establishment of a Dorset and East Devon National Park based on, but not restricted to, the area covered by the Dorset AONB, the East Devon AONB and the Jurassic Coast World Heritage Site. A motion to full Council supporting the idea of a National Park was submitted and debated at Dorset Council Council's meeting in July 2016, as a result of which a resolution was passed that the matter be referred to the October 2016 meeting of the Economic Growth and Overview Scrutiny Committee.

2. Purposes and role of National Parks

- 2.1 The National Parks and Access to the Countryside Act 1949 established the National Park designation, the purpose of which is to conserve and enhance landscapes whilst promoting public enjoyment of them whilst, following an amendment by the Environment Act 1995, fostering the social and economic well-being of those living within National Parks.
- 2.2 At the time of the initial tranche of National Park designations after the war, the area now known as the Dorset AONB was considered as a candidate for National Park status but was deemed not to have passed the necessary tests, but was subsequently designated as AONB.
- 2.3 National Parks are nationally funded and governed by National Park Authorities (NPAs), membership of which is drawn from a combination of local nominees (e.g. from local authorities) and those appointed by the Secretary of State. National Park Authorities act as local planning authority for the area designated, and deliver a range of other services relevant to their purposes.

3. Process of designating a National Park

- 3.1 Natural England is the body responsible for designating protected landscapes (National Parks and AONBs) on behalf of Government. Natural England has a duty to review whether any area meets National Park designation criteria and does so in line with a Designations Strategy. The barriers to entry for an area to be put forward for consideration via this process are relatively low – i.e. anyone can propose potential designations or extensions.
- 3.2 Periodically, Natural England conduct a sift to rule out proposals they deem unsuitable. Proposals which survive this sift then remain on the table for further consideration against a series of tests (see below). The priority then given to proposals is a matter of judgement within Natural England, and the various influences it is subject to. Natural England's designations team is small so they tend to go through the list of priority cases sequentially, and the process can therefore be a lengthy one.

4. Tests to become a National Park

- 4.1 Under Natural England's Designations Strategy, to be considered for National Park status, an area must pass two key tests, relating to (i) natural beauty, and (ii) opportunities for recreation and public enjoyment. If and when Natural England apply these tests to the Dorset and East Devon proposal, those areas which are already designated AONB should logically pass the first test on natural beauty. Any non-AONB areas included in the proposal would, however, require further assessment against this criteria.

4.2 In relation to the second test on recreation and public enjoyment, it is not difficult to envisage the coastal zone of the proposed National Park area passing this test, though this may be harder to achieve in some of the inland areas where access and recreational opportunities are more limited.

5. **Current status of the proposal**

5.1 The proposers of the National Park submitted a package of evidence to Natural England for consideration in line with its Designations Strategy in 2013. The proposal passed a subsequent 'sift' by Natural England. This should not be taken to imply endorsement by Natural England, rather it means that the proposal remains on the table and has not been ruled it out.

5.2 Stakeholders should have ample notice if and when Natural England start looking at the Dorset and East Devon proposal in more detail, at which point the County Council, and the various Partnership Boards of the AONBs and the WHS, may need to take a more definitive view of the proposal. At this stage, the proposers are at the stage of raising awareness and building support. They do, however, have a significant list of supporters – including Town & Parish Councils, environmental and community groups.

6. **Potential benefits of a National Park**

6.1 Key potential benefits of a National Park as highlighted by the proposers are:

- Potential economic benefits: National Parks have made efforts collectively to counter the perception that they are a 'barrier' to economic development – see ['National Parks: Open for Business'](#) which makes the case for National Parks as rural economic powerhouses, and serves as an offer to Local Enterprise Partnerships (LEPs) to collaborate in maximising the economic opportunities National Parks present. The proposers of the Dorset and East Devon National Park commissioned a report which set out the evidence on how National Parks offer economic benefits, promote thriving communities (including through the promotion of affordable housing, employment and skills) and bring financial resources including Government funding.
- More coherent and efficient approach to planning across a wider area: the performance of National Parks as planning authorities is generally good. Natural England advise that they often process applications faster than conventional local planning authorities. In the context of current arrangements in Dorset (6 local planning authorities covering the area, each with their own planning functions and overheads), the introduction of a National Park Authority could be seen to represent a more efficient and coherent mechanism for planning, achieving more consistent decision-making, with the added advantage of being nationally funded.
- Access to national funding streams: National Parks and AONBs are currently funded from DEFRA's Protected Landscapes budget of approx £80-90m, about £7m of which supports 38 AONBs, the remainder being divided up between 9 National Parks. While this budget is unlikely to grow, a new National Park could expect a much larger share of this funding than the same area currently covered by AONB designations. It is estimated that a Dorset and East Devon National Park could attract some £10 million per year in central Government funding.
- Prestige/reputation: while WHS and AONB designations are prestigious assets in their own right, the National Park identity is a strong one, offering significant economic opportunity as both a visitor destination and via leveraging of the National Park 'brand' (e.g. to add value to local products and services).

