

# Agenda

## Public Document Pack

Dorset County Council



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Meeting: Economic Growth Overview and Scrutiny Committee  
Time: 10.00 am  
Date: Wednesday, 25 January 2017  
Venue: Committee Room 1, County Hall, Colliton Park, Dorchester, Dorset, DT1 1XJ

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

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### Notes:

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- We can provide this agenda and the reports as audio tape, CD, large print, Braille, or alternative languages on request.

- **Public Participation**

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### 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 20 January 2017, and statements by midday the day before the meeting.

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Debbie Ward

Chief Executive

Date of Publication:  
17 January 2017

**Contact: David Northover, Senior Democratic Services Officer**

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### 1. Apologies

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 r

### 3. Minutes

7 - 16

To confirm and sign the minutes of the meeting held on 12 October 2016 (attached).

### 4. Public Participation

#### Public Speaking

To receive any public questions and/or public statements in accordance with Standing Order 21 (2).

### 5. Scrutiny of delivery of Digital Infrastructure Strategy

17 - 26

The opportunity is being taken to scrutinise the progress being made in implementing the County Councils' Digital Infrastructure Strategy, what this entails, how it is applied and the progress being made in making connectivity improvements. A report by the Service Director – Economy (attached) sets out what successes there have been to date, how these have been achieved and by what means.

**Of particular importance is to know how improvements might continue to be delivered, with a specific view to identifying solutions to meet the needs of those currently having limited, little or no reception and to understand what is being done to achieve this.**

To provide some context of the Strategy and programme for delivery, the officer's accompanying presentation - to the Director's report - will be in dispersed with some short, case study videos of what has been achieved and how this has been done.

As part of this process, the opportunity is being provided for service providers and users to join the meeting to explain to the Committee:-

- the part being played in providing Superfast Broadband and connectivity to Dorset residents and **what is being done to reach those areas which have been identified as having limited, little or no reception** and
- what connectivity means to those receiving the service, how their needs are being met and what the Strategy might be able to do for them in improving that service.

So that the management of this item is structured, invitees have been allocated the following timings for the Committee to hear what they have to say about the Strategy and for members to ask questions of them:-

#### Services Users (up to 10 minutes each)

- Stephen Earwicker – Kimmeridge resident and recipient of VoIP connectivity option

- Carol Matthews – Charlton Down resident and recipient of Fibre-to-the-premises (FTTP)
  - Representatives of The Thomas Hardy School - on their connectivity experiences
  - Contribution from other rural recipients of broadband, if practicable
- Service Provider (up to 20 minutes)
- BT/Openreach – on the practicalities of the rollout, what this entails and how this is being done

**So as to stimulate debate and optimise the session, the Chairman encourages members of the Committee to give some thought as to what they might be minded to ask those attending on the day - by way of a short Panel Question and Answer session - in order to have a better understanding of how superfast broadband is being delivered across the county and what part the Committee might play in enabling this.**

To assist in a better understanding of what progress is being made and how this is being done, the attached hyperlinks might be of benefit:-

<https://www.dorsetforyou.gov.uk/superfast>

<https://www.dorsetforyou.gov.uk/broadband/about?formid=1474910>

<https://www.dorsetforyou.gov.uk/broadband/case-studies>

<https://www.dorsetforyou.gov.uk/broadband/better-broadband-scheme>

<https://news.dorsetforyou.gov.uk/2016/08/30/dozens-more-communities-to-benefit-from-superfast-dorset-fibre-broadband-roll-out/>

<https://news.dorsetforyou.gov.uk/2015/06/15/high-speed-fibre-broadband-available-to-3000-more-dorset-homes-and-businesses/>

## **6. Notice of Motion Clause 21 of the Bus Bill/ Bus Subsidies Working Group**

27 - 34

The County Council at its meeting on 10 November referred the motion by Councillor Ros Kayes (County Councillor for Bridport): Clause 21 of the Bus Bill - seconded by Janet Dover (County Councillor for Colehill and Stapehill) – to the Economic Growth Overview and Scrutiny Committee for consideration at its meeting on 25 January 2015; the Motion being:-

‘This Council notes:

1. That the Bus Services Bill currently passing through Parliament includes Clause 21 that will effectively “prohibit a local authority from forming a company for the purposes of providing a local bus service”.
2. That this might have profound implications both for the proposed Combined Authority in seeking Local Transport Authority powers and in DCC’s ability to support small community transport schemes with its own fleet as is currently happening in Southill and Portland.
3. That the Localism Act (2011) provides general powers of competence to local authorities.
4. That municipal bus companies like Reading and Nottingham provide some of the best bus services in the country and have a successful track record of increasing bus passenger numbers and providing high quality bus services.

5. That polling by We Own It found that a majority of the public (57%) oppose clause 21, whilst just 22% support it. The opposition to Clause 21 is consistent across voters from all political parties.

This council believes:

1. Clause 21 contradicts the general powers of competence and the spirit of the Localism Act 2011.
2. If there is a need and a demand from their public, then Councils should be able to provide their own bus services
3. Should they wish, Councils should be legally able to follow the model developed by Reading and Nottingham.
4. Consequently Clause 21 should be omitted from the Bus Services Bill.

This council resolves:

1. To write to Lord Ahmad and to call on the Department for Transport to omit Clause 21 from the final legislation
2. To write to local MPs to ask them to oppose clause 21 when the Bus Services Bill reaches the House of Commons and ask them to write to Lord Ahmad and the Department of Transport to raise concerns about Clause 21.'

Unless determined otherwise by the Chairman the maximum time to be allowed to present this motion shall be 10 minutes.

Associated with this, the Bus Subsidies Working Group met on 29 November 2016 to consider evidence of the reasoning for the decisions taken by Cabinet for how bus subsidies would be managed and applied in the future. In doing this, they also took the opportunity to give some initial thought to the motion and made recommendations on what progress might be made. The notes of the meeting are attached.

**7. Corporate Plan: Outcomes Focused Monitoring Report**

35 - 60

To consider a joint report by the Chief Executive and the Director for Environment and the Economy (attached).

**8. Proposal for a Parking Management Policy Development Panel**

To give consideration to authorising the establishment of a Parking Management Policy Development Panel and the reasoning for this proposal.

**9. Work Programme**

61 - 66

To consider the Committee's Work Programme (attached).

**10. Questions from County Councillors**

To answer any questions received in writing by the Chief Executive by not later than 10:00 am on Friday 20 January 2017.



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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, 12 October 2016

### Present:

Daryl Turner (Chairman)

Hilary Cox, Richard Biggs, Andy Canning, Ronald Coatsworth, Mervyn Jeffery, Mike Lovell and  
William Trite

### Members Attending

Robert Gould (Leader of the Council) and Trevor Jones (Chairman of Audit and Governance Committee).

Paul Kimber attended for minutes 17 and 18.

Officer Attending: Mike Harries (Director for Environment and the Economy), Mark Taylor (Group Manager - Governance and Assurance), David Northover (Senior Democratic Services Officer), Matthew Piles (Service Director - Economy) and David Walsh (Economy & Enterprise Team Leader Economy).

Lorna Carver, Director of the Dorset Local Enterprise Partnership (LEP) and James Weld, Vice-Chairman of the Dorset LEP attended by invitation.

### Public Speaker

Richard Brown, Dorset and East Devon National Park Team – minute 17a.

Note: 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, 25 January 2017.**)

### **Apologies for Absence and Acknowledgements**

12 Apologies for absence were received from Councillors Mike Byatt and Margaret Phipps.

The Chairman took the opportunity to welcome Councillor William Trite to the Committee and paid tribute to the contribution made by the late John Wilson to the work of the Committee.

### **Code of Conduct**

13 There were no declarations of disclosable pecuniary interests under the Code of Conduct.

### **Minutes**

14 The minutes of the meeting held on 15 June 2016 were confirmed and signed.

### **Public Participation**

15 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

Consideration of Petitions was now the responsibility of a Petitions Panel.

### **Local Enterprise Partnership and Growth Board**

- 16 The Committee received a presentation from representatives of the Dorset Local Enterprise Partnership (LEP), Lorna Carver, its Director, and James Weld, its Vice-Chairman, who explained what the LEP was, its purpose and how it operated.

The Committee's attention was drawn to how the LEP's Board was composed and operated, what their responsibilities and objectives entailed - in promoting economic growth and jobs - and how the value of the organisation was of benefit to the whole of Dorset. The importance of housing, infrastructure, planning, employment and productivity in actively contributing to fulfilling economic prosperity was acknowledged. The significance of skills being realised was essential in fulfilling potential, in being best placed to meet economic challenges and for Dorset to be competitive - locally, nationally and globally. It was considered that there should be focus on how Dorset could be best placed to be competitive in its own right, rather than there being competition within the County.

In order to achieve this, the LEP had developed a Strategic Economic Vision to determine the quality and importance of sectors, to be used as the basis to establish criteria on which the assessments of bids would be based, in order that improvements were realised and targets met.

Mr Weld used the principle of destination management to explain the evaluation, analysis and assessment of bids submitted was the core business of the LEP, in acting as a means of determining which bid should benefit from funding in order that the strategic economic objectives were met and projects delivered meaningful and positive outcomes. Projects had to be assessed as being viable, deliverable and beneficial in order to succeed.

The Committee was informed what the Growth Deal process entailed, how the Dorset Growth Deal was evaluated and implemented and the benefits the Growth Deal Achievements already realised brought to Dorset. Whilst Growth Deals 1 and 2 had been seen to benefit the south east conurbation mainly, with big ticket items such as the A338 resurfacing improvements, Bournemouth International Growth Programme around the airport and its associated infrastructure and the Port of Poole benefitting from this, Growth Deal 3 submissions were hoped to predominantly attract funding for projects in the rural west of the county. Mr Weld stressed that the importance of unlocking the potential of the Airport and its enterprise zone was critical in benefitting opportunities throughout Dorset.

The principles of the Growing Places Fund was explained, this being a loan scheme which allowed investment to be made in those projects in order for them to be able to start. The Growth Hub provided a means for penetration into the each district so that the most rural areas benefited too.

The LEP emphasised that there were opportunities for any project to submit a bid to attract funding and benefit from the Growth Deal or Growing Places fund and actively encouraged applications for this to be made. Part of the bidding process was to demonstrate how the project would deliver beneficial outcomes. Positive examples of what progress could be made in this regard was the Western Dorset Growth Corridor, Jurassica and the AgriTech initiative at Kingston Maurward College. Other delivery mechanisms designed to ensure that funding was allocated to those projects which would deliver optimum benefits were highlighted.



The Director emphasised that whilst the LEP provided the mechanism for projects to attract funding and be developed, the part that the County Council played in enabling projects such as the A338 improvements to be delivered was significant and should not be underestimated. He was pleased that the County Council had such a positive working arrangement with the LEP in delivering projects.

Critical to the work of the LEP being successful was the partnership and collaborative arrangements they had in place with local authorities, other public stakeholders and, in particular, the Dorset Local Nature Partnership. To this end, members were informed of the considerable collaborative work being undertaken with partners to ensure that the county was as competitive as it could be and the County Council's inward investment team contributed significantly to this. Having a joint economic vision with the Dorset Councils Partnership was an essential contributory factor in this being realised.

The Service Director – Economy saw these relationships as being essential in benefitting economic growth throughout Dorset and considered that this was more readily achievable and likely to be successful on a macro scale, in order to attract the necessary funding and cooperation.

The Leader of the Council, who represented the County Council on the LEP Board reaffirmed that close working with the LEP through a countywide cohesive strategy was essential in ensuring that Dorset realised its full potential. He reassured the Committee that a more balanced portfolio of investment around the County would soon be evident.

The Committee took the opportunity to ask Mrs Carver and Mr Weld the following questions about the work of the LEP:-

- What emphasis and encouragement was being placed on training and relation in employment access?  
The LEP emphasised that it was fully committed to the skills agenda in ensuring that employment needs were fulfilled and that readily available access to those jobs was key to this being achieved. Skills were being identified at an early stage, with schools being visited to explain what career opportunities were available. The creation of a careers and enterprise company for Dorset was well advanced.
- Given the perception from the LEP's website that those projects benefitting were eastern/urban centric, how could rural parts of Dorset be reassured that their needs were being met?  
The achievements from which the west had already benefitted were reiterated and it was explained that the website reflected those successes already delivered. These included the realisation of more readily achievable successes. The LEP anticipated that successes in the rural areas would be similarly reflected in time.
- What considerations were being given to projects on the perimeters of the County and how might these be realised given the geographical constraints within which the LEP had to work?  
Whilst the geographical constraints were determined by the DCLG and designed to attract European funding, how the funding was allocated and what criteria was met for bids to be successful was determined by the LEP and due consideration would be given to the merits of all applications, irrespective of where they originated.
- What plans were in place to liaise with the Combined Authority?  
The importance of the Combined Authority, and any Unitary Authorities, was

well understood as it was felt that the strategic arrangements of these were well placed to work collaboratively with the LEP on a strategic scale, taking into account the cohesive approach required for housing, planning and infrastructure strategies to succeed.

- What considerations were being given to the environmental assets in Dorset? The environment was acknowledged as a critical asset to Dorset and that was why the collaborative work with the Dorset Nature Partnership and the local authorities was essential in maintaining this. Working with landowners in managing this valuable asset was essential. The part any proposed National Park could play in helping to manage this was seen to be a positive move.
- What impact Brexit was seen to have on the thinking of the LEP? As elsewhere, Brexit was seen to bring both risks and opportunities and it remained to be seen how government was to manage these. On that basis, the LEP remained committed to ensuring that as many positive outcomes as practicable were achieved.

The Committee also considered that the LEP could play a part in acknowledging the need for affordable housing and how second homes were managed, the need for infrastructure to attract business into western Dorset and recognise what Portland had to offer. Mr Weld understood the importance of infrastructure in unlocking potential and he felt that there could maybe be a case made for the Weymouth Western Relief Road to be given further consideration in this regard.

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 should continue to be made to facilitate the provision of Superfast Broadband throughout the County. The County Council had demonstrated its continued commitment towards this and it was acknowledged that universal provision of Superfast Broadband was critical to the future economic prosperity of Dorset.

The Committee understood the importance of the relation between employment; housing; skills; infrastructure and the environment in enabling economic growth and success being realised. Whilst sophisticated technological business played a critical part in how economic growth might be achieved, including the essential part advanced engineering, financial and business services, manufacturing and the creative industries played, there was recognition too of the importance of tourism, agriculture, marine, fishing, mineral extraction and quarrying, and oil exploration and production in playing their significant part in benefitting the economy. Dorset LEP recognised the importance of this too.

Given the various means by which the County Council could play its part in facilitating economic growth across the County, the Committee acknowledged that there were significant opportunities for Dorset to achieve its aim of stimulating the local economy in order to galvanise its prosperity.

The Committee acknowledged the part that the Dorset LEP played in influencing economic growth and what benefits this brought and, on behalf of the Committee, the Chairman thanked Mrs Carver and Mr Weld for joining the meeting to provide them with a better understanding of what the LEP did and providing some meaningful answers to members questions.

