

# Agenda



Meeting: Economic Growth Overview and Scrutiny Committee

Time: 10.00 am

Date: Monday, 27 March 2017

Venue: Committee Room 1, County Hall, Colliton Park, Dorchester, Dorset, DT1 1XJ

Daryl Turner (Chairman)

Hilary Cox (Vice-Chairman)

Richard Biggs

Andy Canning

Ronald Coatsworth

Mervyn Jeffery

Paul Kimber

Mike Lovell

Margaret Phipps

William Trite

## Notes:

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

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

## Public Speaking

Members of the public can ask questions and make statements at the meeting. The closing date for us to receive questions is 10.00am on 22 March 2017, and statements by midday the day before the meeting.

Debbie Ward  
**Services Officer**

Chief Executive

Date of Publication:  
17 March 2017

**Contact: David Northover, Senior Democratic**

County Hall, Dorchester, DT1 1XJ  
01305 224175 – d.r.northover@dorsetcc.gov.uk

## 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 reverse of the form.

### **3. Minutes**

3 - 12

To confirm and sign the minutes of the meeting held on 25 January 2017 (attached).

### **4. Public Participation**

#### Public Speaking

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

### **5. Chairman's Update and Announcements**

To receive any updates and announcements from the Chairman relating to the Committee's Terms of Reference, including:-

- Outcomes Based Reporting – Best Practice, arising from Joint Scrutiny at Dorset Council's Partnership.
- Parking Policy to serve Dorset Council's – progress being made.

### **6. Building our Industrial Strategy - Developing our response to Government's Green Paper**

13 - 18

To consider a report by the Service Director- Economy (attached).

### **7. Policy Development Panel on HGV Management - Outcomes and Recommendations**

19 - 28

To receive the minutes of the meeting of the Policy Development Panel on HGV Management, to note the outcomes and to consider endorsing any recommendations, including the implementation of the Freight Action Plan (attached).

### **8. Work Programme**

29 - 34

To consider the Committee's Work Programme for 2017 (attached), including the addition to the Programme for June 2017 in giving consideration to how the **Skills and Training** agenda can be applied to best effect and what needs to be done to improve the prospects of this.

### **9. Questions from County Councillors**

To consider any questions received in writing by the Chief Executive by not later than Wednesday 22 March 2017.



## Economic Growth Overview and Scrutiny Committee

Minutes of the meeting held at County Hall, Colliton Park,  
Dorchester, Dorset, DT1 1XJ on Wednesday, 25 January 2017

**Present:**

Daryl Turner (Chairman)

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

**Members attending:**

Peter Finney (Deputy Leader of the County Council and Cabinet Member for Environment, Infrastructure and Highways) and Colin Jamieson (Cabinet Member for Economy and Growth).

**Officers Attending:**

Mike Harries (Director for Environment and the Economy), Matthew Piles (Service Director – Economy), Mark Taylor (Group Manager – Governance and Assurance), Penny Syddall (Senior Communications Officer (Superfast)), Dugald Lockhart (Superfast Dorset Senior Programme Manager), John Alexander (Senior Assurance Manager), Michael Carhart-Harris (Senior Communications Officer) and David Northover (Senior Democratic Services Officer).

**Participants**

Grant Munn - BT, Senior Programme Manager

Steven Earwicker - Kimmeridge resident

Carol Matthews - Charlton Down resident

Archie Ruddick - pupil, The Thomas Hardye School

Jordan Moon - pupil, The Thomas Hardye School

Jon Dean - Assistant Head, The Thomas Hardye School

Neville Loder - Tenant, Dairy Farm, Oborne - County Farms Estate

(Notes: These minutes have been prepared by officers as a record of the meeting and of any decisions reached. They are to be considered and confirmed at the next meeting of the Cabinet to be held on **Monday, 27 March 2017.**)

**Apologies**

1 Apologies for absence were received from Mike Byatt, Mervyn Jeffery and Margaret Phipps.

**Code of Conduct**

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

**Minutes**

3 The minutes of the meeting held on 12 October 2016 were confirmed and signed.

**Public Participation**

4 There were no public questions, statements or requests to speak received.

**Scrutiny of delivery of Digital Infrastructure Strategy**

5 Arising from discussion at the meeting on 12 October 2016, the Committee took the opportunity to scrutinise the progress being made in implementing the County Councils' Digital Infrastructure Strategy, what this entailed, how it was applied and the progress being made in making connectivity improvements. The report by the Service Director – Economy set out what successes there had been in making improvements, how these had been achieved and by what means. The attention of

the Committee was drawn to the progress made to date of the Council's Superfast Dorset Programme which provided gap funding to support the rollout of broadband in areas not deemed commercially viable by infrastructure providers.