7. **Potential concerns**

7.1 The main concerns which might be raised by a National Park proposal are:

- Concern about potential constraints on development and economic growth: a National Park might be perceived as a barrier to development, though it should be noted that AONBs and National Parks already enjoy equal status in terms of landscape protection since the Countryside and Rights of Way Act 2000, so any constraints should in theory be no greater than those already associated with the AONBs. While any protected landscape inevitably brings a degree of constraint, this must be weighed against the economic opportunity it presents.
- Transfer of planning functions: the transfer of planning functions from local authorities to a National Park Authority inevitably implies a loss of local control over planning decisions. This was a contentious issue in the establishment of the newest National Parks, though it was resolved in the South Downs where the NPA now buys in planning services from the constituent local authorities.
- Democratic deficit: while National Park Authorities are structured such that local nominees outweigh those appointed by the Secretary of State, there are still perceptions of a 'democratic deficit' in the absence of direct elections. Government has recognised this and is seeking to address it through, for example, consideration of direct elections and other measures to improve the accountability of National Park Authorities. The proposers have pointed out that a National Park Authority's members are drawn 75% from local elected representatives and a third of these are from local parish and town councils.

8. **The National Park proposal and Local Government Reorganisation (LGR)**

8.1 The proponents of the National Park, supported by a number of Town & Parish Councils, had asked the nine Dorset local authorities collectively whether the National Park proposal could be considered as part of the future settlement for local government in Dorset in the context of the current 'Shaping Dorset's Future' consultation. It was concluded that, as the National Park proposal would not be a decision for the local authorities, would be taken to a different timeline and involved parts of Devon which were not party to the conversation around LGR in Dorset, it was not possible for the National Park question to be resolved in the current consultation and decision-making process around LGR. The proposers have accepted this but have maintained their request for local authorities to give the proposal 'serious consideration'.

9. **Conclusions**

9.1 Designation of a National Park would ultimately be a matter for Government and not a decision for the County Council. While the County Council is not, therefore, required to endorse the proposal or otherwise at this stage in the debate, we continue to maintain an open mind and consider the evidence as and when it comes forward. The Economic Growth Overview & Scrutiny Committee is therefore recommended to note the summary of evidence provided above and to agree to keep the issue under review as it develops.

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Economic Growth Overview & Scrutiny Committee

Dorset County Council



Date of Meeting	12 October 2016
Officer	Matthew Piles (Service Director – Economy)
Subject of Report	Independent Co-operative Businesses
Executive Summary	<p>Cllr Paul Kimber highlights the scale of the co-operative movement across the UK, although this has not been very evident in Dorset.</p> <p>The Council’s Enabling Economic Growth strategy seeks to promote enterprise and entrepreneurship, and highlights the link between economic prosperity and health and well-being.</p> <p>The Council, together with local partners, supports a platform of generic business support initiatives to encourage start-ups and the growth of fledgling businesses. This should be enhanced in 2017 as European Union structural funds become available to enhance the services offered by the Growth Hub, the Dorset Mentoring scheme, and specific support for communities and social enterprises.</p> <p>Whilst this support is not focussed specifically on the development of co-operatives, they do provide a business model which could be used and fostered should it be an appropriate and feasible solution to a need or opportunity.</p>
Impact Assessment:	Equalities Impact Assessment: the Council’s Enabling Economic Growth Strategy was subject to an EqIA.
	Use of Evidence: the Economic Growth strategy was based upon a considerable evidence base, which is being continually up-dated and enhanced. Strands of activity emanating from the

Independent Co-operative Businesses

	<p>Strategy are also based upon robust evidence and business cases.</p>
	<p>Budget: there are no budget implications of this report.</p>
	<p>Risk Assessment: having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as:</p> <p>Current Risk: LOW Residual Risk: LOW</p>
	<p>Other Implications:</p> <p>No other implications identified.</p>
Recommendation	<p>It is recommended that the County Council continues to work to create an environment within which a range of social and other enterprises can prosper, to support the delivery of community services and create sustainable economic growth.</p>
Reason for Recommendation	<p>A prosperous, growing and diverse economy is essential to achieve the four corporate objectives of making Dorset and its residents safer, healthier, and more independent and prosperous.</p>
Appendices	<p>None.</p>
Background Papers	<p>Dorset County Council's Enabling Economic Growth Strategy.</p>
Officer Contact	<p>Name: David Walsh Tel: 01305 224254 Email: d.walsh@dorsetcc.gov.uk</p>