### **Noted**

### **Motions referred from County Council**

17 The Committee considered the following Notices of Motion from Councillor Paul

Kimber, County Councillor for Portland Tophill.

### **Economic Opportunities for Dorset and East Devon**

17a The Committee was informed that a motion proposed by Councillor Paul Kimber which supported the idea of a National Park had been submitted at the County Council meeting on 21 July 2016, resulting in the matter being referred to the Economic Growth and Overview Scrutiny Committee for their consideration. Accordingly the Committee now considered the motion asking 'that the Council ensures that the proposed National Park be seriously considered as part of discussions on local government re-organisation'.

Members were informed that 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 had been made to Natural England, the Government's statutory adviser on protected landscapes, to consider the establishment of a National Park on this basis and who were expected to give the proposal further consideration in due course.

The Service Director's report set out the purpose and role of National Parks and the process of designating them, what evidence was taken in to consideration in doing this, potential benefits and concerns over their establishment and what tests needed to be met in the consideration of this.

were detailed, with the Service Director – Environment explained that the consideration given to this would be evidence based to ensure that, on balance, it brought value to the county and was an asset to Dorset. Whilst the County Council would not be responsible for making the decision on this, their contribution to the process would be much valued. He looked forward to further constructive dialogue with those proposing it.

Councillor Kimber presented his motion, outlining the basis for this and what it entailed. He explained that the economic advantages regarding the national park should be explored and was happy to be involved in any investigations. He considered that the formation of a national park would provide an economic stimulus for Dorset in terms of tourism, housing, skilled employment and would be seen as a means of enhancing and protecting the environment. The provision of affordable housing was an essential component for the park. He considered that the positive evaluations made for the Park's viability was evidence that it would be an asset for Dorset. Speaking as a Portland Town Councillor he confirmed that the Town Council welcomed the idea and would be happy to be a part of it. The National Park brand was highly prestigious and would play its part in helping to foster economic wellbeing and vitality.

Mr Richard Brown, of the Dorset and East Devon National Park team, considered that as the environment was Dorset's greatest economic asset, a National Park would help to maintain its value given the duty it had to conserve and enhance. He considered that it would bring significant benefits economically, culturally and environmentally and would contribute towards tourism fulfilling its potential. He felt that evidence of what the South Downs National Park had achieved demonstrated how progressive national parks could be and what they could do, being realistic about what rural life entailed and understanding the balance between economic and environmental needs. As such, the provision of affordable housing was seen to be essential in attracting and retaining young families and key workers. As a planning authority in its own right, this would be given dutiful consideration by any park authority. In seeking to foster economic and social well-being of local communities it was considered that the Park would be good for the prosperity of Dorset and the County Council was being asked to play their part in seeing this come to fruition.

Some concern was expressed by members at the potential for local authority planning controls to be eroded by this proposal but were assured that a National Park, in having a vested interest in what was best for the County, would use the planning process as a means of achieving this. Parish Council involvement would ensure that local needs and concerns were met and as national policies on housing did not apply, control on development would be better regulated. In allaying fears that areas outside of the designated park area would shoulder the burden of that share of housing stock, there was a commitment to affordable housing being developed in the park and that such a scenario had not be borne out in South Downs.

The Committee appreciated that collaborative working arrangements throughout Dorset were critical to any proposed park being a success, but asked what scope there was for the designated area to not just accord with the Dorset (and Devon) AONB but embrace the whole of Dorset.

Mr Brown confirmed that discussion of the perimeters of the Park was to be discussed based on evaluation of its value and merit. The AONB area proposal was considered to be a starting point which could well be adapted to encompass a larger area, if this was considered appropriate and the necessary criteria was met. Portland Town Council's request to be included within the submission could be looked at on that basis.

In thanking the local group for bringing the issue to their attention, the Committee acknowledged the principle of establishing a National Park across Dorset and the perceived economic and environmental benefits this would bring and agreed that the matter should remain under consideration.

### **Resolved**

That the proposal for the establishment of a Dorset and East Devon National Park and the evidence assembled in relation to this be noted and the matter being kept under review.

### **Reason for Decision**

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 was still at a developmental stage and, as Dorset County Council would not be the key decision-maker in whether or not a National Park was established, no decision was required at this point beyond noting the evidence assembled to date and agreeing to keep the issue under review.

## **Independent Co-operative Businesses**

18 The Committee was informed that a motion proposed by Councillor Paul Kimber which supported the idea of independent Cooperative businesses had been submitted at the County Council's meeting on 21 July 2016, resulting in the matter being referred to the Economic Growth and Overview Scrutiny Committee for their consideration.

Councillor Kimber presented his motion, explained what cooperatives entailed and how they operated and encouraged the adoption of the cooperative ethos for Dorset, especially in relation to rural communities. He considered that this model was able to achieve outcomes that might otherwise be unable to be achieved particularly relating to affordable housing needs, economic prosperity, education, skills and employment. The social values and principles promoted by cooperatives accorded with community initiatives and enterprise and a sense of collaboration and unity towards a common goal. He considered that existing co-operative good practice within the Council should be better publicised and that there should be the opportunity for local co-operatives to

have better access to participate in the work of the Council.

The Service Director - Economy explained that the Council's Enabling Economic Growth Strategy sought to promote enterprise and entrepreneurship, and highlighted the link between economic prosperity and health and well-being. Support was given to a platform of generic business support initiatives to encourage start-ups and the growth of fledgling businesses. It was anticipated that this would be enhanced in 2017 as European Union structural funds became available to enhance the services offered by the Growth Hub, the Dorset Mentoring scheme, and specific support for communities and social enterprises.

Whilst this support was not focussed specifically on the development of co-operatives, they did provide a business model which could be used and provided an opportunity to explore how this might be achieved, should this be seen to be the most appropriate and viable business model to pursue.

As detailed in the Service Director's report, the Committee understood the principle of what a co-operative was designed to achieve and recognised the benefits that they could bring to communities. The benefits which might be generated by the European funding in 2017 was seen to be positive. The Committee was informed that an event was to be arranged to coincide with the appraisal of final funding, to highlight opportunities for social enterprises and how they might benefit from this.

#### **Resolved**

That work be continued 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.

#### **Reason for Decision**

A prosperous, growing and diverse economy was essential to achieve the four corporate objectives of making Dorset and its residents safer, healthier, and more independent and prosperous.

### **Progress on Scrutiny Items**

- 19 The Committee received a series of updates from lead members on current scrutiny activities and saw that the commitments made at the previous meeting on 15 June 2016 to make progress on establishing certain groups to review matters were being fulfilled. Summaries in relation to recent scrutiny activities are shown below from 19(a) to 19(d).

### **Residents Parking Strategy**

- 20 The Committee received a summary of the meeting of the Working Group held on 23 August 2016 to review the Resident's Parking strategy and consider new proposals for Dorchester, as promoted by Councillors Canning and Biggs. Councillor Biggs was pleased to report that progress had been made in achieving a solution for Resident's Parking Zone D, with a rationalisation of parking arrangements in that area to accommodate local parking needs. There was an acknowledgement that the resident's parking policy as a whole required rationalisation and modernising to meet the parking needs of today and the strategy to complement this had to be relevant and fit for purpose.

The Service Director – Economy explained that there was a need for the Dorset Council's Partnership to play their part in a joint approach on how to manage parking needs in the town, taking into account how both on and off street parking was managed. The model which was designed to take account of parking allocation needs was complicated, having to take into account hospital parking, and would need to be refined to meet with success.

As parking was seen to be a key economic driver, the Committee agreed that this issue should be added to its Work Programme in scrutinising what the strategy needed take into account to be meaningful, how the policy should be reviewed to apply to the parking needs of today and what success was being seen in managing parking outcomes.

**Resolved**

That the review of the County Council's Parking Strategy and Policy be added to the Work Programme.

**Reason for Decision**

To address the Corporate Aim of Enabling Economic Growth.

**Commercial Investment Aspirations / Opportunities incl. Investment Working Group**

- 21 The Committee received an oral update from the Chairman on a meeting by the Commercial Investment Aspirations / Opportunities incl. Investment Working Group held on 14 September 2016, promoted by Councillors Byatt and Cox. Further work would ensue and this Group would evolve in time.

**Noted**

**Policy Development Panel on HGV Management**

- 21a The Committee's attention was drawn to a summary of considerations at meetings of the Policy Development Panel on HGV Management held on 30 June and 27 September 2016. As before some success could be reported on how HGV's were proposed to be managed but it was acknowledged that there were limitations to what could be achieved.

Those involved in the PDP took the opportunity to thank Councillor Ian Smith for the instrumental part he had played in its work and in doing all he could to resolve a particular local issue in Ferndown. The Service Director - Economy used this PDP as a good example of what could be achieved when working with communities.

**Noted**

**Task and Finish Group on Bus Subsidies**

- 22 The Committee received the notes of a meeting of the Bus Subsidies Task and Finish Group held on 28 September 2016 which had been promoted by Councillors Cox and Canning. This detailed what work had been done in terms of identifying alternative community transport options, how decisions had been taken, what should be investigated further, what was working well and not so well and how progress could be maintained. Councillor Cox explained that this review was being linked to the principles of the Corporate Plan and members were pleased to see the positive start being made.

**Work Programme**

- 23 The Committee considered its Work Programme and members had been actively encouraged to give prior consideration to what issues they thought could benefit from scrutiny. The following items were identified:-

- Members agreed, at minute 19(a) above, that the review of the County Council's Parking Strategy and Policy be added to the Work Programme.

- The Committee agreed that given the importance of connectivity to future economic growth, the status of the Digital Strategy including Broadband should be raised as a priority to Priority 1, for consideration at the next meeting in January 2017.

In order to complement previous work undertaken, the Service Director – Economy intended to report to the next meeting on what digital connectivity achievements had been made to date and how these successes had been realised – including the way in which improvements had been made to broadband provision at Ridge and Pulham. Members asked that BT, Open Reach, BDUK, local parish communities and school pupils be invited to attend the meeting to share their experiences so that the Committee might have a better understanding of what access to broadband meant to them; what progress was being made in the roll out programme and what obstacles were seen as preventing this. Understanding this more clearly would better inform the Committee on how full connectivity for the whole of Dorset might be finally achieved and by what means this might be.

The Committee saw this as a constructive process involving the community in helping shape and scope how this could be achieved and that Dorset Media be invited to actively draw the attention of the press to what the Committee were trying to do at that meeting.

The Committee were also provided with useful hyperlinks relating to the responsibilities of the Committee so that they might have a more meaningful understanding of what these entailed.

#### **Resolved**

That the Work Programme be updated, taking into account the items identified above.

#### **Reason for Decision**

To involve communities directly with the democratic process and to meet the Corporate Aim of Enabling Economic Growth.

#### **Questions from County Councillors**

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

Meeting Duration: 10.00 am - 12.20 pm

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# Economic Growth Overview and Scrutiny Committee

**Dorset County Council**



Date of Meeting	25 January 2017
Officer	Matthew Piles, Service Director, Economy
<b>Subject of Report</b>	<b>Scrutiny of Delivery of Digital Infrastructure Strategy</b>
Executive Summary	<p>Universal provision of superfast broadband is critical to the future economic and social prosperity of the county of Dorset. The Superfast Dorset programme aims to deliver the most appropriate superfast broadband solution for communities, maximising benefits in a cost effective manner across the business and domestic community.</p> <p>The Superfast Dorset Programme includes Bournemouth and Poole, the high levels of achieved coverage across the programme risk masking the remaining problems mainly in rural areas. By the end of contracted deployment, over 12,000 premises will remain without access to superfast broadband.</p> <p>A Member task group on Superfast Broadband provision for hard to reach communities was set up in 2015 and reported to the Environment and Economy Overview Committee in January 2016. It is an ambition that fast and reliable broadband should be available to all.</p> <p>It is recognised that this is an agenda that will be with us, at least until 2020 - government aspirations for universal better broadband are within the lifetime of this parliament.</p> <p>In reality, there will be an on-going role for local authorities, to influence and ensure that there is a capable universal digital infrastructure. Changes in patterns of use, increased data usage, convergence of entertainment and information, and the internet of</p>

	things will drive increasing bandwidth requirements for the foreseeable future.
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>The Superfast Dorset Programme has been subject to an equalities impact assessment that confirmed the positive impact that improved broadband will have. Some hard to reach areas may not achieve significant speed uplifts - these will tend to be in the most rural parts of the county</p>
	<p>Use of Evidence:</p> <p>Evidence is referenced within the body text and, where relevant, includes a description of how the outcomes of public consultations have influenced the recommendations.</p>
	<p>Budget:</p> <p>None directly arising from this report, but fully closing the gap would have a cost</p>
	<p>Risk Assessment:</p> <p>Risk of not achieving programme objectives (97% coverage) - LOW                      Risk of not achieving 100% coverage - HIGH</p>
Recommendation	That the Committee scrutinises the evidence and information provided in this report and by others at the meeting and proposes/recommends actions to progress any identified issues, as well as how these actions should be resourced.
Reason for Recommendation	To provide context and background to enable the Economic Growth Overview and Scrutiny Committee to carry out scrutiny
Appendices	Performance Management data - Fixed superfast broadband December 2016
Background Papers	<p>Dorset's Digital Infrastructure Strategy, September 2015  <a href="https://www.dorsetforyou.gov.uk/media/212221/Digital-Infrastructure-Strategy/pdf/SFD-GOV-Digital-Infrastructure-Strategy-for-Dorset-v1.pdf">https://www.dorsetforyou.gov.uk/media/212221/Digital-Infrastructure-Strategy/pdf/SFD-GOV-Digital-Infrastructure-Strategy-for-Dorset-v1.pdf</a></p> <p>Dorsetforyou.gov - Superfast Broadband in Dorset  <a href="https://www.dorsetforyou.gov.uk/superfast">https://www.dorsetforyou.gov.uk/superfast</a></p> <p>About Superfast Dorset, including link to 2015 Superfast Dorset annual report <a href="https://www.dorsetforyou.gov.uk/broadband/about">https://www.dorsetforyou.gov.uk/broadband/about</a></p>

	<p>Dorset County Council, final report of the Dorset County Council Task and Finish Group on Superfast Broadband provision for hard to reach communities, December 2015 and accompanying minute extract from Environment and the Economy Overview Committee – 19 January 2016 – available in the Members’ Room and accessible, electronically, on request.</p> <p>Ofcom, Achieving decent broadband connectivity for everyone Technical advice to UK Government on broadband universal service, December 2016 <a href="https://www.ofcom.org.uk/consultations-and-statements/category-1/broadband-uso">https://www.ofcom.org.uk/consultations-and-statements/category-1/broadband-uso</a></p> <p>Dorsetforyou.gov- Better Broadband Scheme <a href="https://www.dorsetforyou.gov.uk/broadband/better-broadband-scheme">https://www.dorsetforyou.gov.uk/broadband/better-broadband-scheme</a></p> <p>Dorset County Council, Better Broadband Subsidy Scheme, Kimmeridge case Study <a href="https://www.dorsetforyou.gov.uk/broadband/better-broadband-scheme">https://www.dorsetforyou.gov.uk/broadband/better-broadband-scheme</a></p> <p>Dorsetforyou.gov – Case Studies <a href="https://www.dorsetforyou.gov.uk/broadband/case-studies">https://www.dorsetforyou.gov.uk/broadband/case-studies</a></p> <p>Dorsetforyou.gov – Roll Out and Availability <a href="https://news.dorsetforyou.gov.uk/2016/08/30/dozens-more-communities-to-benefit-from-superfast-dorset-fibre-broadband-roll-out/">https://news.dorsetforyou.gov.uk/2016/08/30/dozens-more-communities-to-benefit-from-superfast-dorset-fibre-broadband-roll-out/</a>  <a href="https://news.dorsetforyou.gov.uk/2015/06/15/high-speed-fibre-broadband-available-to-3000-more-dorset-homes-and-businesses/">https://news.dorsetforyou.gov.uk/2015/06/15/high-speed-fibre-broadband-available-to-3000-more-dorset-homes-and-businesses/</a></p> <p>DCMS Call for Evidence: Extending Local Full Fibre Broadband Networks <a href="https://www.gov.uk/government/consultations/call-for-evidence-extending-local-full-fibre-broadband-networks">https://www.gov.uk/government/consultations/call-for-evidence-extending-local-full-fibre-broadband-networks</a></p> <p>Dorset County Council - Take up press release - <a href="https://news.dorsetforyou.gov.uk/2016/12/19/demand-for-high-speed-fibre-broadband-from-dorset-households-and-businesses-doubles-in-a-year/">https://news.dorsetforyou.gov.uk/2016/12/19/demand-for-high-speed-fibre-broadband-from-dorset-households-and-businesses-doubles-in-a-year/</a></p>
Officer Contact	<p>Name: Dugald Lockhart          Tel: 01305 224027          Email: d.a.lockhart@dorsetcc.gov.uk</p>

## 1. Purpose of Report

1.1 The Committee agreed at its meeting in October 2016 that given the importance of connectivity to future economic growth, the status of the Digital Infrastructure Strategy including Broadband should be raised as a priority to Priority 1, for consideration at the next meeting in January 2017.