The Committee was informed that the Strategy was designed to set out the overall vision and approach to transform Dorset into a digital economy in order to fully realise strategic benefits of economic growth, digital inclusion, transformation of public services and opportunities for individuals and communities across Dorset. The Strategy included reference to the speed and coverage of broadband, and the opportunities for Mobile 4G/5G to play a part in this.

Of particular importance to the Committee was 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 was being done to achieve this.

As part of this process, the opportunity was 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 was being done to reach those areas identified as having limited, little or no reception; and
- What connectivity meant to those receiving the service, how their needs were being met and what the Strategy might be able to do for them in improving that service.

The invitees were given the opportunity to address the Committee so that they might hear what they had to say about the Strategy and for members to ask questions of them in order to gain a better understanding of how superfast broadband was being delivered across the county and what part the Committee might play in enabling this.

The Committee was being asked to assess the progress being made and how improvements could continue to be made for accessibility to broadband. It was considered that the benefits to Dorset from this could well lead to the generation of significant economic and social prosperity. The Committee recognised that delivering the Superfast Broadband initiative was integral to the delivery of services in a more direct, flexible and accessible way.

In setting the scene, the Cabinet Member for Economic Growth explained how important connectivity was considered to be for the prosperity of Dorset and having the means to access it was considered to be essential. Giving all residents the same opportunity to access it was an obligation the Council was determined to fulfil and all was being done to achieve this.

The Committee first heard from Grant Munn of BT who explained what had already been achieved, including what had been done to extend coverage to hard to reach communities. He outlined what might yet be able to be achieved and the technologies available in doing this; the areas of coverage and the speeds associated with this; and what limitations there were in being able to achieve all that they might.

Members were informed what Fibre to the Cabinet (FTTC) was able to achieve in comparison to Fibre to the Premise (FTTP) and Mr Munn showed how the relationship between the cabinet and the premises determined what broadband speeds were available to an individual property. He explained the technologies associated with this and how these were being applied, the process for deliverability and what practicalities there were. Innovations in technologies to improve how broadband could be delivered were constantly evolving, with wireless and satellite technologies playing a significant part.

He considered that communities should be encouraged to contribute towards the means of initiating schemes via the Community Fibre Partnership arrangements available to them and felt that this approach was critical in any successful delivery.

Overall he confirmed that BT remained committed to working in partnership with Superfast Dorset to ensure the maximum coverage possible was available.

The Superfast Dorset Senior Programme Manager outlined progress being made in the delivery of the Superfast Broadband Programme and what this entailed. This included what Superfast Dorset had already been able to achieve; what might be able to be achieved and, critically, what was being done to extend coverage to hard to reach communities which had limited, little or no reception. The Committee's attention was drawn to the practicalities and technicalities of delivering the project and what was being done to improve accessibility to it.

The Superfast Dorset project aimed to deliver the most appropriate Superfast broadband solution practicable, maximising benefits in a cost effective manner across the business and domestic community where it was not deemed to be otherwise commercially viable. The Strategy provided a basis for the successful delivery of superfast broadband. In particular, it was considered that the work of the Committee would help to play a significant part in transforming the strategy into the delivery of outcomes.

The relationship between BT, BDUK, Superfast Dorset and the County Council and the part each played was outlined; along with the technologies involved; the areas of coverage and speeds associated with this. How the Council played its part in facilitating accessibility and delivery was drawn to the Committee's attention. The current Superfast Dorset contract had now reached 97% of the premises in Dorset, including Bournemouth and Poole. Reaching the final 3% and identifying solutions for their connectivity remained a considerable challenge.