1. Context

- 1.1 The vision of the Council's Enabling Economic Growth strategy is for a strong and successful Dorset economy. It identifies the crucial link between economic prosperity and health and well-being, understanding that a vibrant economy and opportunities for all are essential prerequisites to achieving wider corporate objectives around health, well-being and safeguarding.
- 1.2 The implications of the Care Act 2014 are highlighted. In particular the significant challenges and opportunities associated with the changing way in which quality care is provided across the country. New models for the delivery of care and health services will provide new enterprise and job opportunities. Social enterprises, including co-operatives, and the voluntary sector can provide skilled, well paid jobs in Dorset and help ameliorate supply gaps in the market.
- 1.3 As Cllr Kimber's motion states, the scale of co-operative businesses across the UK has grown to become a significant part of the national economy. Co-operatives are businesses owned and run by their members, usually to meet their economic, social or cultural needs and aspirations through a jointly owned and democratically controlled enterprise. These include high profile names such as the John Lewis group and Kerry Foods, and indeed retail and agriculture lead the field as sectors promulgating co-operative businesses. Many smaller scale co-operatives have been established, covering a wide range of activity including village shops, credit unions and sports clubs.
- 1.4 Co-operatives do not currently feature largely in the Dorset economy, either in numbers or scale of business activity. Several initiatives have been delivered over the last twenty years, including the provision of co-operative development officers, support for the Co-operative Development Agency and access to start-up funding, but all with limited success.
- 1.5 Limited success with previous initiatives does not preclude the option to encourage the development of appropriate co-operative businesses, among other social enterprise governance structures, to meet the challenges and opportunities identified in the Council's strategy.

2. Support for business enterprise

- 2.1 The Council, together with other local partners, contributes to generic business support initiatives, including:-
 - Dorset Growth Hub: the main source of business advice across Dorset, provides or signposts to wide range of business support services
 - Dorset Mentoring scheme: provides mentoring support, normally for fledgling companies, from experienced business people
 - Business start-up courses: the Council has sponsored several two day start-up courses, to ensure good geographical coverage, and provide the opportunity for relevant Council officers or others to receive training (these courses should be continuing in 2017 with EU funding support through the Growth Hub)
- 2.2 The majority of the support offered through these initiatives is directly relevant to all businesses, including social enterprises and co-operatives. Specific support on alternative governance structures and their implications is available from a

number of sources, including Dorset Community Action, national support agencies and solicitors/consultants.

2.3 The Arts Development Company, itself a social enterprise created by the County Council, is organising a conference in December to bring together a range of public, private and social enterprises to be inspired and discover how we can better work together to achieve social change and build socially enterprising collaborations together that deliver required services. The aims of the conference are:-

- to explore how to work together to achieve social change and increase social impact
- to be inspired by other collaborations delivering social impact for people and communities in interesting, innovative and enterprising ways
- to explore collaborative and creative ways of delivering key social objectives in Dorset, Bournemouth and Poole in order to build a better future
- to research and develop local market providers to deliver required services

2.4 The development of markets for adult and social care involves creating an environment in which providers are supported to develop innovative solutions to better meet the needs of service users. Spend with small, voluntary and community social enterprises can make a significant contribution to local economic growth. The Social Value Act provides that Councils should be responsive to the benefits of such enterprises and facilitate their inclusion in procurement through pre-market engagement and supplier planning.

2.5 Whilst not precluding the creation and growth of social enterprise, the investment decisions around adult and social care are increasingly driven by service users, who are displaying a tendency to rely upon traditional forms of provision. The incremental nature of demand, combined with the significant investment required to ensure safeguarding, credible infrastructure and reliability of care means that the Council has not so far been proactive in stimulating social enterprises or other enterprise models.

2.6 Significant additional support for working with communities, identifying need and opportunities, and providing seed funding for the creation of social enterprises should soon become available through the Building Better Opportunities fund, part of the European Social Fund. Local partners are involved in the development of the round 2 application, which if successful will see delivery commence in Spring 2017. Business coaches, peer mentors and various team challenge techniques are planned to identify and exploit community enterprise opportunities.

3. Conclusion

3.1 There is a reasonable level of generic business support available across Dorset, and this should be significantly enhanced in 2017 as European Union structural funds underpin additional services, ranging from start-ups to exporting. This will also provide specific support activity for communities and social enterprises. The development of co-operatives is an option which is available and supported, should this be the most appropriate business model or structure to pursue.

Independent Co-operative Businesses

M D Piles
Service Director - Economy
October 2016

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Economic Growth Overview and Scrutiny Committee

12 October 2016

Meeting of Working Group to review the Resident's Parking Strategy and new proposal for Dorchester as promoted by Councillors Canning and Biggs

Attending:-

Councillors:- Richard Biggs and Daryl Turner

Officers:- Matthew Piles (Service Director – Economy), Andrew Martin (Service Director – Highways), Simon Gledhill (Network Management Service Manager), Karen Young (Senior Technician Officer Assistant), Martin Farnham (Traffic Engineering Technical Officer), Jess Buckseall (Traffic Engineering Technical Officer) and Dave Northover (Senior Democratic Services Officer). Councillor Canning presented his apologies.

Context

Arising from the meeting of Economic Growth Overview and Scrutiny Committee held on 15 June 2016, the Working Group was convened on the basis that Andy Canning, County Councillor for Linden Lea and Richard Biggs, County Councillor for Dorchester proposed a review of how the resident's parking strategy was being applied in relation to parking needs in Dorchester. The Councillors had submitted a scoping document to officers on how they proposed that the resident's parking needs in Dorchester should be met and what they considered should be done to achieve this. Officers had subsequently given this due consideration.