**1.2 Of particular importance is to know how improvements might continue to be delivered, with a specific view to identifying solutions to meet the needs of those currently having limited, little or no reception and to understand what is being done to achieve this.**

1.3 This report provides context and background for members which will be supplemented by presentations to enable members of the Committee to scrutinise progress and make recommendations.

## 2. The Superfast Dorset Programme - Delivery through gap funded contracts

2.1 Approximately 75% of Bournemouth, Dorset and Poole has (or in a few cases will have) superfast broadband provided by infrastructure providers upgrading their networks for a commercial return. Mainly comprising BT and Virgin Media, this is commonly referred to as the commercial roll-out.

2.2 State aid can only be provided where there is demonstrable market failure; this is defined through a pre-procurement market consultation and open market review (OMR) process to define an intervention area, where state aid funding can be used.

2.3 The Superfast Dorset programme provides capital gap-funding to support the further rollout into those areas deemed not commercially viable by the infrastructure providers. The principle applied in the procurement of a deployed superfast network is to reach the greatest number of premises for the available funding.

2.4 In July 2013, Dorset County Council, on behalf of all local authorities in Dorset, entered into a partnership contract with BT for the delivery of superfast broadband services across the County. The contracted outcomes are delivering a step-change in the capability of individuals and businesses to access fast and reliable broadband. It was made clear that, with the current level of funding, it would not be possible to reach all premises and a minority of premises will remain unable to access superfast broadband.

2.5 At the point of entering contract, the expected superfast coverage figure across the whole of Dorset, Bournemouth and Poole was estimated to achieve:

- 95.6% of premises with access to superfast broadband (at least 24Mbps)
- 97% of premises with access to the fibre network (this will offer a range of speeds above 2Mbps)
- 100% of premises with access to at least 2Mbps.

2.6 Deployment of network services through this contract is nearing completion and will deliver Superfast Broadband to 72,500 premises.

2.7 A second contract, also with BT, was let in May 2015. Deployment of network services through this contract has only begun, with delivery to continue throughout 2017.

2.8 A third procurement, with a focus on business connectivity and faster 'ultrafast' speeds is underway. This is an Open (OJEU) procurement funded by BDUK and the Dorset Local Enterprise Partnership. Contract award is anticipated for February 2017. It is expected that this will: bring ultrafast connectivity to business premises within business parks identified as

growth areas, including Dorset Green Enterprise Zone and the Bournemouth International Airport Growth Programme; bring fibre optic links into business parks currently without fast and reliable broadband, and: connect a significant number of residential premises, solving a portion of our 'final 3-5%' without fast and reliable broadband connectivity.

2.9 The growth in superfast broadband across the Dorset County Council area is shown in Appendix 1.

### 3. Closing the Gap

3.1 The reasons why gaps or not spots exist and / or remain was explained in some detail in the January 2016 Task Group report, so it will not be repeated here. Since January 2016 a major piece of work has been completed with all broadband suppliers to provide at a premise level an analysis of broadband provision; this means that the remaining problem is now known at a much more detailed and accurate level than previously. This confirms that the overall remaining number of premises to be addressed is **12,065**, after all known commercial and current County Council contracted activity is complete.

3.2 More information on this will form part of the presentation to the Committee.

3.3 Actions and interventions to close this gap are outlined in the table below, with a brief commentary.

3.4 Each of the actions below are likely to nibble away at the remaining twelve thousand problem premises, rather than solve the problem in its totality. Further information on the outline commercials and likely levels of available capital will form part of the presentation to Committee.

<p><b>a) Work with commercial infrastructure providers (large &amp; small)</b></p>	<p>From the perspective of the public purse, it is clearly preferable for fast and reliable broadband to be provided commercially rather than with gap-funding. In reality, most additional commercially-funded provision from Openreach or Virgin Media will be in areas where there is a high density of premises (ie potential customers). Niche rural providers (eg Wessex Internet) can have, and are having an impact on the remaining problem.</p> <p>Working with commercial providers is most important to ensure new build properties have connectivity delivered as properties are built. Openreach has made a series of commitments regarding new build properties, but local authorities need to work with developers and infrastructure providers to ensure this happens.</p>
<p><b>b) Ultrafast procurement</b></p>	<p>Contract award likely February / March 2017 - public contribution £3.9m (BDUK and Dorset LEP capital)</p> <p>This will address a proportion of the remaining problem in priority business parks areas and across some rural communities.</p>
<p><b>c) Expand existing contracts (gainshare - unallocated funds)</b></p>	<p>There is some opportunity in the short term to expand existing contracts with additional funding arising from greater than expected levels of take up.</p> <p>Over the next 5-7 years further opportunities will arise, which will enable the problem to be addressed in part, albeit only bit by bit.</p>

<b>d) Expand ultrafast contract (unallocated funds, additional capital)</b>	As above, but more scope as the ultrafast contract will contain a provision for significant growth (up to £5m) in additional public investment
<b>e) Further procurements</b>	This would require an injection of significant additional capital - but this is likely to be required if 100% superfast access is to be achieved over the medium term.
<b>f) Community-led schemes</b>	There are a small number of cases of community-led schemes being promoted in Dorset, requiring some level of community self-funding. If members are so minded, a grant scheme could be developed using County Council capital as a source for pump-priming or match-funding. Infrastructure suppliers run their own community schemes and the Better Broadband Subsidy Scheme can also be used as a source for funding.

**Table: interventions to deliver more fibre connectivity**

3.5 Achieving value for money from additional investment in fibre solutions in remaining rural areas is a real concern.

#### **4. Better Broadband Subsidy Scheme**

4.1 A solution available now to premises with poor broadband speeds is the Better Broadband Subsidy scheme which provides a subsidy for householders and businesses to take an alternative solutions (most commonly fixed wireless or satellite). This scheme enables the programme to fulfil its commitment of 100% of premises with access to at least 2Mbps.

4.2 The Better Broadband Subsidy Scheme provides access to a subsidised broadband installation to homes and businesses that are unable to access a broadband service with a download speed of at least 2 Mb per second and who will not benefit from the superfast broadband roll out.

4.3 The scheme ensures that no household or business will need to pay more than £400 to access a basic broadband service over a 12 month period. Households and businesses taking advantage of the scheme will still be eligible for a superfast broadband service in the future. The code does not have a specific fixed value, but when used to obtain a basic broadband service from a registered supplier it will reduce the total cost by up to £350.

4.4 Applications to the Better Broadband Subsidy Scheme can be made until the end of 2017. Since the scheme opened in December 2015, over 500 codes have been issued and over 200 premises have been connected.

#### **5. Universal Service Obligation**

5.1 The government intends to create a new “universal service obligation” (USO) to ensure that people living in remote areas can get access to a fast broadband service. The internet providers will be expected to meet the cost, and the government is considering how to share the burden across the industry so that broadband providers serving rural areas do not face a disproportionate penalty. The USO would put broadband on a par with other essential services like post, telephony, water and electricity which providers are under a legal duty to supply to all households that need them. Under the plan people would not be entitled to superfast broadband (defined as speeds of 24Mbps/s or higher), but they would be guaranteed fast broadband of at least 10Mbps/s.

- 5.2 The USO will be introduced through the Digital Economy Bill, with implementation not likely to start until 2018. There is still considerable government, regulatory and industry debate on the form this

## 6. A Full Fibre Future

- 6.1 Government is also looking towards the longer term future and has recently announced a call for evidence on how a full fibre future can be achieved. The Director General for Digital and Media Department for Culture, Media and Sport has written to local authorities as follows:

*Recent years have seen substantial investment by industry, working closely with local areas right across the UK. In order to ensure widespread availability of fast broadband, the Government and local authorities have also played a significant role through the BDUK Superfast programme, which is on track to achieve 95 per cent coverage by the end of 2017. In addition, we have used innovative approaches such as the connection voucher scheme, helping more than 40,000 small businesses across the country get access to better broadband, and piloting new approaches to delivery of broadband in hard-to-reach areas. The recent Ofcom Connected Nations report shows the impacts of public and private sector efforts: 14 per cent more rural homes with access to superfast, as well as 12 per cent more SMEs; and average data speeds over a quarter faster than in 2015.*

*We are looking to build on this success, and in particular encourage deployment of full fibre and - when the time comes - 5G. That is why we announced over £1 billion of investment in the Autumn Statement 2016, prioritising funding for new full fibre 1 business connections and a co-ordinated programme of integrated fibre and 5G trials. We now want to determine exactly how this investment can best be used, in conjunction with local authorities.*

## 7. Realising the Strategic Benefits

### Complementary programmes

- 7.1 Superfast Dorset has also been engaged in other programmes to ensure that the investment on infrastructure translates into strategic benefits for businesses and communities across Dorset.
- 7.2 **Superfast Business** - Delivered between Summer 2013 and Spring 2015 superfast business was designed to help businesses understand and exploit the opportunities offered by new superfast broadband connections. Evaluation of the programme showed a boost to the Dorset economy of £10M and provision of 228 extra jobs. Over 200 Dorset SMEs benefitted from a complete digital diagnostic and action plan.
- 7.3 **Increasing connections for businesses** - Between April and October 2015, Broadband Connection grants of up to £3,000 were available for small or medium sized businesses to upgrade to a faster, more reliable internet connection. Over £1M worth of Connection Vouchers were issued by Superfast Dorset to connect local businesses. Every £1 investment is already adding £5 of growth to the local economy, so the Connection Voucher scheme administered by Superfast Dorset has already produced £5M growth in the local area.
- 7.4 **Increasing digital engagement for women entrepreneurs** - Dorset Business Women go Digital programme supported over 100 female-led businesses.
- 7.5 **Business research** - Dorset County Council commissioned research to provide a better understanding of the impact of superfast broadband on our businesses. Findings showed that Superfast broadband is helping Dorset businesses that have taken up a service to grow, contributing an estimated £104 million to the local economy. But while superfast broadband is available to around 95% of premises across Dorset, only 28% of businesses contacted


had taken up a superfast service and over half the businesses who had not taken up a service believed it was not available to them. A fifth of Dorset's connected businesses indicated a need for digital skills training.

- 7.6 **Support for residents** Better connectivity helps Dorset residents be more healthy, safe and independent by connecting communities and individuals, reducing isolation and loneliness, increasing smarter and more flexible working and enhancing lifestyle and health opportunities. 32% of people able to take up a service thanks to Superfast Dorset have done so - this is up from 19% a year ago. This is ahead of assumptions and expectations set out in the contract, providing nearly £2M back into the project through the gain-share mechanism. Take-up is highest in rural areas where starting speeds were lowest and in areas where the team has done the most hyper-local communications.
- 7.7 **Digital Inclusion** - Attempts to address the 23% of adults in Dorset without the basic digital skills to benefit from broadband access or contribute to economic benefits of the superfast network have to date been under-resourced and thus fragmented. An opportunity exists now for the county council to develop a holistic, ambitious approach to address the significant skills gap that currently prevents full realisation of the benefits of the infrastructure. A partnership of key players including the CCG, districts and boroughs and the LEP will work together to fulfil the skills requirements to meet the vision of a 100% digitally-enabled Dorset. The benefits of investing in this to the public purse have been estimated nationally by CEBR as £10 return for every £1 invested. Upskilling the population should be viewed by policymakers as an investment in the UK's future economic prosperity, CEBR says: "The Government, businesses and individuals are at risk of losing out substantially if we miss this opportunity to invest in digital inclusion". (CEBR, 2015)

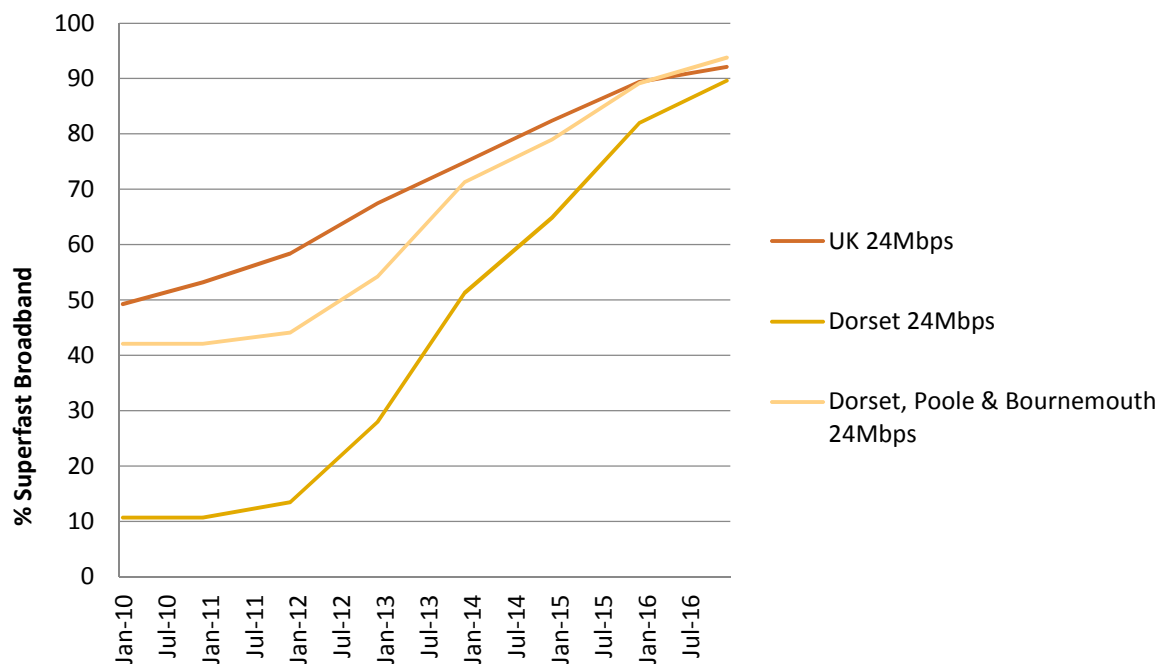
**Matthew Piles**  
**Service Director - Economy**  
January 2017



Superfast Dorset Performance Information, December 2016

<b>PROSPEROUS :</b>			<b>Coverage of superfast broadband and 4G mobile network</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Dugald Lockhart		
Population Indicator Lead Officer			Pete Bartlett		
Latest <b>89.6%</b>		Direction of Travel	 <b>Improved</b>	Benchmark National	<b>SIMILAR</b>

**Fixed line superfast broadband coverage**



**Overview**

Ofcom produces an annual report ‘Connected Nations’ that summarises the national digital infrastructure position

[https://www.ofcom.org.uk/data/assets/pdf\\_file/0028/69634/connected\\_nations2015.pdf](https://www.ofcom.org.uk/data/assets/pdf_file/0028/69634/connected_nations2015.pdf)

Detail of Dorset coverage, future plans and a postcode checker are available here:

<https://www.dorsetforyou.gov.uk/superfast>

<https://www.dorsetforyou.gov.uk/broadband/about>

**Superfast Broadband Coverage**

National and Dorset coverage data independently sourced from

<https://labs.thinkbroadband.com/local/uk> (December 2016 - updated quarterly). More local update programme data is also available, but this does not provide a valid national comparator.