Officers reported that since January 2016 work had been taking place to identify "not spots": areas that would still be left without access to superfast broadband once all current activity had been completed. Given that the Government had made a commitment that universal access to the internet was by right - comparable to any other utility - and that this should be fulfilled by 2020, the Council was committed to facilitating that commitment.

The contract which had been entered into with BT in 2013 was designed to provide a step change in the capability of individuals and businesses to access fast and reliable broadband and in the means of delivering this. Whilst this had proven to be successful, it had been recognised from the outset that a small proportion of premises would be unable to access superfast broadband for the funding level which had been agreed and that there would have to be alternative means of achieving this. Given that the contract with BT was now nearing completion and having achieved as much as it already had over the 4 years, the need to identify alternative means was becoming more critical. However as future contracting arrangements were currently in the process of being considered, little more could be said about this at this stage.

As an example, officers explained what could be achieved at Thornford and Thorncome and what obstacles still prevailed in such places. Improved mapping for each community/parish was assisting considerably in identifying where "not spots" occurred and officers emphasised that it was critical how this data was interpreted to ensure focussed activity was targeted appropriately.

Flexibility in modelling was essential to ensure that the means of delivering what was

right for a particular community was practicable. Officers considered it crucial that local communities were engaged in the process to determine their ambitions and aspirations. Officers considered it fundamental for broadband provision to be accommodated within the construction design for any new housing development and developers should be made aware of this aspiration.

How the Programme was funded was explained including the part both the voucher scheme and the Better Broadband Subsidy Scheme played in the process and how they could benefit accessibility to broadband. These schemes provided the basis to enable individuals and communities to gain access to progress schemes in their own right that might not otherwise be readily available to them. Critical to the success of the Programme was take up and how this might be best encouraged. It was hoped that once the benefits were seen, then take up would escalate. It was seen to be in the interest of all that the greater the rate and volume of take up, the more funding would be available for investment back into the Programme via the "Gainshare" initiative.

Officers reaffirmed what investment the County Council along with other public bodies, in partnership with BT, were making in fulfilling their commitment to rolling out broadband via the Superfast Dorset Programme.

The Committee acknowledged the progress being made and the processes involved in delivering it. However it recognised that economic, commercial and technological barriers remained. Nonetheless, the Committee fully understood the socio-economic benefits that connectivity brought.

The Committee heard from Stephen Earwicker who explained that, in his time as a GP, there had been a need for access to a reliable internet connection, which did not exist when he settled in Kimmeridge 11 years ago. In order for him to be able to effectively fulfil his duties, he realised - along with the community as a whole - that improvements were necessary. He explained the inadequate arrangements previously experienced and what action had been taken to rectify this. However recently significant improvements had been made in that an independent provider, VoIP, had arranged for the village's reception to be beamed across Weymouth Bay from Portland, with discrete dishes channelling this into homes. Given that The Etches Collection - Museum of Jurassic Marine Life had recently opened in the village, this had attracted interest for improved broadband coverage. The benefit this had brought to the community was immeasurable. The Committee considered that, where practicable, more communities should adopt this approach, in identifying a distinct anchor feature to primarily benefit from improved broadband provision which might, in turn, serve to attract commercial interest for improved provision to benefit all.

Carol Matthews addressed the Committee to highlight what benefits she had seen at her home at Charlton Down as a result of FTTP being installed. Significant improvements had now been made to the internet speed accessible to her, this having a positive effect on what she was able to readily access.

Archie Ruddick and Jordan Moon explained what limited access they had to online opportunities where they lived in Moreton and Piddlehinton respectively. This limited coverage, both for internet and mobile phone usage, denied them opportunities that were available to other students at the Thomas Hardy School to study and socialise. With an expectation that coursework and homework could be readily accessible and completed on line, they were disenfranchised by the current arrangements, not least because their transport arrangements prevented them from using of the school's IT suite at the end of the school day. They considered that a more readily available and reliable service would be of considerable benefit to both of them. Jon Dean confirmed that there was a general expectation that pupil's homework would be accessible on line and sympathised with the situation in which the boys found themselves.

The Committee was informed by officers that it was hoped that both Moreton and Piddlehinton would in the near future benefit from improvements to digital accessibility and as a means of going some way to identifying a practical solution in the first instance, the Service Director – Economy agreed to investigate what could be done to better manage their travel arrangements to fit in with the boy's ability to use the school's IT after school hours. Officers also agreed to take the opportunity to look at how the school's internet grant scheme could be applied to see if it was possible to address the pupil's need by this means.