The Working Group met on 23 August 2016 at County Hall about the proposal for how a new resident's parking strategy for Dorchester might be best achieved and implemented. This was seen to be a part of a proposed countywide review of the strategy, designed to ensure that it remained relevant, fit for purpose and applicable

Summary

- The focus was on the residents' parking strategy for Dorchester and in particular Zone D around Glyde Path Road and North Square
- It was acknowledged that whilst this piece of work was the focus, it had a bearing on other parking considerations throughout Dorchester and potentially affected other resident parking schemes
- Furthermore there would be a need to assess this in conjunction with a review of the whole Countywide Residents' Parking Policy, which had operated for some 20 years and which need to be fit for purpose and applicable to the parking needs which currently took place
- Monmouth Road was particularly congested and parking problems arose there constantly. This was a road which householders had no off street parking of their own, so parking on street was their only option. The congestion in the road was compounded by the fact that this was the first available street outside of the heavily restricted roads of the town centre where it was possible to park unrestricted and so drivers would invariably find this an attractive place to park and was near to town, the station, Brewery Square and the like.

- The closure of the park and Ride had only served to compound the demand for on street parking and would only contribute to greater congestion in the town centre and the demand for more on street parking availability
- The Service Director - Economy considered the need for a sound strategy to be developed from which an effective policy could be applied.
- Some of the practices which the current policy provided for were now outmoded and had discrepancies and inconsistencies. When the policy was drawn up it was generally on the basis of one car per household, which was not the case today
- Notwithstanding the current moratorium on issuing new permits, a particular quick fix solution could be found for Zone D in that there were currently 5 outstanding requests for resident parking permits which could be accommodated by addressing the parking situation at County Hall whereby the members' car park at the front of County Hall was proposed to be opened up to pay and display from 1 November. As part of this, residents with a valid permit would be able to park there as an overspill to the resident parking which already was available on street and it was felt that the 5 additional outstanding requests could be accommodated.
- Resident's parking demand generally operated in the evenings and overnight at which time the supply of spaces was at its greatest so this should not impinge on the finances which might be generated from pay and display
- Officers would write to all the resident permit holders in Zone D to inform them of the relaxation/ flexibly in the parking arrangements at County Hall which could well address some of their issues.
- The Group welcomed this solution and looked forward to the other issues being addressed in due course.

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 Legal and Democratic Services

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Economic Growth Overview and Scrutiny Committee

12 October 2016

Summary of considerations at meetings of the Policy Development Panel on HGV Management held on 30 June and 27 September 2016

30 June

Enforcement of HGV Traffic Regulation Orders by Dorset Police

The Panel received a presentation from Sergeant Joe Pardey of Dorset Police on what HGV traffic management by Dorset Police entailed and how HGV Traffic Regulation Orders were enforced.

The way in which HGV restrictions were managed and the priority given to these, how investigations took place regarding reported indiscretions and what assessments were made was explained by Sergeant Pardey as well as the operational mechanisms used in delivering this.

A number of exercises undertaken to address all aspects of HGV practices, including compliance with traffic orders, speeding, laden weight violations, tachograph and European driver directives discrepancies was considered to have proven successful. It was hoped that the success of these exercise would proliferate. Such a means was designed to accord with the principle of education, in the first instance, in preference to enforcement, being seen to be a positive message that raised the profile of the campaign and benefitted the perception that these issues were being adequately addressed. It was recognised that any action taken in response to an indiscretion had to be proportionate and reasonable.

How the Polices' traffic division operated and what this entailed was explained and it was emphasised that resources had to be deployed and allocated with efficiency, to be utilised as and when necessary, so as to be as effective as possible. The Panel recognised that Dorset Police was doing all that was practicable to address the management of HGV traffic but that resourcing and budgetary constraints meant that there were limitations to what might be achieved.

Petitions received in respect of HGV Traffic Management

The Panel noted the receipt of 3 petitions relating to how HGV traffic was being managed within the County, namely:-

- the HGV Situation on the B3091 St Johns Hill/ Bimport, Shaftesbury
- request for a HGV ban – Highcliffe Shopping Centre (A337) Christchurch
- HGV Traffic on A35/B3073, Christchurch in connection with Roeshot Hill gravel extraction.

Mention was made of two other petitions about HGVs which had not as yet been submitted, relating to waste facilities at Uddens Industrial Estate at Ferndown and issues through Colehill.

The Panel considered that the petitioners should be informed that the Authority was working with the Dorset Local Enterprise Partnership, Transport Authorities - both pan Dorset and neighbouring- , to agree a HGV Management Action Plan, but was being realistic on what might be achieved, given the current constraints. Dialogue was also ongoing with Dorset Police and Highways England, with the part each played in how HGV's were managed being significant. **Letters were subsequently**

sent to the petitioners by the Chairman of the Committee on what progress was being made.

Progress on how HGV's were being managed in Dorset County Council

The Head of Economy provided some context around what progress was being made in identifying solutions for managing HGV traffic in Dorset and what benefits might be gained from this.