The Superfast Dorset programme is a partnership programme between all district, borough and unitary authorities across Dorset, Poole and Bournemouth. Two contracts are in place to deliver improved broadband in areas of market failure where there are no commercial plans to provide it.

**Superfast Dorset Performance Information, December 2016**

The first contract was let to BT in July 2013 and contracted delivery of 72,500 superfast premises, and is in its final completion stage. Take up of superfast broadband is 30% (December 2016). The second contract was let to BT in May 2015 to deliver 3,500 superfast premises by December 2017. These 2 combine with private sector deployments will provide 97% coverage across the partnership area by completion. A third contract is currently in its procurement phase - this will deliver additional coverage and provide Ultrafast broadband to priority areas for economic growth.

**Mobile 4G coverage**

Performance data on mobile digital coverage levels are not available nationally or locally.

A postcode checker is available from Ofcom: <https://www.ofcom.org.uk/phones-telecoms-and-internet/advice-for-consumers/advice/ofcom-checker>

**Partners with a significant role to play:**

All local authorities in the Superfast Dorset Programme

Broadband Delivery UK, part of the Department of Culture, Media and Sports

Ofcom

Private sector fixed line and mobile network digital infrastructure providers.



### Bus Subsidies Task and Finish Group

Minutes of the meeting held in the Churchill Room, Colliton House, Colliton Park, Dorchester on Tuesday, 29 November 2016

**Present:**

Hilary Cox (Chairman)  
Andy Canning and Daryl Turner

Officers Attending: Andrew Shaw (Dorset Travel Team Service Manager) and David Northover (Senior Democratic Services Officer).

**Chairman**

- 1 **Resolved**  
That Hilary Cox be elected as Chairman of the Working Group.

**Apologies for Absence**

- 2 No apologies for absence were received from members.

**Confidentiality**

- 3 **Resolved**  
That the agendas and reports of meetings of the Working Group be regarded as open to the public, as necessary.

**Terms of Reference**

- 4 The Panel noted its Terms of Reference and what these entailed.

**Notes**

- 5 The informal notes of the meeting held on 28 September 2016 were noted.

**Evidence of reasoning for decisions taken about bus subsidies**

- 6 At its meeting on 28 September the Group considered that in order to determine what process had been followed for the reasoning behind the decisions taken by Cabinet about how bus subsidies should be managed, there was a need to understand if that process was delivering what it was designed to achieve and in a way that was sustainable and manageable. Given this, the Group asked that evidence should be provided on criteria identified to determine this.

Officers were asked to analyse each criterion to see on what basis the decisions taken had been made, what had been taken into account in coming to that decision and the reasoning for this. From this analysis, evidence had been able to be provided which showed that the decisions taken were on the basis of agreed strategies, policies and plans and that the application of these had formed the basis on how bus subsidies should be managed and, crucially, the reasoning for this. The Group were satisfied with the reasoning provided which was seen as being the justification for the decisions made.

As part of the discussion about the evidence, the Group:-

- established how the Cabinet got the point of making the decision they did;
- understood how strategies, policies and plans were applied, with particular reference to the Dorset passenger transport Strategy and what this entailed

- understood how rural services were intended to be managed in the future and that the services to market towns could play some part in how these might be maintained, in part and where practicable, particularly if they were en route;
- understood how needs of communities were being met and the means by which this could be achieved.
- understood how the optimum number of people could be served by passenger transport and where community transport alternatives could play their part
- understood what the TAS report entailed in so far as how the business case for the Passenger Transport Service Procurement was being made.
- acknowledged that the attention of communities needed to be drawn to what was happening to their services so that they might benefit from the toolkit for developing community transport alternatives;
- learnt how the communication strategy was being applied;
- understood what the EQIA entailed and how this was applied;
- were informed that bus contracts were in the process of being renewed with the tendering process being undertaken in early 2017. New routes would be confirmed and drawn to the attention of the Economic Growth Overview and Scrutiny Committee at their meeting in March 2017.

### **Noted**

#### **Consideration of Notice of Motion - Clause 21 of the Bus Bill**

7 The Group took the opportunity to consider a motion by Councillor Ros Kayes on Clause 21 of the Bus Bill, prior to it being reported to Economic Growth Overview and Scrutiny Committee for their consideration at their meeting on 25 January 2017. The Bill was in the process of passing through Parliament and the motion encouraged the County Council to play their part in influencing how this proceeded and on what basis this should be.

Whilst the motion did not directly relate to the issue of bus subsidies, it was felt that the principle of the motion had a bearing on how passenger transport could be delivered in future years. On that basis the Group felt that, in principle, the motion had merit.

Although there currently was no plans for the Authority to pursue the formation of an 'arms length' company for the purposes of running their own service, the Clause 21 of the Bus Bill sought to deny local authorities the opportunity of doing this if they so wished. Accordingly it was felt that they would be disenfranchised in their ability to pursue this course of action if they considered this to be viable option.

The Group considered it necessary to do what could be done whilst it could be done, and, so as to take the opportunity to influence proceedings at the earliest possible stage, asked that a response be drafted by officers which set out how Clause 21 would affect the County Council's ability to manage its own passenger transport arrangements in the best interest of Dorset as it chose and saw fit and the means by which it would be able to do this.

Members of the County Council could then be given their own opportunity to endorse this on an individual basis, if they so wished. The basis of any draft would only provide what the facts of the Bill were and what it entailed and would be for members' guidance only, for them to make their own judgment on its merits. This, in turn, could form the basis of a recommendation to Economic Growth Overview and Scrutiny

Committee at the their meeting on 25 January to formalise any endorsement in a letter to the Secretary of State.

The Group considered that this matter should proceed on that basis.

**Work Programme**

- 8 The Group considered that with the recommendation to Economic Growth Overview and Scrutiny Committee on 25 January it had, for now, achieved its purpose and the basis of its remit had been fulfilled.

Meeting Duration: 2.00 pm - 4.00 pm

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## David R Northover

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**From:** David R Northover  
**Sent:** 15 December 2016 13:43  
**To:** County Councillors  
**Cc:** Andrew D Shaw; Mike J Harries; Matthew D Piles  
**Subject:** Clause 21 of the Bus Bill - Opportunity for Member representation  
**Attachments:** Clause 21 note for CC.docx

**Importance:** High

Dear Member

The Bus Subsidies Working Group met on 29 November. As part of its discussions, the Group took the opportunity to consider – on an informal basis - the motion by Councillor Ros Kayes on Clause 21 of the Bus Bill, in advance of it being reported to Economic Growth Overview and Scrutiny Committee for their consideration at their meeting on 25 January 2017. The motion encourages the County Council to play their part in influencing how this Bill proceeds and on what basis this should be.

In light of the fact that the Bill is progressing through Parliament, the Group considered it necessary to do what could be done, whilst there was the opportunity. The Group asked for a position statement setting out the facts about how Clause 21 would affect the County Council's ability to manage its own passenger transport arrangements as it chose and saw fit. As it stands, Clause 21 would limit local authorities options on how they were able to proceed in managing these arrangements and determine the grounds on which services were able to operate.

**The attached note sets out those facts and what these entail and members can make a judgement on their merit. Should you wish, the note can be used as a basis to make any representation you consider appropriate, in your own right, direct to your respective MP as a means of influence.**

Any endorsement, or otherwise, of those representations made could then form the basis of a recommendation to Economic Growth Overview and Scrutiny Committee at its meeting on 25 January to formalise the Council's view in any subsequent submission to the Secretary of State.

I hope you find this a constructive and pragmatic means of progressing matters.

Many thanks

David

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## **Bus Services Bill: Clause 21**

The Bus Services Bill on its first reading, including at clause 21 a prohibition on Local Transport Authorities (LTAs) from setting up new bus operating companies. Clause 21 has been voted down by the House of Lords but this could be overturned in the Commons.

Clause 21 is one of the more controversial aspects of the Bill. The Government's contends that the same LTA that is specifying services should not also own an operator which can then bid for those services. However, this would conflict of interest only applies under the franchising model, which is likely to be introduced by a small minority of LTAs. Mandating an arm's length relationship between the operator and the LTA should do much to manage the real or perceived risk of unfair competition.

In the event that clause 21 is included in the final legislation it would not affect the public services currently operated by Dorset County Council, which are provided under its own operator's licence and in accordance with sections 19 and 22 of the Transport Act 1985.

There are a small number of LTA owned bus companies remaining. A key difference between commercial bus operations and the remaining LTA operations is the ability to cross-subsidise; using surplus income from well-used routes to support those that are less well-used. Where LTA provided services are intended to create a surplus they must be operated through an arm's length company. Clause 21 prevents any new operations of this sort being set up.

Whilst the county council has no current plans to set up such an operation it could become a desirable option under the new local government structures that are being developed, for example in the event that existing operators failed or were not prepared to operate services that the council considered to be necessary. Clause 21 would remove that option.



# Economic Growth Overview and Scrutiny Committee

**Dorset County Council**



Date of Meeting	25 January 2017
Officer	<u>Local Members</u> All Members <u>Lead Director</u> Mike Harries, Director for Environment and the Economy
Subject of Report	<b>Corporate Plan: Outcomes focused monitoring report</b>
Executive Summary	<p>In April 2016 the County Council adopted a Corporate Plan based on an outcomes focused approach. The Plan is comprised of four outcomes, reflecting the County Council's commitment to helping people in Dorset be <b>Healthy, Safe and Independent</b>, and benefitting from a <b>Prosperous</b> economy.</p> <p>Alongside this, in February 2016 the County Council agreed a new committee structure to monitor and scrutinise progress against the Corporate Plan, with Overview and Scrutiny Committees for Economic Growth, People and Communities and Safeguarding. The Economic Growth Committee has oversight of the "Prosperous" corporate outcome.</p> <p>The Corporate Leadership Team has selected a set of "outcome indicators" that will measure progress towards the four outcomes. This indicator set provides the focal point from which we can understand whether or not we and our partners are making a difference to people's lives in Dorset. A summary of the current status of the "Prosperous" indicators is provided at Appendix 1 of this report, and a detailed analysis is presented at Appendix 2. Members of this committee are invited to challenge the evidence and commentaries provided, and identify any issues requiring more detailed consideration.</p>
Impact Assessment:	<b>Equalities Impact Assessment:</b> There are no specific equalities implications in this report. However, the prioritisation of resources in order to challenge inequalities in outcomes for Dorset's people is fundamental to the outcomes approach and the Corporate Plan.

	<p><b>Use of Evidence:</b> The outcome indicator data in this report is drawn from a number of local and national sources, including Business Demography (ONS) and the Employer Skills Survey (UK CES). Corporate oversight and ownership of performance management information and processes is a key component of the terms of reference of the corporate Planning and Learning Group. There is a lead officer for each outcome on this group whose responsibility it is to ensure that data is accurate and timely and supported by relevant commentary.</p> <p><b>Budget:</b> None in the context of this specific report. However the information contained herein is intended to facilitate evidence driven scrutiny of the interventions that have the greatest impact on outcomes for communities, as well as activity that has less impact. This can help with the identification of cost efficiencies that are based on the least impact on the wellbeing of customers and communities.</p> <p><b>Risk:</b> Having considered the risks associated with this report using the County Councils approved risk management methodology, the level of risk has been identified as:</p> <p>Current:       Medium Residual:      Low</p> <p>Other Implications: None</p>
<p>Recommendation</p>	<p>That the committee:</p> <ul style="list-style-type: none"> <li>i) Considers the evidence of Dorset’s position with regard to the outcome indicators in Appendix 1 and 2; and:</li> <li>ii) Identifies any issues requiring more detailed consideration.</li> </ul>
<p>Reason for Recommendation</p>	<p>The 2016-17 Corporate Plan provides an overarching strategic framework for monitoring progress towards good outcomes for Dorset. The Overview and Scrutiny committees provide corporate governance and performance monitoring arrangements to assess progress against the corporate plan.</p>
<p>Appendices</p>	<ul style="list-style-type: none"> <li>1. Population Indicators Summary – Prosperous</li> <li>2. Population Indicators Full Report – Prosperous</li> </ul>
<p>Background Papers</p>	<p>Corporate Plan Refresh 2016-17 (Report to the Cabinet, 13 April 2016)</p>
<p>Officer Contact</p>	<p>Name: John Alexander Tel: (01305) 225096 Email: <a href="mailto:j.d.alexander@dorsetcc.gov.uk">j.d.alexander@dorsetcc.gov.uk</a></p>

## 1. Background

- 1.1 In April 2016 the County Council adopted a Corporate Plan based on an outcomes focused approach. Its core principle was to articulate the conditions of wellbeing that we are seeking to achieve for Dorset alongside our communities and partners – the “ends” – and work backwards, using the best available evidence, to establish the best “means” of achieving them with the resources available to us. The Corporate Plan is comprised of four outcomes, reflecting the County Council’s commitment to helping people in Dorset be **Healthy**, **Safe** and **Independent**, and benefitting from a **Prosperous** economy.
- 1.2 Alongside this, and following a member “Task and Finish” review of the County Council’s overview and scrutiny arrangements, the County Council, in February 2016, agreed that the future committee structure should be based on the new outcome focused Corporate Plan, with Overview and Scrutiny Committees for Economic Growth, People and Communities and Safeguarding, each having responsibility for monitoring progress with specific Corporate Plan outcomes. The Economic Growth Committee has oversight of the **Prosperous** corporate outcome.
- 1.3 The Overview and Scrutiny Committees can, if necessary, seek approval via the new Audit and Governance Committee if there are any grounds to invoke formal scrutiny processes (e.g. *Call in*, *Call to Account* or *Councillor Call for Action*). A formal Overview and Scrutiny Management Committee, comprising the Overview and Scrutiny Committee Chairmen and the Chairman of the Audit and Governance Committee, oversees and coordinates the whole process.