Finally, Neville Loder, tenant at Dairy Farm on the County Farms Estate, addressed members about what accessibility to broadband meant for the way in which he was able to manage his farm. Whilst he had access to basic broadband, his experience was that this was limited, unreliable and intermittent. As well as the practical application for how the farm was run on a daily basis and in addressing rural isolation, having access to reliable superfast broadband was now a fundamental requirement in how farming businesses were managed, with this being essential in how submissions were made to DEFRA. Access to market information and how produce was bought and sold was equally necessary. Equally important to Mr Loder in how the farm was run was the need for accessibility to a strong and dependable mobile signal for communication purposes.

So as to go some way to addressing the issues raised, given the importance of the rural economy to the prosperity of Dorset, the Committee agreed that the Chairman of the County Farms Liaison Panel, Councillor Hillary Cox, should write on their behalf to DEFRA drawing their attention to the issues raised and stating that if there was an expectation that returns to DEFRA should be made on line, then the means of submitting this should be improved.

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

Whilst appreciating the principle of the Strategy and what it was designed to achieve, the Committee considered that there was now the need to identify more readily how outcomes could be delivered and by whatever means was possible and practical. As such an update was requested of their meeting in June 2017 on what further improvements were being made within the Programme and, critically, on how 4G/5G mobile phone coverage could be improved and signal coverage maximised.

Members appreciated the commitment being made to try to identify a means by which Superfast Broadband provision might be made more readily accessible to hard to reach communities within Dorset and how this might be delivered. Accordingly, the County Council was obliged to investigate the practicalities of delivering a Superfast solution, either by conventional, terrestrial means or by alternative technologies and suppliers.

The Committee empathised with communities, individuals and businesses who continued to operate with inefficient broadband and it was an ambition that fast and reliable broadband should be made available to all. It was recognised that prosperity in Dorset could be achieved through economic growth, with the most effective and efficient way of achieving this being by investing in digital infrastructure and skills. Accordingly, the Council remained committed to successfully providing the means by which greater accessibility to Superfast Broadband might be achieved and the value this brought.

Members thanked all those who had contributed to the debate. How the meeting had been conducted reflected a positive approach that was designed to be more dynamic in its delivery process so that members could have that better understanding of what connectivity meant to residents of Dorset and what was being done to achieve this. They appreciated having the opportunity to hear from those members of local communities direct in telling their own broadband stories. Hearing from a cross section of Dorset residents on what they considered worked well, what worked not so well and what improvements could be made was fundamental in their understanding of what outcomes might be realised. Hearing how residents of rural communities had worked direct with third parties to realise their own small-scale community broadband schemes was enlightening and showed what could be achieved.

By introducing this participatory approach, Councillors were pleased to be able to engage directly with members of the community to hear what difference had been made - or not - to their lives. This approach was seen to bring about greater accountability for outcomes to the democratic process so as to delivering the most appropriate solutions for the people of Dorset.

Given what they had heard, the Committee agreed that the following outcomes should be actively pursued:-

- That broadband provision was fundamental within the construction design for any new housing development and developers should be made aware of this aspiration.
- That critical to the success of the Programme was to encourage take up and how this might be best pursued.
- That the Chairman of the County Farms Liaison Panel, Councillor Hillary Cox, be asked to write to DEFRA drawing their attention to the issues raised on behalf of the farming community about improved access to broadband to meet DEFRA's own expectations.
- That the Service Director – Economy investigate the practicalities of how school travel arrangements might be managed to meet the needs of those wishing to access facilities after school.
- That the Committee receive a report updating on how 4G/5G mobile phone coverage could be improved and signal coverage maximised and what further improvements were made to the superfast programme.

**Resolved**

That the Superfast Dorset Programme and Strategy continue to be endorsed and the actions set out in bullet points above be actively pursued.

**Reason for Decision**

In the interests of enabling economic growth and to engage with the residents of Dorset in identifying practical solutions and positive outcomes.