The part the Borough of Poole's core strategy and housing policy played in this process was critical. Its significance and the practicalities of delivering this was integral to how any transport infrastructure was progressed. The Growth Deal series also contributed significantly to what could be achieved in terms of the necessary infrastructure being readily in place.

The importance of strategies for housing, planning and infrastructure to achieve this were acknowledged and were seen to be inter woven and dependent on each other in delivering a meaningful solution. The part the LEP played in ensuring these were delivered in the best interest of Dorset was also essential.

Work was progressing between the Tri Councils of East Dorset District and Bournemouth and Poole Boroughs on a way forward, in ensuring that the needs of Dorset were provided for and that its profile was raised to reflect the importance of the investment required to meet the need. The means by which this would be achieved would need to be determined, taking into consideration how any combined authority, unitary authority or devolution process might meet that need.

HGV Management Discussion with the Borough of Poole

The Panel were updated on works proposed for A349 Gravel Hill and what improvements this would bring. The relevance of this to how HGV traffic could be signed and managed and the current routing strategy was recognised, given that Poole Port played a significant part in HGV movements on the north south corridor. The Panel acknowledged that the means by which HGV's were routed into and out of Poole was integral to the success of any transport strategy. The Panel considered that the routing strategy was critical to any meaningful improvement being made to how HGV's were managed. They considered that a rationalisation of the directional routing was absolutely necessary in order to better manage the flow of HGVs .

Poole's core strategy on housing was also considered to be significant in how the routing of HGVs was signed so as to manage them effectively, with continued discussions ongoing between officers from both authorities.

Review of other adjoining Highway Authority Freight Strategies

The Panel were informed of the means by which HGV issues were addressed in other neighbouring authorities, including those which had defined freight strategies. One example was the arrangement Wiltshire had in place, being seen to be the most applicable for Dorset and one which could be best modified to meet the needs Dorset had. Based on the Wiltshire Freight Assessment and Priority Mechanism (FAPM) structure, this would provide an objective mechanism for how assessments, processing and prioritisation might be made and the way in which issues could be best managed and an effective method of monitoring HGV movements.

The "Lorry Watch" scheme - designed to monitor how HGVs were manoeuvred and managed – in collaborative working with the police and trading standards, and in formalising the neighbourhood watch scheme process, was also considered to be a worthwhile course of action to follow.

The Panel were encouraged by these prospective improvements to the way in which HGVs were managed and in how matters could be best addressed and considered that these should be actively pursued.

Current Dorset LTP Freight Strategy

The Panel were informed that the current Dorset Freight Strategy complemented the LTP 3 and – as part of its Action Plan - was designed to address the issues which faced HGV operators such as directional information - so as to be able to determine which were the most appropriate routes to take -, where and what facilities were available, how SatNav's operated, their reliability and the confidence with which they could be used and other routing issues, such as connectivity with the M4. There was a thought that facilities should be made available to coincide with the preferred routes for HGV traffic.

The Panel hoped that the Freight Map - available on Dorsetforyou.com - could be formalised and made more accessible, in time, through Travel Dorset so that freight and haulier groups might benefit from this useful tool. They considered that there was a need for freight transport and haulier groups and Highways England to play their part in the accessibility of preferred and appropriate directional routing strategies and the promotion of such freight maps. This was particularly critical in advising of preferred routes which did not involve having to travel through Ferndown.

The Panel considered that SatNav mapping companies should also have a responsibility in advising on directional preference for HGVs and that representations should be made to them to take this into account. Drone technology might also play some part in directional management. Accordingly this should be pursued with those SatNav companies to see what opportunities and scope there might be for interactive participation

Future Draft Dorset Freight Strategy

The Panel had the opportunity to see what future improvements were proposed for the Draft Dorset Freight Strategy and how this would be applied. Partnership working with both Bournemouth and Poole colleagues and the Freight Quality Partnership was critical in ensuring the approach to be taken was successful. As such the Panel endorsed the bullet points contained in the officer's report which showed how this was to be achieved.

On-going work with the Dorset Freight Quality Partnership meetings

The Panel were updated on what progress was being made at meetings between the County Council and the Dorset Freight Quality Partnership and what improvements they were working towards to ensure that HGV traffic was managed as well as it could be. Once again any part that LEP funding could play in contributing towards improvements had to be seen to be beneficial.

27 September

Proposal to Review Dorset's Freight Strategy

Prompted by the ever-increasing growth in road traffic across Dorset, and complaints about HGV traffic from local communities, as well as the proposed future housing and employment developments across the County and South East Dorset, the County Council was proposing a review of the Dorset Freight Strategy, with agreement and support from Bournemouth Borough Council, Borough of Poole, the Dorset Local Enterprise Partnership and the Dorset Freight Quality Partnership.