## 2. Outcome indicators

- 2.1 Following the adoption of the corporate plan, the Corporate Leadership Team, having sought advice from senior managers, selected a set of “outcome indicators” that will measure progress towards the four outcomes. This indicator set provides the focal point from which we can understand whether or not we and our partners are making a difference to people’s lives in Dorset.
- 2.2 As this is the first round of committees to which these outcome indicators are being presented, the detailed analysis of them is presented here in full at Appendix 2 (A summary is at Appendix 1). For this reason, this report is longer than is the intention for future versions. Live, up-to-date information on all of the indicators that support the corporate plan can be accessed on the [Dorset Outcomes Tracker](#) on *Sharepoint*. Councillors and officers can access this at any time, and it can be made available for real-time interrogation at committee meetings.
- 2.3 Members will note that no specific annual targets are attached to these indicators. In the past, target setting processes have been somewhat arbitrary, particularly in view of the fact that no single agency can be held to account for delivering an outcome such as, for example, reducing the number of people who are killed or seriously injured on Dorset’s roads. Rather, for each indicator, a trend line shows the direction of travel, and anticipated future direction if nothing different is done to influence progress.

## 3. The role of overview and scrutiny

- 3.1 It is for members (and managers) to challenge the evidence and commentaries provided, and decide if they are comfortable that the forecasts are acceptable. If not, it is the job of members, officers, partners and communities to work together to try to find ways to make improvements (or “turn the curve”) in a more acceptable direction. In effect, the target is to outperform an unacceptable forecast.
- 3.2 In June 2016, a [Planning and Scoping document](#) was presented to, and discussed by, all of the Overview and Scrutiny Committees as a suggested means for identifying issues requiring more detailed consideration by members and for initiating review

processes. This takes members through a process of specifying the purpose of any review, indicators of success and a defined methodology, and other considerations such as resource requirements, risks and timescales. Through such a process it will be possible for members to scrutinise not just progress towards outcomes, but the performance of County Council services in making positive contributions to those outcomes.

#### **4. What are the big issues?**

4.1 Members are strongly encouraged to consider all of the indicators within the remit of this committee, and form their own view about whether more should be done to improve particular outcomes. However, each outcome is sponsored by a Director and supported by a senior lead officer, and they will suggest particular areas of concern and future focus.

4.2 The sponsor for the “**People in Dorset Benefit from a Prosperous Economy**” outcome is Mike Harries, the Director for Environment and the Economy. The lead officer for the outcome is Maxine Bodell, Economy, Planning and Transport Service Manager. The current position with all of the “Prosperous” indicators is summarised in Appendix 1 and analysed in detail in Appendix 2.

4.3 Lead officers have suggested that the “Prosperous” indicators which require the most focus and attention are as follows:

- **Ratio of lower quartile house prices to lower quartile incomes**

At a ratio of nearly 11:1 this is significantly higher than the national average and presents a barrier to prosperity (labour force mobility; key workers; ability for younger people and graduates to live and work in the area; homelessness; etc.). This has implications for other prosperity indicators such as productivity and fuel poverty.

- **Productivity rate (GVA)**

Whilst this has remained relatively static in recent years it remains significantly below the national average. Higher productivity is associated with higher skilled jobs and incomes so can help to boost recruitment, business start-ups and reduce the ratio of house prices to incomes. Note that this indicator may be reflected ‘by proxy’ in the separate indicator for births of new enterprises per 10,000 population, which shows a worsening situation and growing gap when compared with the national average. This could have a disproportionate impact upon Dorset’s more remote rural communities so the positive and improving situation with superfast broadband (a notable positive for Dorset) could assist in reversing this trend. However, last year’s business research for Dorset indicates a lack of business awareness, and therefore take up, of superfast, as well as a lack of business understanding that training their staff to use superfast effectively could bring business benefits and raise productivity. More work needs to be done to address this.

- **Percentage of employers that have skill shortage vacancies**

This affects the productivity of businesses and difficulties in recruitment can impact upon inward investment decisions as well as business start-ups. This indicator links with productivity and housing affordability issues.

4.4 Any criteria could be used for suggesting an indicator is worthy of special attention, but likely reasons include: the situation is getting worse in Dorset; Dorset is worse than other comparable areas; or the situation with the indicator is putting unsustainable pressure on service budgets, to the detriment of our ability to maintain good performance in other areas.

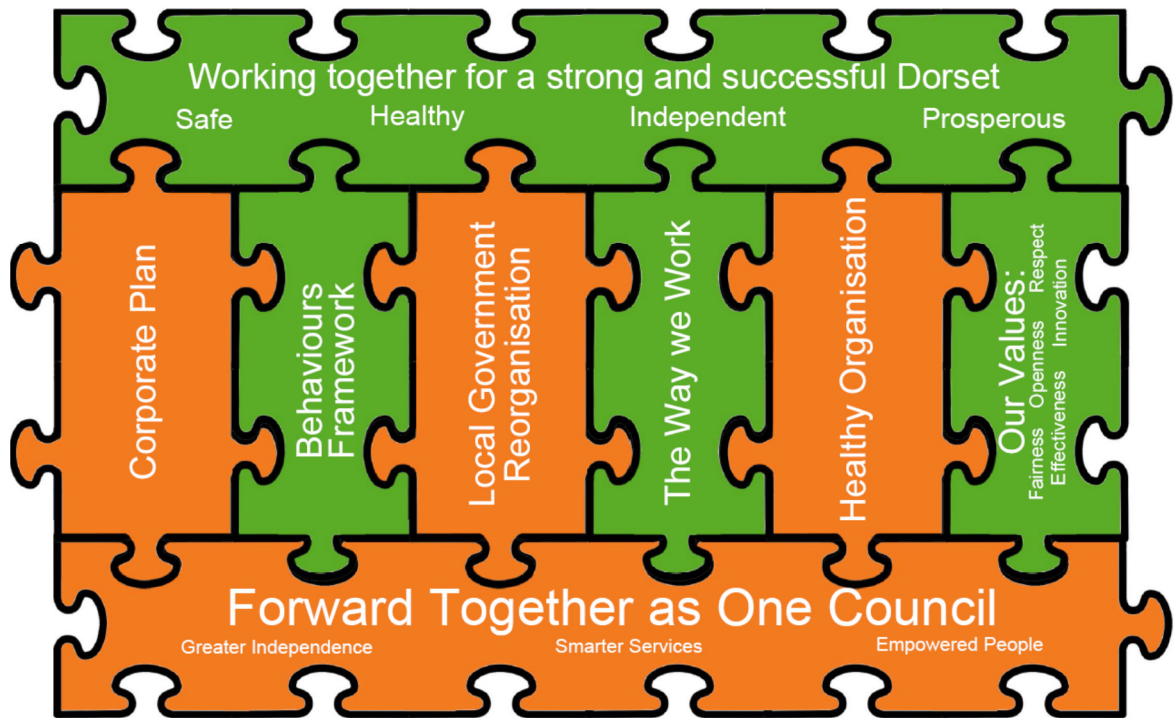
## 5. Conclusion

- 5.1 Dorset's relentless focus on outcomes, and on seeking to address how to make a real difference to people's lives in Dorset whilst living within our means, demonstrates a significant departure from our previous, more process-driven approaches to performance management. Our outcomes focused overview and scrutiny functions are also new, and genuinely innovative. Making it all work to its full potential will take time, effort, and a degree of cultural change. It is important that members note, and understand, that the processes for scrutiny and overview described in this report are very much not "set in stone". Officers are very committed to making this new and different approach demonstrably effective, and the feedback, insight and suggestions for improvements of members is fundamental to making that happen.
- 5.2 To support members as we develop and refine our outcomes approach, we have organised two half day training opportunities on 8 and 9 February. The seminars are specifically designed to provide members with an increased understanding of outcomes based activity and the tools to effectively scrutinise and challenge this. The courses will be facilitated by David Burnby, an internationally recognised expert in outcomes management. He has a wealth of experience and personally supported the recent development and agreement of a new 'Outcomes Framework' for the Northern Ireland Assembly - entitled 'Programme for Government' - a good example of how outcomes can be used to help different views to unite around a common purpose. We very much hope that you will be able to join us for one of these sessions. If you have not already signed up for one of them, you can do so by contacting the Learning and Organisational Development Manager, Helen Sotheran, [h.l.sotheran@dorsetcc.gov.uk](mailto:h.l.sotheran@dorsetcc.gov.uk), 01305 224088.

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## Appendix 1


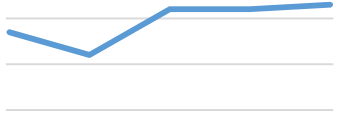
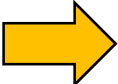

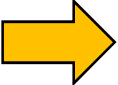

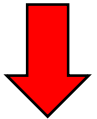

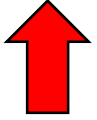







With an economy that is **PROSPEROUS**  
**Dorset Outcomes Tracker (DOT)**  
Population Indicators Summary Report

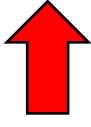


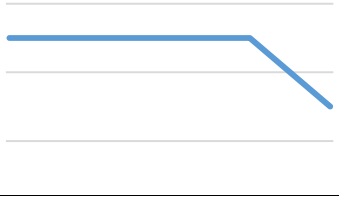
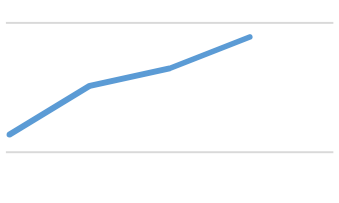



December 2016

**With an economy that is PROSPEROUS**

Description	Latest position	Direction Of Travel	Benchmark	Progress – direction of travel
Productivity rate (GVA per hour worked)	90.3 2014	 <b>Improved</b>	<b>WORSE</b> 101.7 England Average	
Business of new enterprises per 10k pop, aged 16-64 years	82 2015	 <b>No Change</b>	<b>WORSE</b> 99 England Average	
Percentage of population with a level 2 or higher qualification (aged 16-64)	77% 2015	 <b>No Change</b>	<b>BETTER</b> 73% England Average	
Annual growth in apprenticeships starts	-1% 2015	 <b>Worse</b>	<b>WORSE</b> 3% England Average	
Percentage of employers with vacancies that have skill shortage vacancies	33% 2015	 <b>Worse</b>	<b>WORSE</b> 29% England Average	
% of students gaining 5 or more GCSEs grade A* - C, including Maths and English	57.7% 2015	 <b>Worse</b>	<b>BETTER</b> 52.8% England Average	
Percentage of residents educated to level 4 (or equivalent) and above	34% 2015	 <b>Worse</b>	<b>WORSE</b> 37% England Average	

**With an economy that is PROSPEROUS (Cont'd)**

Description	Latest position	Direction Of Travel	Benchmark	Progress – direction of travel
Ratio of lower quartile house prices to lower quartile earnings	10.6 2015	 <b>Worse</b>	<b>WORSE</b> 7 England Average	
Percentage of people living in fuel poverty	11% 2014	 <b>Worse</b>	<b>SIMILAR</b> 11% England Average	
Average vehicle speeds during the weekday morning peak on locally managed 'A' roads	34.7 Mph July 2015	 <b>Worse</b>	<b>BETTER</b> 23.6 mph England Average	
Rates of coverage of superfast broadband and 4G mobile network	89.6% 24Mbps July 2016	 <b>Improved</b>	<b>SIMILAR</b> to the UK Average 24Mbps	
Bus passenger journeys per head of population	23.8	 <b>Worse</b>	<b>WORSE</b> 82.7 England Average	
Percentage of residents who do any walking or cycling at least once a month	88.1% 2014	 <b>No Change</b>	<b>BETTER</b> 87.1% England Average	

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# Population Indicators

## Data and Commentary



As at December 2016



With an Economy that is PROSPEROUS



## Dorset Outcomes Framework - Population indicators

Our Corporate Plan and outcomes framework sets out what we as the county council is doing to meet the continuing challenges of the economic climate while ensuring that our Dorset residents receive the services they need the most. We must continue our drive for efficiency and we need to be ambitious and creative in the way we map out the future.

We are focusing on what we do, but more importantly what we achieve with our residents. We want to make sure that as we join together across the county we continue our efforts to encourage economic growth, and help everyone to be safe, healthy and independent. Our outcomes framework is made up of four outcomes, reflecting the county council's commitment to helping residents be **safe, healthy** and **independent**, with an economy that is **prosperous**. The framework supports a common way of working for a **strong and successful Dorset**, with a relentless focus on making a difference and improving the quality of life of our residents.