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

- 6 The Committee took the opportunity to consider the motion 'Clause 21 of the Bus Bill' proposed by Councillor Ros Kayes, County Councillor for Bridport, which had been submitted in the first instance to Full Council on 10 November 2016. The motion was primarily concerned with the effect the Bill would have on effectively prohibiting a local authority from forming a company for the purposes of providing a local bus service, which might in turn have an adverse effect on the effectiveness of any combined authority.

Although there currently were no plans for the Authority to pursue the formation of an 'arms length' company for the purposes of running their own service, 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 a viable option. As it stood, 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.

Accordingly, as the motion considered that Clause 21 contradicted the general powers of competence and the spirit of the Localism Act 2011 and given the weight of public support for local bus services, it asked for support from the Committee that Clause 21 should be omitted from the Bus Services Bill and that a submission be made to the Secretary of State on this matter.

In light of the fact that the Bill was progressing through Parliament, the motion encouraged the County Council to play their part in influencing how this proceeded and on what basis this should be. The Committee considered it necessary to do what could be done whilst there was still an opportunity for it to be done. Additionally, a statement was circulated to the Committee from Councillor Kayes further emphasising the importance of opposing Clause 21.

So as to take the opportunity to influence proceedings at the earliest possible stage and to ensure progress could be made as soon as practicable, as part of the discussions of the Bus Subsidies Working Group on 29 November 2016 the opportunity was taken to consider - on an informal basis - the motion in advance of it being formally considered by Committee.

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. Arising from that meeting, a position statement was made available to all members setting out the facts and what these entailed about how Clause 21 would affect the County Council's ability to manage its own passenger transport arrangements as it chose and saw fit.

This allowed members to be able to make an informed judgement on their merit and gave them the opportunity in their own right to use this a basis for making any representation they considered appropriate to their respective MP, as a means of influence.

The Committee endorsed the approach taken and the broad principle of the motion, its merits and what it was designed to achieve and considered it appropriate that Cabinet be asked to endorse this.

The Committee's attention was also drawn to the primary purpose of the work of the Bus Subsidies Working Group - in considering evidence of the reasoning for the decisions taken by Cabinet for how bus subsidies would be managed and applied in the future.

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 had asked that evidence should be provided on the criteria identified to determine this. Each criterion was assessed 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 therefore satisfied with the reasoning provided, which was seen as

being the justification for the decisions made. The Committee endorsed the opinion of the Group and thanked them for their work.

**Resolved**

That the Chairman of the Committee, the Cabinet Member for the Environment, Infrastructure and Highways and the Director for Environment and the Economy write to the Secretary of State on the basis of the motion.

That the opinion of the Bus Subsidies Working Group of the reasoning for the decisions taken by Cabinet for how bus subsidies would be managed and applied in the future be endorsed.

**Recommended**

That Cabinet be asked to endorse the approach taken by the Committee and their broad support for the principle of the motion, and that the Leader might consider agreeing to add his name to the letter being written.

**Reason for Decision/Recommendation**

To ensure that the County Council was able to maintain and fulfil its obligation in how passenger transport could be best delivered in future years.

**Corporate Plan: Outcomes Focused Monitoring Report**

7 The Committee considered a joint report by the Chief Executive and the Director for Environment and the Economy which drew attention to the set of “outcome indicators” to measure performance related specifically to the prosperous outcome within the Corporate Plan.

The Committee agreed that the improved take up of Superfast Broadband should be actively pursued given that access to digital connectivity was fundamental to all that the County Council was trying to do. They Committee recognised that members had a key role to play in what progress might be made and how this could be done.

Members found Appendix 2 of the report to be the most helpful in their understanding of what progress was being made and their attention was drawn to the “outcomes tracker” for their use.

Members felt that whilst emphasis was placed on exception reporting in identifying what interventions might be appropriate, successes and improvements should also be recognised to demonstrate what was being done well and which could be used as good practice elsewhere. The Committee was invited to identify issues which they considered had scope for further scrutiny and to inform the Clerk and/or Chairman of this.

The Committee considered that this new process was a good basis for progress to be made in outcomes being realised.

**Noted**

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

- 8 The Committee was provided with the opportunity to consider the need for a Policy Development Panel for Parking Management to be established. Members considered that, in principle, this should be progressed but that this should be held in abeyance pending the outcome of a decision on Local Government Reform. Any arrangements would need to be holistic to encompass both off street and on street parking and to determine what part the County and District Councils played.