In drawing the attention of the Panel to how the review would be managed, officers explained the detail of what was being proposed, in that there was to be:-

- wider consultation with / more input from Parish/Town councils – including the part they could play in “Lorry Watch - and in working with Dorset Police;
- the development of an effective procedure for dealing with HGV complaints by way of the new procedures in place for addressing petitions
- targeting spending on areas with particular HGV issues, using Wiltshire’s FAPM example as a mechanism to do this
- broaden Dorset FQP membership to District Councils, the Police etc
- further work on the Dorset Freight Map so that this was a relevant tool for hauliers to use in it being regularly updated, interactive, and a printable PDF version on Dorsetforyou website (Travel Dorset), to include links from Bournemouth and Poole websites, leaflets (at Ports and local businesses);
- further work with SatNav companies over HGV routing in Dorset - lobbying through Road Haulage Association (RHA) and Freight Transport Association (FTA);
- an investigation into how www.freightjourneyplanner.co.uk – a web based tool that local authorities can use to recommend appropriate freight routes – might benefit how HGV’s were managed in Dorset.
- a continuation in reviewing good practice from other local authorities to see which of these might be applicable in Dorset.

The Group were provided with the opportunity to discuss the merits of those proposal and make contributions, as necessary. From this it was established that:-

- it would be beneficial for Dorset Police to be able to serve on the LEP’s Connected Thinking Group so that they might be able to actively participation in those discussions
- consideration should be given to Bournemouth and Poole also contributing to discussion to feed into the connected Thinking Group so that there was a coordinated approach
- the imminent announcement of Growth Deal 3 would have a bearing on the Borough of Poole’s housing strategy and allocation in north Poole bringing with it transport implications, which could play a significant part in improvements to how HGV’s were managed
- efforts should be made to raise awareness about the Dorset Freight Map and the benefits this could bring
- investigation of the freight journey planner website and its benefits should be pursued
- the prospect of an informal arrangement for HGV traffic to use the A350 one way and the C13 the other might be pursued.
- funding of such investigations might be allocated between Bournemouth/ Poole/ County Council
- Highways England should play their part in encouraging use of their primary trunk road routes as a basis for HGV traffic
- the involvement of local communities in identifying how HGV’s were being operated and the routes they were taking could play an important part in how movements could be better managed. Such communities had a direct understanding of the particular issues which were affecting them and how matters might be resolved. However in order that this might be meaningful there was a need for a relevant strategy and LTP polices to support it
- how HGV’s were routed could be stipulated in planning conditions to manage HGV traffic more efficiently and this could also be applied to minerals and waste operations. Officers confirmed that there was

scope to be able to do this if necessary and hauliers were advised of this in submitting their applications.

The Service Director - Economy concluded that considerable work had been carried out to recognise and address those issues raised and that the Economic Growth Overview and Scrutiny Committee at their meeting on 12 October would be informed on what progress was being made to date. Crucially a discussion about the issue had now been initiated with a view to a HGV strategy being established for Dorset which would meet the principles of the LTP and require partnership working with the LEP and Highway England to be successful.

Trunk Road Service Area and Lorry Park Proposals

The Group provided Ray Bulpit with the opportunity to explain his proposal the A35 trunk road service area and lorry park provision to serve central/western Dorset, given the lack of provision on that route.

His proposal had been drawn up in conjunction with the Duchy of Cornwall. A site to the south of the A35 at its junction with the A354 at the football stadium roundabout had been identified as a possible suitable strategic location for this facility.

His proposals had been drawn up taking into account economic, employment and environmental considerations with the Panel's attention being drawn to a report he provided on his scheme – entitled Jurassic Gateway Services – based on the need for such provision in light of the absence of any along the A31/A35 trunk road throughout Dorset.

His paper detailed the planning processes which were followed, the part the Duchy and West Dorset District Council played in this, the need, demand and reasons for selecting the site; its identification and suitability, and what benefits it was designed to bring. A rest area to mitigate against fatigue and a convenience for refreshments and toilets were considered to be an essential facility.

Dr Phil Sterling took the opportunity to inform the Panel of the environmental sensitivities associated with the proposal and what process might be followed to see if there was a likelihood of any of these being resolved and solutions found. Contained dialogue was key to these negotiations meeting with success.

Bearing this in mind, the Panel thanked Mr Bulpit for his presentation and appreciated the principle of what was being proposed and what he was trying to achieve, in recognising its benefits, especially given the absence of such facilities along that length.

Whilst the merits of providing such a facility were acknowledged, the Panel recognised the environmental sensitivities associated with the development of this scheme and the practical difficulties this posed, noted the processes which would need to be complied with in the management of the scheme and the practicalities of land management and use.

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October 2016

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Economic Growth Overview and Scrutiny Committee

12 October 2016

Bus Subsidies Task and Finish Group

Wednesday 28 September 2016 – County Hall, Dorchester

Present:- Hilary Cox and Daryl Turner (Elected Members), Andrew Shaw (Dorset Travel Team Service Manager) and David Northover (Senior Democratic Services Officer)

Apologies:- Andy Canning (Elected Member)

Arising from the meeting of the Economic Growth Overview and Scrutiny Committee held on 15 June 2016, a meeting of the Bus Subsidies Task and Finish Group met to consider the service overview and scoping report relating to bus subsidies.