### Dorset's economy is PROSPEROUS

Description	Lead Officer	Page
Productivity rate (GVA per hour worked)	David Walsh	4
Births of new enterprises per 10k population aged 16-64 years	David Walsh	5
Percentage of population aged 16-64 with a level 2 or higher qualification	Anne Gray	6
Annual growth in apprenticeships starts	Anne Gray	7
Percentage of employers with vacancies that have skill shortage vacancies	Maxine Bodell	8
Percentage of children gaining 5 or more GCSEs grade A* - C, including Maths and English	Doug Gilbert	9
Percentage of residents educated to level 4 (or equivalent) and above	Anne Gray	10
Ratio of lower quartile house prices to lower quartile earnings	Maxine Bodell	11
Percentage of people living in fuel poverty	Jon Bird	12
Average vehicle speeds during the weekday morning peak on locally managed 'A' roads	Maxine Bodell	13

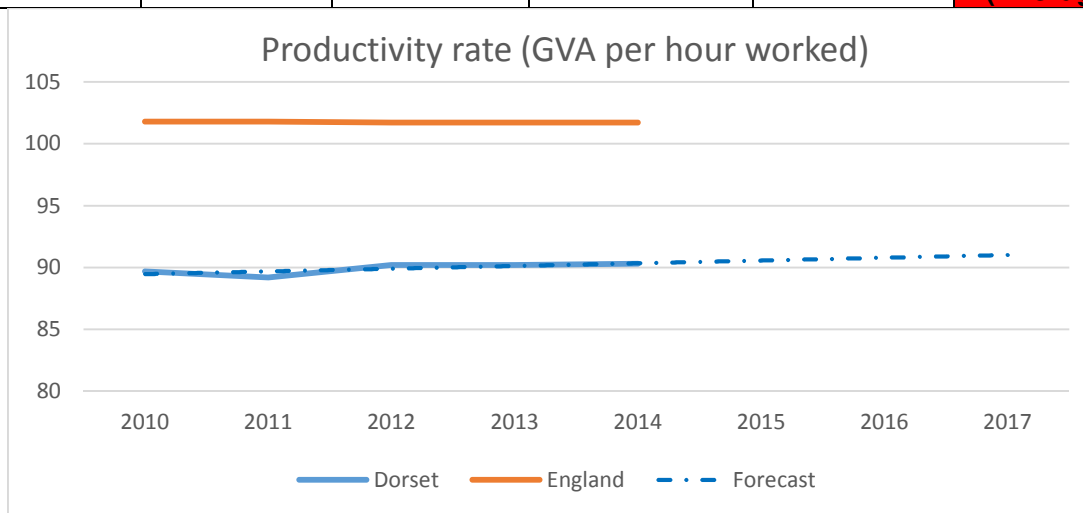


**Dorset's economy is PROSPEROUS (Cont'd)**

Rates of coverage of superfast broadband and 4G mobile network	Pete Bartlett	14
Bus passenger journeys per head of population	Wayne Sayers	15
Percentage of residents who do any walking or cycling, for any purpose, at least once a month	Wayne Sayers	16



<b>PROSPEROUS: Population Indicator</b>			<b>Productivity rate (GVA per hour worked indexed to UK=100)</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Maxine Bodell		
Population Indicator Lead Officer			David Walsh		
Latest	90.3 (2014)	Direction of Travel	↑ Improved	Benchmark (England)	<b>WORSE 101.7 (Average)</b>



**Story behind the baseline:** In Dorset, GVA per hour worked (productivity) is below the national average and has been for some time. Dorset compares well with neighbours to the west, but less well compared with neighbours to the north and east. This may reflect a number of factors including:


- The structure of industry and employment opportunities eg high representation of tourism related jobs;
- Availability of appropriately skilled workers – skills shortage vacancies suggest a gap in skilled trades occupations: the offer and take-up of more good quality Apprenticeships would help address this;
- An above average percentage of part time jobs;
- Lack of dynamism and low competitiveness in the local economy;
- Distance from and lack of significant population centres;
- Connectivity and supply chain issues;
- Lifestyle choices such as above average self-employment.

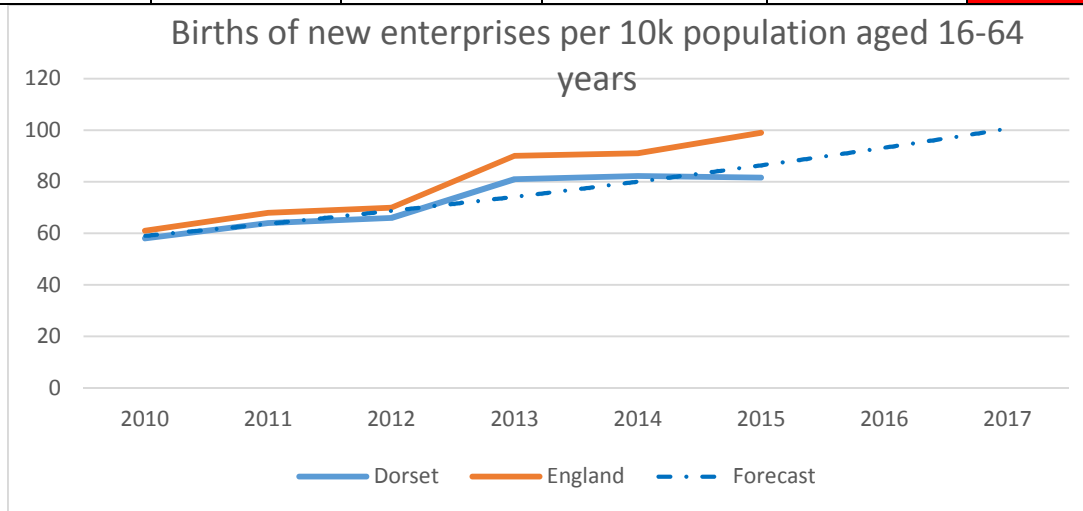
**Partners with a significant role to play:**

Dorset LEP, District and Borough councils, Businesses





<b>PROSPEROUS: Population</b>			<b>Births of new enterprises per 10k population aged 16-64 years</b>		
Indicator			PROSPEROUS		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Maxine Bodell		
Population Indicator Lead Officer			David Walsh		
Latest	82 (2015)	Direction of Travel	 <b>No change</b>	Benchmark	<b>WORSE 99 (Average)</b>




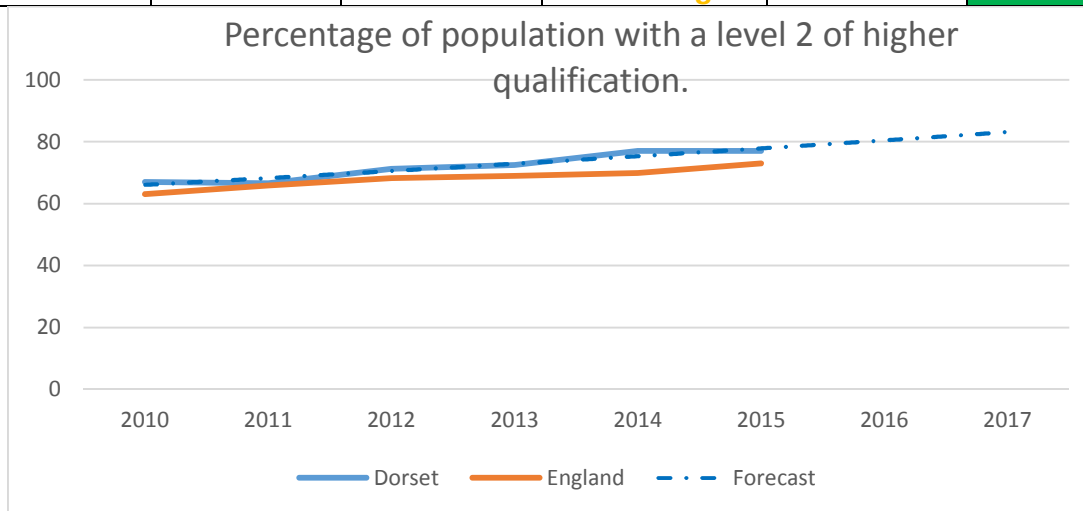
**Story behind the baseline:** In Dorset, annual growth in the number of business births per 10,000 population aged 16-64 is below the national average and has changed little in the last three years. This could reflect a number of factors such as:

- A lack of available employment land in the right location;
- A lack of choice of suitable employment premises in the right location;
- A lack of innovation/dynamism in local economy;
- Quality of life/lifestyle issues meaning that new business owners may not wish to expand.

**Partners with a significant role to play:** Dorset LEP, District and Borough councils, Businesses



<b>PROSPEROUS</b> :Population Indicator			<b>Percentage of population with a level 2 or higher qualification (aged 16-64)</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Maxine Bodell		
Population Indicator Lead Officer			Anne Gray		
Latest	77% (2015)	Direction of Travel	 <b>No change</b>	Benchmark	<b>BETTER</b> <b>73%</b> <b>(Average)</b>



**Story behind the baseline:** Level 2 is equivalent to having a GCSE at grade A\*-C. In Dorset, the percentage of residents aged 16-64 years qualified to NVQ2+ is above the national average and has been for a number of years.

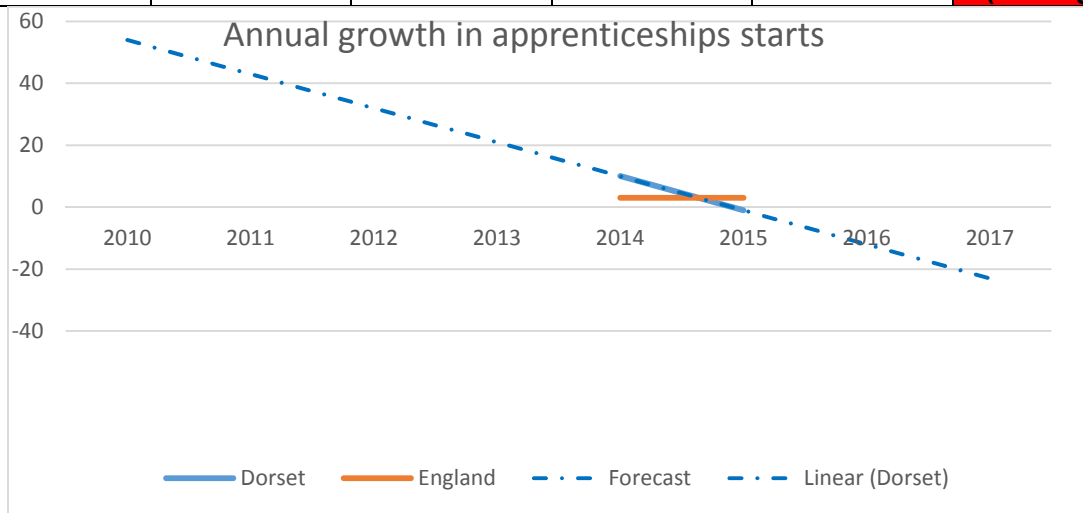
The percentage of residents aged 16-64 skilled to at least level 2 could be raised through a greater take-up of Apprenticeships. This in itself could help reduce skills shortage issues in Dorset, especially among skilled trades, and help drive higher productivity.

Apprenticeship reforms 2017 and the public sector duty for apprenticeship employments indicate an increase in take up of level 2 apprenticeships from 2017.

**Partners with a significant role to play:** Dorset LEP, District and Borough councils, Businesses



<b>PROSPEROUS</b> :Population Indicator			<b>Annual growth in apprenticeships starts</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Maxine Bodell		
Population Indicator Lead Officer			Anne Gray		
Latest	-1% (2015)	Direction of Travel	↓ <b>Worse</b>	Benchmark (England)	<b>WORSE</b> 3% (Average)



**Story behind the baseline:** In Dorset, annual growth in the number of apprenticeship starts is frequently below the national average, although the trend seems to be fairly erratic. It is therefore difficult to draw anything conclusive from the trend so far: it could quite rapidly respond to changing circumstances.

Whilst there was a decline over the last known year, the actual number dropped by just thirty, down from 5,680 to 5,650.

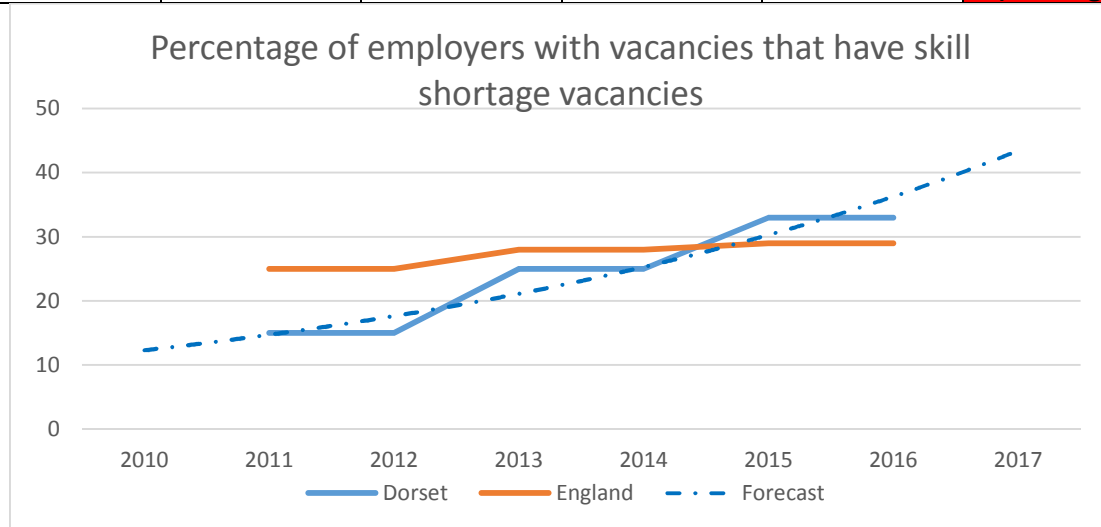
The number of starts may be affected by:

- Employer awareness of Apprenticeships and the breadth of vocational areas on offer.
- Employers unaware of additional funding for apprenticeships in small businesses.
- Low number of apprenticeship opportunities in rural areas.
- Wider awareness of Apprenticeships as a route to employment and perception of this by schools/parents/young people as a 'second class' option;
- Quality of Apprenticeships on offer in terms of training and employment opportunities.

**Partners with a significant role to play:** Dorset LEP, District and Borough councils, Businesses



<b>PROSPEROUS</b> Population Indicator			<b>Percentage of employers with vacancies that have skill shortage vacancies</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Maxine Bodell		
Population Indicator Lead Officer			Maxine Bodell		
Latest	33% (2015)	Direction of Travel	↑ <b>Worse</b>	Benchmark (England)	<b>WORSE</b> 29% (Average)



**Story behind the baseline:** In Dorset, growth in the number of businesses with skill shortage vacancies is generally below the national average but rose above in the last year. This may reflect a number of factors such as:

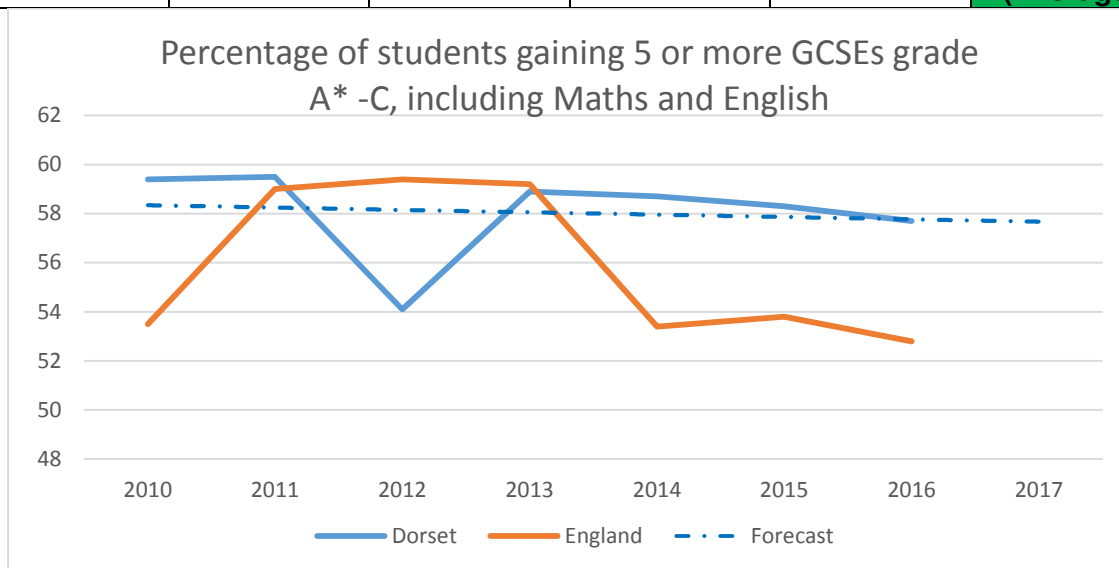
- A lack of appropriate skills in the local labour pool: by occupation, Dorset has above the average skills shortages (considerably) for Skilled trades – reducing this could help raise productivity.
- A lack of take up or availability of Apprenticeships?
- Affordability of housing: note that for Professional occupations - normally among the higher paid - Dorset has below average skills shortages.