**Noted**

**Work Programme**

- 9 The opportunity was taken to look at the Committee's Work Programme. Members were encouraged to contribute towards this if they wished and to let the Chairman and/or Committee Clerk know accordingly.

Members agreed that the Industrial Strategy should be considered at their next meeting, in March 2017.

Further to earlier discussion, the Committee agreed that Mobile Phone Coverage 4G/5G should be considered at the June 2017 meeting, together with an update on what progress was being made with the broadband rollout.

The opportunity was taken to inform the Committee that Dorset had been successful in receiving an allocation from the Productivity Investment Fund of £2.5m which would be used towards improvements to the north/south strategic route.

**Resolved**

That the Work Programme include consideration of the Industrial Strategy at the March 2017 meeting and an update on Mobile Phone coverage, together with broadband progress, at the June 2017 meeting.

**Reason for Recommendation**

To improve outcomes for the people of Dorset.

**Questions from County Councillors**

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

Meeting Duration: 10.00 am - 12.45 pm

This page is intentionally left blank

# Economic Growth Overview and Scrutiny Committee

**Dorset County Council**



Date of Meeting	27 March 2017
Officer	Matthew Piles, Service Director, Economy
Subject of Report	<b>Building our Industrial Strategy - Developing our response to Government's Green Paper</b>
Executive Summary	<p>The Government, through the Department for Business, Energy and Industrial Strategy, has published a Green Paper 'Building our Industrial Strategy', for consultation up to 17<sup>th</sup> April 2017.</p> <p>The strategy is intended to address the long-term challenges to the UK economy, and improve living standards through economic growth by increasing productivity and driving growth across the whole country.</p> <p>It is proposed that a combined Dorset response to the Green Paper be prepared, representing the nine Councils and the Local Enterprise Partnership. In addition the County Council should make its own representations to endorse the collective view and highlight elements of particular significance to achieving its corporate objectives.</p>
Impact Assessment:	<p>Equalities Impact Assessment: this is a Government Green Paper and as such should be subject to an assessment throughout the policy development process.</p> <p>Use of Evidence: Green Paper prepared by HM Government</p> <p>Budget: no budget implications for Dorset County Council arising from the Green Paper.</p> <p>Risk Assessment:</p>

	<p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as:</p> <p>Current Risk: LOW Residual Risk LOW</p>
	Other Implications: None
Recommendation	<p>It is recommended that the Committee:</p> <ol style="list-style-type: none"> <li>1) supports the development of a collective Dorset response to the consultation on behalf of the nine Dorset Councils and the Local Enterprise Partnership, co-ordinated by the Places &amp; Prosperity Group,</li> <li>2) endorses the view of the Dorset Leaders Growth Board of the priority pillars for the growth of the Dorset economy (see paragraph 3.5 of this report), and,</li> <li>3) discusses the Green Paper and provides a steer for the completion of a County Council response to the consultation, taking into account the points raised in section 3 of this report.</li> </ol>
Reason for Recommendation	The development and delivery of a national Industrial Strategy will have significant implications for the Council's capacity and ability to deliver on its corporate objectives, particularly around prosperity.
Appendices	Appendix 1: mapping of Dorset County Council economic growth priorities and activities against 10 'pillars' of Building our Industrial Strategy
Background Papers	<p>Building our Industrial Strategy, Green Paper, HM Government, January 2017  <a href="https://beisgovuk.citizenspace.com/strategy/industrial-strategy/?utm_campaign=gov&amp;utm_source=gov.uk&amp;utm_medium=referral&amp;utm_content=homepage">https://beisgovuk.citizenspace.com/strategy/industrial-strategy/?utm_campaign=gov&amp;utm_source=gov.uk&amp;utm_medium=referral&amp;utm_content=homepage</a></p> <p>Enabling Economic Growth 2017-2020, Dorset County Council, December 2016</p>
Officer Contact	<p>Name: David Walsh          Tel: 01305 224254          Email: d.walsh@dorsetcc.gov.uk</p>

## 1. Background

- 1.1 The Government launched a Green Paper entitled Building our Industrial Strategy in January 2017. The Industrial Strategy is a critical part of the Prime Minister's ambitions to build an economy that works for everyone. It seeks to drive growth right across the United Kingdom, using major new investments in infrastructure and research to drive prosperity, creating more high-skilled, high paid jobs and opportunities.