Context

As a result of Central Government reducing funding for Dorset County Council, significant savings are required to balance the budget. Consequently, County Council agreed to reduce the overall budget for supported transport by around 50% (£1.5 million), the budget for school transport also being reduced by £850,000 - to be implemented by 2017/18. Reductions to school transport achieved by running services more efficiently were in progress. Nevertheless, a radical approach to both public and schools transport was needed to meet the savings target. It was recognised that it would not be possible to retain the current public bus network within the constraints of the revised budgets and many existing services would change. To address this situation proposals included:-

- prioritising remaining subsidy on those core routes that were able to serve the most people and contribute the most to the economic growth of the County. These core routes were the regular interurban services serving around 80% of Dorset's population
- opening many more school services for use by the public, ensuring rural residents could access Dorset's market towns
- working closely with community transport operators, community groups and councillors to develop Dorset's community transport network
- working closely with operators to attempt to secure rural 'in-fill' routes. In-fill routes are rural services that operate between school opening and closing times, making use of empty vehicles travelling to and from schools services. A consultation exercise had been held about these proposals with its results helping to decide how to proceed with the review and help to form the future shape of Dorset's transport network. A procurement exercise would be taking place during autumn 2016 to determine how the future provision of passenger transport across rural Dorset would be delivered.

Considerations

As part of the means to provide alternatives to the bus routes in order to solve rural transport issue, the Group acknowledged that community transport played a critical part in delivering practical solutions to community needs, offering greater flexibility with timings and destinations and having the ability to connect with public bus routes and trains. Many areas in Dorset had access to a community transport scheme which responded to demand and charged a fare to provide a door to door service, ranging

from volunteer car schemes and Dial-a-Ride services, to car sharing services, neighbourhood car schemes and Car Clubs. Dorset Community Transport had access to vehicles which were much more likely to meet their full capacity than traditional 56 or 72 seater buses. Whilst taxis played their part in what rural transport was able to deliver, it was not the most cost effective means of delivering this to a final destination, however it might be practical to use taxis to access a regular bus service.

The Group considered that their purpose was to scrutinise the process and methodology which had been followed to ensure that this had been properly applied. This included what consideration was given to Equability Impact Assessments (EqIA), the impacts on social isolation, how it met the outcomes of the Corporate Plan, what alternative arrangements were in place to provide the delivery of community transport and how this was being applied.

To supplement this there was also a need to establish how the County Council had come to the conclusion that savings should be met from this service rather than elsewhere, and their reasoning for this.

Critical to the success of any alternative arrangements for delivering rural transport was the participation of local communities to organise their own community transport and the means by which this might be encouraged. Focus would remain on achieving this so as to ensure that no community was readily disenfranchised.

The Group saw that the amalgamation of public and school transport where practicable would also go a long way to addressing need by the effective and efficient use of resources and was seen to be a positive and pragmatic solution. Bus companies were being encouraged to explore the prospect of doing this in the interest of all.

The Group considered that in order to determine that the process followed was delivering what it was designed to achieve and in a way that was sustainable and manageable, evidence could be provided about:

- the reasoning for taking the decisions which had been taken for reducing the passenger transport budget
 - how the process had been determined, how it was being applied and the benefits it was designed to bring
 - how rural isolation was being acknowledged, accounted for and mitigated against
 - how the Council's Corporate Plan aims were being met in terms of benefits to health and wellbeing and economic growth
 - what strategy there was for delivering alternative options
 - the principle, rationale and methodology for implementing and delivering that strategy
 - how that strategy fitted with the principles of the LTP and complemented the delivery of other transport strategies within that
 - the criteria on which the decisions taken have been made
 - what options were available and the accessibility to these alternatives
 - how EqIA's had been applied and on what basis
 - the transport procurement arrangements and their application
 - the business case justification, being undertaken by consultants for the course of action being taken
- Summary and conclusion

Overall the Group considered that the proposed arrangements should provide the scope for a more flexible, reactive and focussed service being developed and

delivered in cooperation with communities and stakeholders in recognising the part they could play in maintaining an accessible service.