There is the potential for the impact of Brexit to exacerbate skills shortages.

**Partners with a significant role to play:** Dorset LEP, District and Borough councils, Businesses



<b>PROSPEROUS</b> :Population Indicator			<b>Percentage of students gaining 5 or more GCSEs grade A* - C, including Maths and English</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Helen Coombes		
Outcome Lead Officer					
Population Indicator Lead Officer			Doug Gilbert		
Latest	57.7% (2016)	Direction of Travel	↓ Worse	Benchmark	<b>BETTER</b> 52.8% (Average)



**Story behind the baseline:** Achieving this threshold allows pupils to continue in education and increases both employability and life chances. The measure is being discontinued as an accountability indicator, in part due to changes in assessment (the grading system is changing for Maths and English 2017; for all subjects from 2018). The measure has also been seen to encourage too narrow a focus on pupils achieving a C or above – rather than on all pupils across all abilities. There is now a focus on progress with the new Progress indicator.

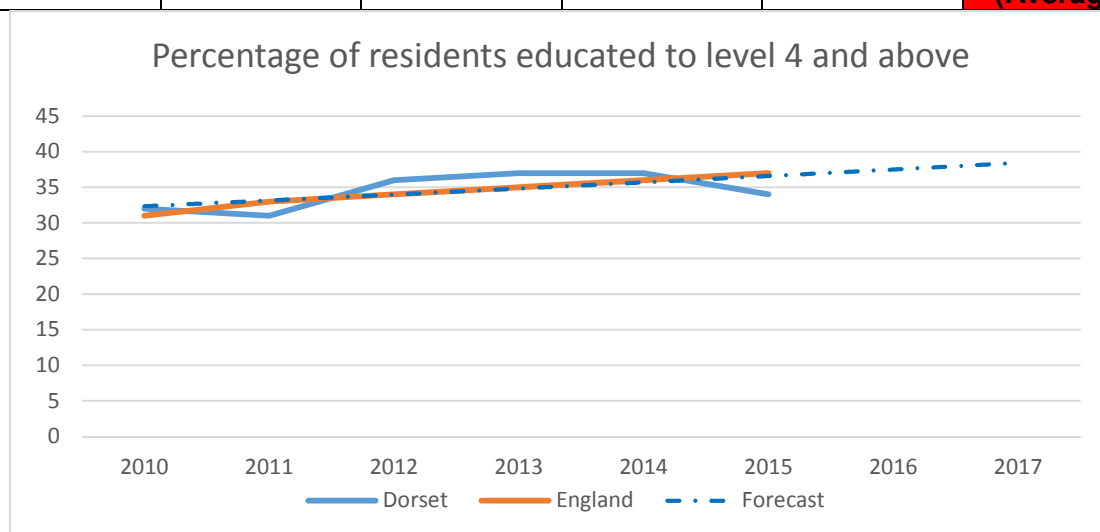
The graph reflects changes and issues in assessment over the past few years. A limit on the number of non-GCSE qualifications and restrictions on early entry in 2013-14 affected the national figures, but had a lesser impact in Dorset where early entry and take up of non-GCSEs were at lower levels. The dip in Dorset figures for 2011-12 was due to the problems surrounding the re-grading of English GCSEs, discussed widely in the media at the time.

Dorset has since recovered its position and remains at a similar level to the South-West, similar local authorities and above the national average. The recent slight decline in national and local performance reflects a move towards harder GCSEs in line with the shift towards English Baccalaureate subjects (Sciences, Humanities and Languages). Performance at a local level is variable and tends to reflect overall school performance.

**Partners with a significant role to play:** Ofsted, DFE, Regional Schools Commissioner and Wessex School Improvement Board.



<b>PROSPEROUS</b> :Population Indicator			<b>Percentage of residents educated to level 4 and above (age 16-64)</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Maxine Bodell		
Population Indicator Lead Officer			Anne Gray		
Latest	34% (2015)	Direction of Travel	↓ <b>Worse</b>	Benchmark (England)	<b>WORSE</b> 37% (Average)



**Story behind the baseline:** Level 4 is equivalent to having a Higher National Certificate (HNC). In Dorset, the percentage of residents qualified to NVQ4+ is mostly above the national average but dropped below in the last year. Care: data is drawn from a household sample survey so year to year changes can reflect statistical error.

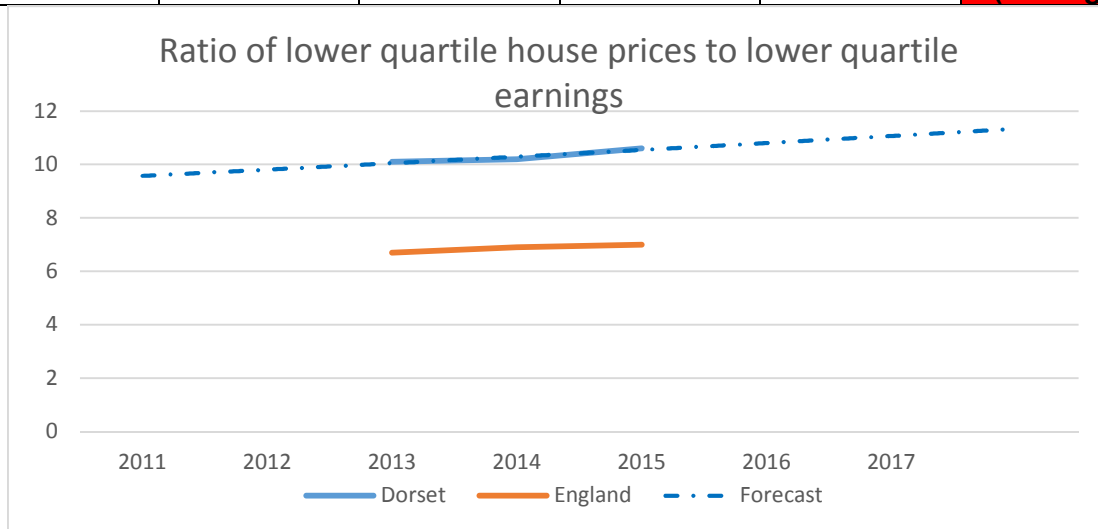
Raising skill levels in the workforce at level 4+ would help reduce skills shortage vacancies, especially for skilled trade's occupations.

Higher level Apprenticeships and the continuation of learning whilst in work would help address this. The development of higher level apprenticeships will be supported by the Apprenticeship reforms 2017, where Levy funding will enable the take up higher level apprenticeships by employers, and the opportunity to up-skill existing staff to a higher level through the apprenticeship route.

**Partners with a significant role to play:** Dorset LEP, District and Borough councils, Businesses



<b>PROSPEROUS</b> :Population Indicator			<b>Ratio of lower quartile house prices to lower quartile earnings</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Maxine Bodell		
Population Indicator Lead Officer			Maxine Bodell		
Latest	10.6 (2015)	Direction of Travel	↑ <b>Worse</b>	Benchmark	<b>WORSE</b> <b>7.0</b> <b>(Average)</b>



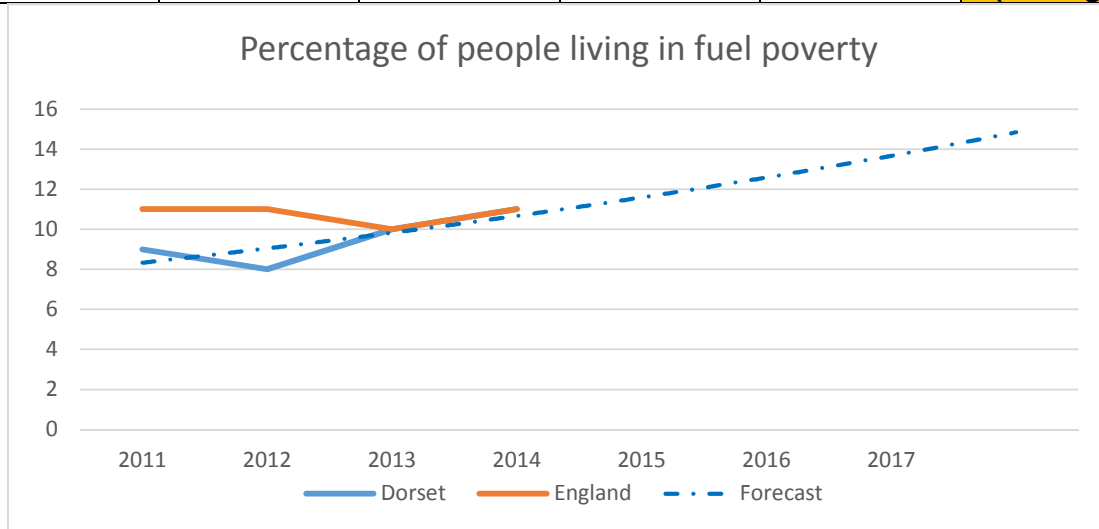
**Story behind the baseline:** The graph shows the ratio of lower quartile house prices to lower quartile earnings. This is a useful measure as it helps to illustrate the housing affordability gap for people on lower incomes for whom access to affordable housing is likely to be the most acute. Note: data available for Districts/Boroughs only so a crude proxy for Dorset has been shown. It can be seen that the affordability gap between lower quartile earnings and house prices continues to worsen in Dorset and is consistently higher than the national average. In all but one district in Dorset there have been year-on-year increases in the ratio of house prices to incomes. The national average is a ratio of 7 while the Dorset Districts see a range of 8.8 in the 'most affordable' case to 12.9 in the worst affected district. The reasons for this are complex, but are likely to include a combination of the following factors:

- Relatively lower salaries and productivity levels in the economy;
- Higher concentrations of certain lower paid sectors in parts of Dorset such as some services and tourism and the rural economy;
- Constraints on housing land supply such as international habitats, landscape designations and Green Belt;
- Some 'stalled' and difficult-to-deliver housing sites with viability or infrastructure constraints;
- A fall over past years in housebuilding rates and commensurate supply of affordable housing due to wider economic impacts.

**Partners with a significant role to play:** Partners: Local planning authorities; Dorset Local Enterprise Partnership; education and skills development agencies such as local education authorities, universities, FE colleges and employers.



<b>PROSPEROUS</b> :Population Indicator			<b>Percentage of people living in fuel poverty</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Maxine Bodell		
Population Indicator Lead Officer			Jon Bird		
Latest	11% (2014)	Direction of Travel	↑ <b>Worse</b>	Benchmark	<b>SIMILAR</b> 11% (Average)



**Story behind the baseline:** In Dorset, the percentage of households in fuel poverty has risen in the last two years, narrowing the gap to the national average. A household is considered fuel poor if their home has higher than typical heating costs and, were it to be heated adequately, they would be left with a residual income below the official poverty line. This definition, introduced in 2012, replaced a version based on the need to spend more than 10% of household income on energy.

Wasteful expenditure on energy is a drain on the local and national economy. Living in a cold home also contributes to many physical and mental health problems. Fuel poverty is dictated by home energy efficiency, household income, and the price the household needs to pay for fuel.

Nationally, a household living in fuel poverty typically must pay £371 more a year on energy than those who live in more efficient homes. Improving home energy efficiency is the key long-term solution to alleviating fuel poverty, enabling households to keep warm and healthy.

The relative nature of the fuel poverty indicator makes it difficult to isolate accurately absolute reason for change. However, at a national level, which is likely to broadly mirror the local situation, some households close to the fuel poverty threshold have seen a lower than average increase in disposable income and, therefore, have been pushed into fuel poverty; Fuel prices have increased more than energy efficiency gains, leaving households with higher energy costs in 2014 compared to 2013. However, fuel poor households have seen smaller increases in energy costs than the overall population, which has reduced the fuel poverty gap.

**Partners with a significant role to play:** District councils, Employers and Central Government.

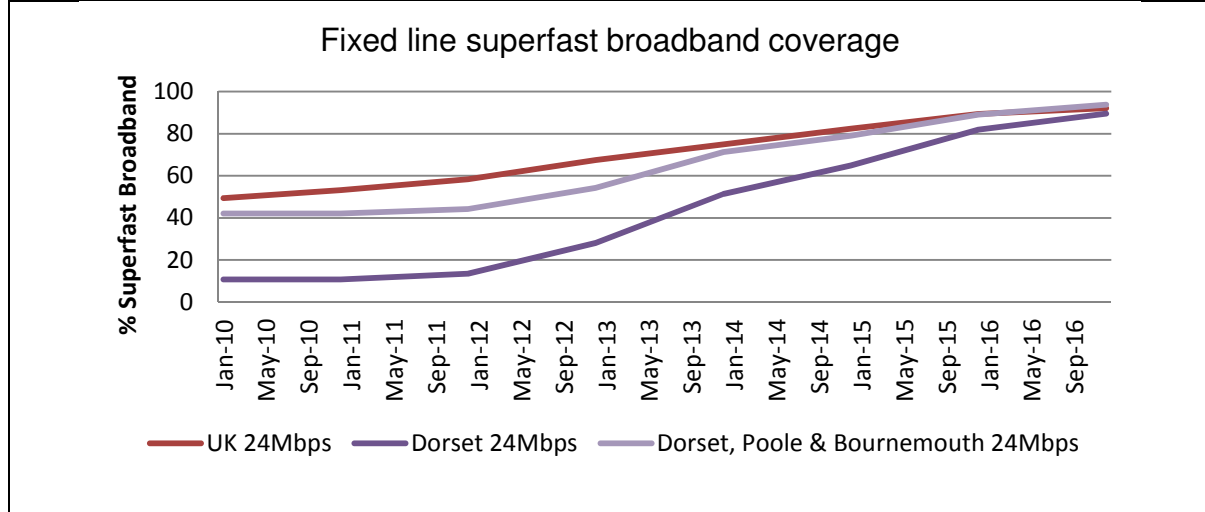




<b>PROSPEROUS:</b> Population Indicator			<b>Average vehicle speeds during the weekday morning peak on locally managed 'A' roads</b>																										
Outcome			PROSPEROUS																										
Outcome Sponsor			Mike Harries																										
Outcome Lead Officer			Maxine Bodell																										
Population Indicator Lead Officer			Maxine Bodell																										
Latest	34.7mph	Direction of Travel	↓ Worse	Benchmark (England)	<b>BETTER</b> 23.6mph (Average)																								
<p>Average vehicle speeds during the weekday morning peak on locally managed 'A' roads</p> <table border="1"> <caption>Data for Average vehicle speeds during the weekday morning peak on locally managed 'A' roads</caption> <thead> <tr> <th>Month</th> <th>Dorset (mph)</th> <th>England (mph)</th> <th>Forecast (mph)</th> </tr> </thead> <tbody> <tr> <td>Mar-15</td> <td>34.7</td> <td>23.6</td> <td>~25</td> </tr> <tr> <td>Apr-15</td> <td>34.7</td> <td>23.6</td> <td>~25</td> </tr> <tr> <td>May-15</td> <td>34.7</td> <td>23.6</td> <td>~25</td> </tr> <tr> <td>Jun-15</td> <td>34.7</td> <td>23.6</td> <td>~25</td> </tr> <tr> <td>Jul-15</td> <td>34.7</td> <td>23.6</td> <td>~25</td> </tr> </tbody> </table>						Month	Dorset (mph)	England (mph)	Forecast (mph)	Mar-15	34.7	23.6	~25	Apr-15	34.7	23.6	~25	May-15	34.7	23.6	~25	Jun-15	34.7	23.6	~25	Jul-15	34.7	23.6	~25
Month	Dorset (mph)	England (mph)	Forecast (mph)																										
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Jul-15	34.7	23.6	~25																										
<p><b>Story behind the baseline:</b> In Dorset, average vehicle speeds at morning peak time on locally managed A roads are above the national average indicating freer traffic movements for residents, commuters and businesses. However, this dataset shows an average across the A road network and there will be variations across Dorset, particularly at more congested junctions and routes in more heavily populated areas.</p>																													
<p><b>Partners with a significant role to play:</b> Dorset LEP, District and Borough councils, Highways England</p>																													