- 1.2 The Green Paper is published for consultation, with responses required by 17 April. Responses are invited to contribute to a broad discussion on approach and ideas, and in response to thirty-nine specific questions.
- 1.3 The Green Paper was considered by the Dorset Leaders Growth Board on 6<sup>th</sup> March 2017, where it was agreed to contribute to a collective Dorset response on behalf of the nine Dorset councils and the Dorset Local Enterprise Partnership, to be co-ordinated by the Places & Prosperity Group. This does not negate the opportunity for individual councils to submit responses, but does seek to ensure an element co-ordination and consistency of message from Dorset. The Board also requested the Dorset Economic Development Officers Group to prepare a detailed response to the thirty-nine questions posed by the Government throughout the Green Paper.

## **2. Building our Industrial Strategy**

- 2.1 The Industrial Strategy is based upon three challenges, to:-
  - build on our strengths and extend excellence into the future
  - close the gap between the UK's most productive companies, industries, places and people and the rest, and
  - make the UK one of the most competitive places in the world to start or grow a business
- 2.2 The objective of the strategy is to improve living standards and economic growth by increasing productivity and driving growth across the whole country.
- 2.3 Ten pillars for the industrial strategy have been identified, that are said to drive growth. These pillars are identified in appendix 1, mapped against the objectives and priority actions from the County Council's Enabling Economic Growth Strategy.
- 2.4 Under the ten pillars the Green Paper lists a range of existing and some new initiatives and funding streams, and identifies some areas where further work is being undertaken to shape an appropriate approach, including inward investment.
- 2.5 Investment is proposed in science, research and innovation, skills development (with an emphasis upon technical education), digital, transportation and energy infrastructure. The barriers to entrepreneurship and business scale-up need to be identified and addressed, in order for UK companies to be able to grow into major global players.
- 2.6 The importance of a patient and consistent approach is recognised, in order to provide certainty as the Government aims for a smooth and orderly exit from the European Union. This is reflected in the encouragement to build future trading relationships and open up new markets.
- 2.7 Disparities between parts of the UK in terms of income, living standards, productivity and skills are highlighted as larger than our competitors. These hold back the UKs growth and limit opportunities for too many people. The Industrial Strategy states that experience suggests that strong, streamlined, decentralised governance, such as though city deals, growth deals and mayoral devolution deals, can improve economic decision making and spur innovation and productivity gains.
- 2.8 Driving growth across the whole country is one of the ten pillars of the strategy, and this recognises the challenges faced by towns and rural areas to increase productivity and wages. However, much of the investment and initiatives identified relates to cities, the Northern Powerhouse and the Midlands Engine.

2.9 A new and interesting approach in the Industrial Strategy relates to cultivating world-leading sectors, with the Government proposing an ‘open door’ challenge to industry to develop proposals to transform their sectors through Sector Deals.

### 3. Comment

3.1 The publication of Building our Industrial Strategy and the opportunity to enter into dialogue on the Green Paper should be welcomed. This is a Green Paper for discussion, the opportunity ought to be grasped to influence the development of policy, and inform the Government of the growth potential and challenges of Dorset.

3.2 The Green Paper is a sprawling discussion paper and covers a great deal of ground and subject matter. A strategy should be ambitious, strategic and identify priorities for action and investment. The current document contains a long list of policy interventions but lacks the framework for future decision making which should be the core of a long-term strategy. This should evolve from the consultation process, and it would be helpful to reduce the ten pillars to a more focused and less over-lapping set of priorities.

3.3 The focus on increasing productivity and innovation is to be welcomed, and the Government needs to fully appreciate that this must and does happen across the whole country. The strategy needs to be forward looking, recognising changing work and investment patterns enabled by improved digital connectivity and sector opportunities. In shaping the post-Brexit economic investment landscape the importance of towns and rural areas must be recognised.