Duration of Meeting – 3.00 pm – 4.00 pm

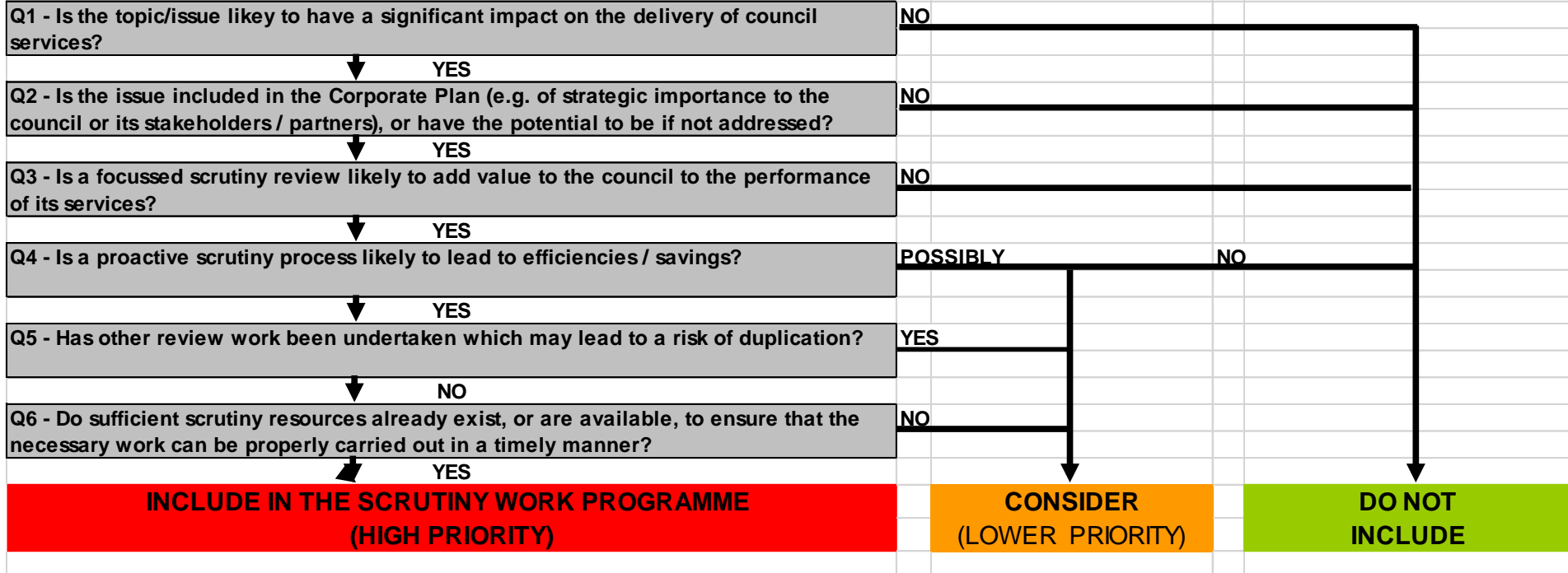
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Economic Growth Overview & Scrutiny Committee Work Programme

Chairman: Cllr Daryl Turner
Vice Chairman: Cllr Hilary Cox

Specific issues previously discussed by the Panel for potential further review:	
Priority 3 - Digital Strategy including Broadband	For items listed to the left members are asked to: <ul style="list-style-type: none"> • Complete the prioritisation methodology • Identify lead Member(s) and lead Officer(s) • Provide a brief rationale for the scrutiny review • Indicate draft timescales • Assign the item to a meeting in the work programme
Priority 3 - Skills and Training	
Priority 1 - Demographic Changes – impact on services and infrastructure	The item raised in relation to ‘Demographic pressures on services – impacts of an increasing population’ has been referred to the Budget Strategy Task and Finish Group as an item affecting budgets for the future.
Priority 2 - Housing – working along-side the People and Communities Overview and Scrutiny Committee	The Chairman of the Economic Growth Overview and Scrutiny Committee is exploring the scrutiny of housing being led by the Dorset Tri-Borough Partnership (WDDC, W&PBC and NDDC). The Council could take part in the review as a partner, particularly regarding availability of land.
Priority 3 - Renewable Energy (Overview Item)	For items listed to the left members are asked to: <ul style="list-style-type: none"> • Indicate draft timescales • Assign the item to a meeting in the work programme
Priority 3 - Carbon Footprint (Overview Item)	

Scrutiny Review Prioritisation Methodology:



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All items that have been agreed for coverage by the Committee have been scheduled in the Forward Plan accordingly.

Date of Meeting		Item/Purpose	Key Lines of Enquiry (KLOE)	Lead Member/Officer	Reference to Corporate Plan	Target End Date
11 October 2016 (10.00am)	1	Motion: Councillor Paul Kimber: Economic Opportunities for Devon and East Dorset	Referred to the Committee by County Council on 21 July 2016.	-		
	2	Motion: Councillor Paul Kimber: Independent Co-operative Businesses	Referred to the Committee by County Council on 21 July 2016.	-		
	3	LEP/Growth Board	To explore the Local Enterprise Partnership and Growth Board arrangements with a view to scrutinising in more detail if necessary.	-		
	4.	Residents' Parking Strategy	Raised at Committee in July 2016, spotlight scrutiny undertaken and reporting back to this meeting. Established to scope the review.	Cllrs Andy Canning and Richard Biggs		
	5.	Commercial Investment Aspirations/Opportunities including Investment	Working Group meeting on 14 September 2016. Established to scope the review and determine terms of reference.	Cllrs Mike Byatt and Hilary Cox		
	6.	HGV Management	Policy Development Panel meeting on 27 September to continue to progress work which started prior to the new committee.	Cllr Pauline Batstone (Chairman)		
	7.	Bus Subsidies	Task and Finish Group established to scope the review and determine terms of reference on 28 September 2016	Chairman to be elected		

Date of Meeting		Item/Purpose	Key Lines of Enquiry (KLOE)	Lead Member/Officer	Reference to Corporate Plan	Target End Date
11 January 2017 (10.00am)						
20 March 2017 (10.00am)						
26 June 2017 (10.00am)						
11 October 2017 (10.00am)						

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