<b>PROSPEROUS</b> :Population Indicator			<b>Coverage of superfast broadband and 4G mobile network</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Dugald Lockhart		
Population Indicator Lead Officer			Pete Bartlett		
Latest	89.6% (July 2016)	Direction of Travel	↑ Improved	Benchmark	<b>SIMILAR 24Mbps (UK Average)</b>



**Story behind the baseline:** Ofcom produces an annual report 'Connected Nations' that summarises the national digital infrastructure position  
[https://www.ofcom.org.uk/data/assets/pdf\\_file/0028/69634/connected\\_nations2015.pdf](https://www.ofcom.org.uk/data/assets/pdf_file/0028/69634/connected_nations2015.pdf)

Detail of Dorset coverage, future plans and a postcode checker are available here:  
<https://www.dorsetforyou.gov.uk/superfast>  
<https://www.dorsetforyou.gov.uk/broadband/about>

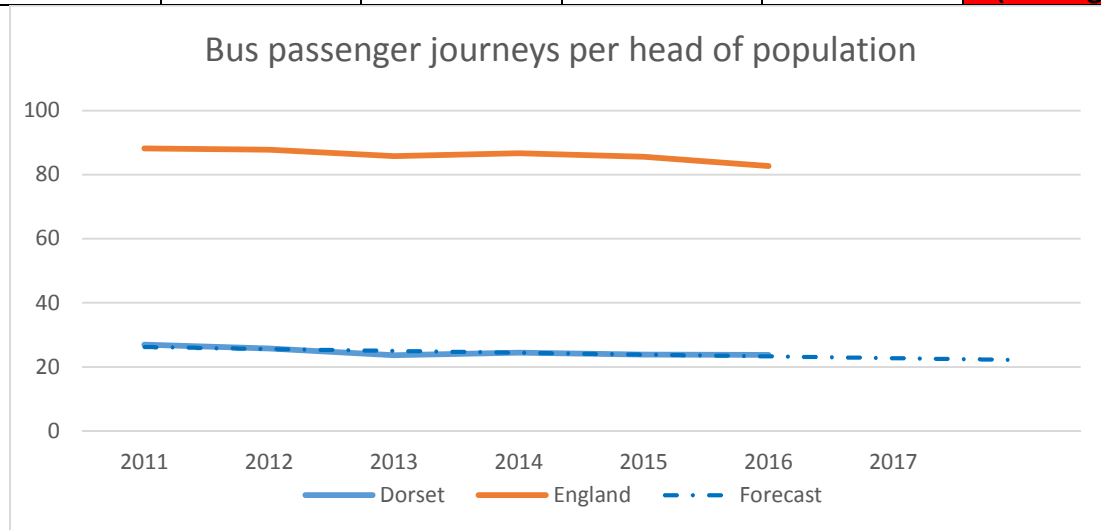
**Superfast Broadband Coverage:** National and Dorset coverage data independently sourced from <https://labs.thinkbroadband.com/local/uk> (December 2016 – updated quarterly). More local update programme data is also available, but this does not provide a valid national comparator. The Superfast Dorset programme is a partnership programme between all district, borough and unitary authorities across Dorset, Poole and Bournemouth. Two contracts are in place to deliver improved broadband in areas of market failure where there are no commercial plans to provide it. The first contract was let to BT in July 2013 and contracted delivery of 72,500 superfast premises, and is in its final completion stage. Take up of superfast broadband is 30% (December 2016). The second contract was let to BT in May 2015 to deliver 3,500 superfast premises by December 2017. These 2 combine with private sector deployments will provide 97% coverage across the partnership area by completion. A third contract is currently in its procurement phase – this will deliver additional coverage and provide Ultrafast broadband to priority areas for economic growth.

**Mobile 4G coverage:** Performance data on mobile digital coverage levels are not available nationally or locally. A postcode checker is available from Ofcom:  
<https://www.ofcom.org.uk/phones-telecoms-and-internet/advice-for-consumers/advice/ofcom-checker>

**Partners with a significant role to play:** All local authorities in the Superfast Dorset Programme Broadband Delivery UK, part of the Department of Culture, Media and Sports, Ofcom and Private sector fixed line and mobile network digital infrastructure providers.



<b>PROSPEROUS: Population Indicator</b>			<b>Bus passenger journeys per head of population</b>		
Outcome			PROSPEROUS		
Outcome Sponsor			Mike Harries		
Outcome Lead Officer			Maxine Bodell		
Population Indicator Lead Officer			Wayne Sayers		
Latest	23.8	Direction of Travel	↓ Worse	Benchmark (England)	<b>WORSE</b> 82.7 (Average)




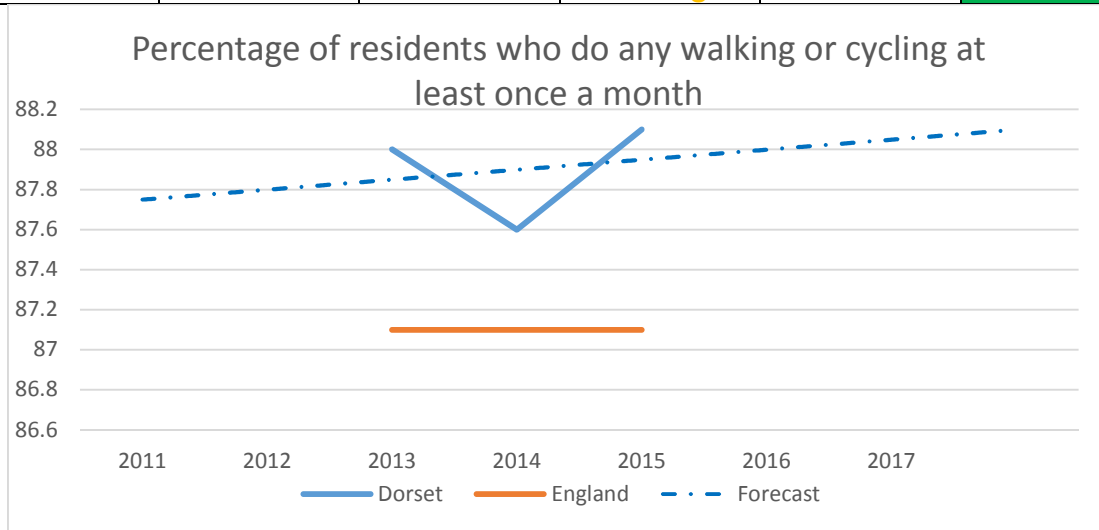
**Story behind the baseline:** In Dorset, the number of bus passenger journeys per head of population is below the national average.

In more rural parts of Dorset, bus journeys are likely to be longer to transport people to population centres for work or other purposes. Service reductions, fare costs and timetable restrictions may mean that people are more likely to use their own cars instead.

**Partners with a significant role to play:** District and Borough councils, Bus companies and Dorset LEP



<b>PROSPEROUS: Population Indicator</b>		<b>Percentage of residents who do any walking or cycling, for any purpose, at least once a month</b>			
Outcome		PROSPEROUS			
Outcome Sponsor		Mike Harries			
Outcome Lead Officer		Maxine Bodell			
Population Indicator Lead Officer		Wayne Sayers			
Latest	88.1%	Direction of Travel	 <b>No change</b>	Benchmark (England)	<b>BETTER</b> 87.1% (Average)



**Story behind the baseline:** In Dorset, the percentage of residents who walk or cycle for any purpose at least once a month is above the national average.

These factors can also be looked at individually.

- The percentage of those walking remains above average.
- The percentage of those cycling is above average has remained relatively static over the past five years
- In areas of Dorset where coherent infrastructure has been provided such as Weymouth, a slight increase in the number of people regularly cycling is shown and the figure is significantly higher than the national average.

The limitations of the data should be remembered as should outside factors which can influence the results. For example poor weather can have a significant influence on the number of people cycling.

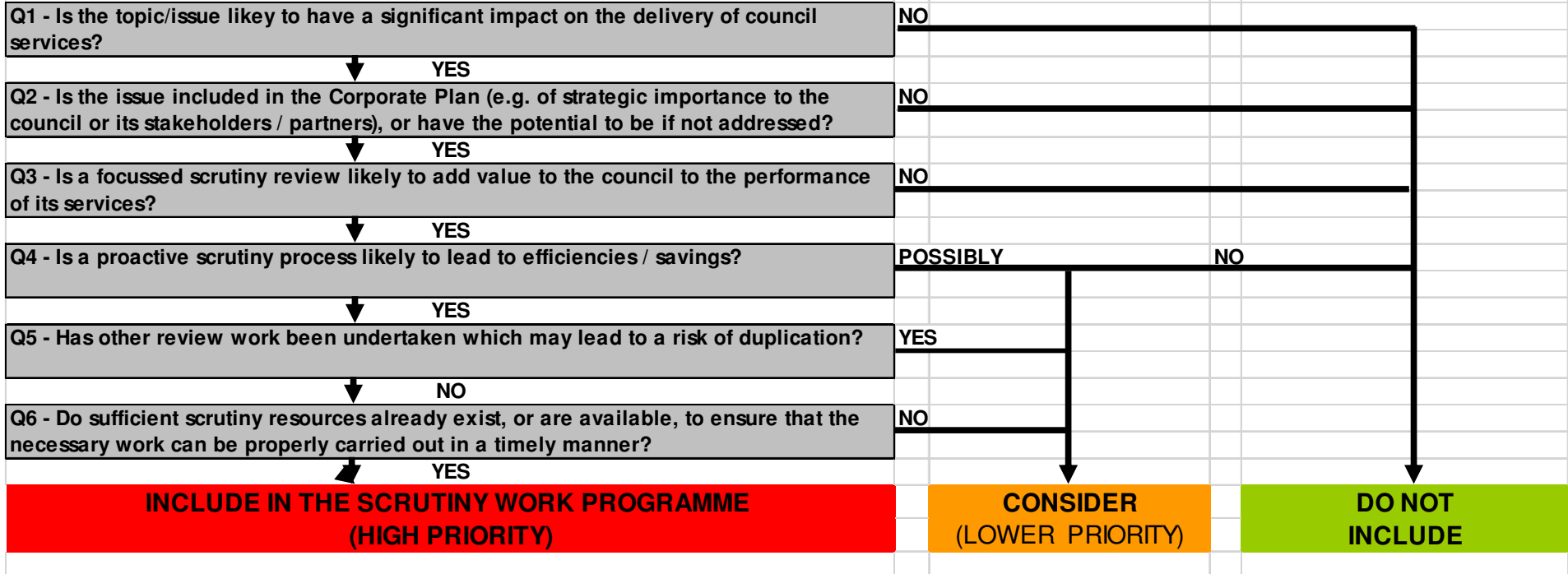
**Partners with a significant role to play:** Public Health Dorset, Sustainable Transport Team – Dorset County Council, Department for Transport, Dorset Local Enterprise Partnership, Sustrans, Borough of Poole, Bournemouth Borough Council and Elected Members.

# Economic Growth Overview & Scrutiny Committee Work Programme

Chairman: Cllr Daryl Turner  
Vice Chairman: Cllr Hilary Cox

<b>Specific issues previously discussed by the Panel for potential further review:</b>	
<b>Priority 1 - Digital Strategy including Broadband</b>	For items listed to the left members are asked to: <ul style="list-style-type: none"> <li>• <b>Complete the prioritisation methodology</b></li> <li>• <b>Identify lead Member(s) and lead Officer(s)</b></li> <li>• <b>Provide a brief rationale for the scrutiny review</b></li> <li>• <b>Indicate draft timescales</b></li> <li>• <b>Assign the item to a meeting in the work programme</b></li> </ul>
<b>Priority 1 - County Council's Parking Strategy and Policy</b>	As parking was seen to be a key economic driver, the Committee agreed that this issue should be added to its Work Programme in scrutinising what the strategy needed take into account to be meaningful, how the policy should be reviewed to apply to the parking needs of today and what success was being seen in managing parking outcomes. Officers to progress.
<b>Priority 1 - Demographic Changes – impact on services and infrastructure</b>	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.
<b>Priority 2 - Housing – working along-side the People and Communities Overview and Scrutiny Committee</b>	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.
<b>Priority 3 - Renewable Energy (Overview Item)</b>  <b>Priority 3 - Carbon Footprint (Overview Item)</b>  <b>Priority 3 - Skills and Training</b>	For items listed to the left members are asked to: <ul style="list-style-type: none"> <li>• <b>Indicate draft timescales</b></li> <li>• <b>Assign the item to a meeting in the work programme</b></li> </ul>

**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 January 2017 (10.00am)	Scrutiny of progress being made with the Digital strategy	The part being played in providing Superfast Broadband and connectivity to Dorset residents and <b>what is being done to reach those areas which have been identified as having limited, little or no reception</b> and What connectivity means to those receiving the service, how their needs are being met and what the Strategy might be able to do for them in improving that service.	Daryl Turner/ Dugald Lockhart	Enabling Economic Growth/Prosperous/Safe, healthy and independent	
	Notice of Motion – Clause 21 of the Bus Bill/ Bus Subsidies Working Group	To consider the notice of motion by Councillor Kayes and take into consideration the recommendations on how progress could be made by the Bus Subsidies Working Group	Ros Kayes/ Hilary Cox/ Andrew Shaw	Enabling Economic Growth/Prosperous/Safe, healthy and independent	
	Proposed Parking Management PDP	As parking is seen as a key economic driver, how its strategy and policy is applied should be meaningful, apply to the parking needs currently being experienced and its success seen in managing parking outcomes effectively. The establishment of Parking Management PDP would be beneficial in progressing the management of this.	Richard Biggs/ Andy Canning/ Simon Gledhill + 3 other members	Enabling Economic Growth/Prosperous	
20 March 2017 (10.00am)					



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

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