3.4 Whilst making the case for growth cross the whole country, note must be taken of the references to the Northern Powerhouse, the Midlands Engine and major strategic investments such as HS2. If Dorset is to attract significant investment a convincing business case will be required, and this is likely to be at a scale larger than the current LEP geography. Initial discussions have commenced relating to a ‘Great South West’, but we must recognise and exploit alliances and collaborations in all directions to build upon our strengths and opportunities.

3.5 The Dorset Leaders Growth Board discussion referred to in paragraph 1.3 above identified four of the ten pillars as being of greatest priority for the Dorset economy:-

- Investing in science, research and innovation
- Developing skills
- Upgrading infrastructure
- Cultivating world-leading sectors

3.6 It is proposed that this prioritisation be endorsed in the Council’s response to the Green Paper, together with a call for genuine co-ordination and collaboration across the pillars and including all Government Departments (how does the Green Paper relate to the 25 year environmental plan being prepared by the Department for Environment, Food and Rural Affairs?)

3.7 Governments do not have a very good track record when it comes to picking winners in terms of economic growth sectors. The broader thinking encapsulated in the Green Paper does not include aspects of food and farming, biotechnology and the bioeconomy, as well as the application of new energy technologies and robotics in agriculture. The development of the agri-tech sector underway in Dorset, and in collaboration with partners in the South-West, needs to be recognised and supported at a national level. The challenge is laid down in the Green Paper to propose sector deals to the Government, and this will be more challenging for some sectors where

such collaboration has not been typical or further refined. Dorset must continue a constructive dialogue with Government on the sectors and potential clusters crucial to the local economy and how we can jointly enable further growth, enhanced skills and productivity, resulting in increased prosperity.

- 3.8 Delivering affordable energy and clean growth is laudable and necessary, but the paper is vague on what the Government understands as a low carbon economy.
- 3.9 Creating the right local institutions is possibly an inappropriate pillar, and should be considered as an essential part of the infrastructure under-pinning and delivering the Industrial Strategy. A review of the role of Local Enterprise Partnerships will be undertaken, within the context of the changing landscape of local government and creation of Combined Authorities. Consideration will also be given to the most appropriate means for channelling investment and support, as the recent conclusion of Growth Deal 3 marks the total allocation of the funding committed within the current term of the Government.

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

**Appendix 1: mapping of Dorset County Council economic growth priorities and activities against 10 ‘pillars’ of Building our Industrial Strategy**

DCC economic growth objectives to make Dorset more.....	....competitive	....connected	...talented	...responsive
10 pillars of Building our Industrial Strategy	<ul style="list-style-type: none"> <li>• <b><i>Investing in science, research &amp; innovation*</i></b></li> <li>• Supporting businesses to start and grow</li> <li>• Encouraging trade &amp; inward investment</li> <li>• <b><i>Cultivating world leading sectors*</i></b></li> </ul>	<ul style="list-style-type: none"> <li>• <b><i>Up-grading infrastructure*</i></b></li> <li>• Delivering affordable energy &amp; clean growth</li> <li>• Delivering growth across the whole country</li> </ul>	<ul style="list-style-type: none"> <li>• <b><i>Developing skills*</i></b></li> </ul>	<ul style="list-style-type: none"> <li>• Improving procurement</li> <li>• Creating the right local institutions</li> </ul>
DCC activities include	<ul style="list-style-type: none"> <li>• Successful delivery of the Enterprise Zone, Dorset Innovation Park</li> <li>• Sponsor business start-up courses</li> <li>• Accountable body for Dorset Growth Hub</li> <li>• Sponsor Dorset Mentoring scheme</li> <li>• Host Property Pilot project</li> <li>• Inward investment</li> <li>• Support key sectors</li> </ul>	<ul style="list-style-type: none"> <li>• Deliver the Digital Investment Strategy for Dorset, including super and ultra-fast broadband and enhanced mobile telephone coverage</li> <li>• Deliver sustainable, integrated transport network</li> <li>• Manage Growing Places Fund for Dorset LEP</li> </ul>	<ul style="list-style-type: none"> <li>• Engage in delivery of Dorset Skills Strategy</li> <li>• Work with schools to deliver impartial careers advice and improve their knowledge of the local economy</li> <li>• Delivery of Careers College</li> <li>• Deliver the Council's apprenticeship programme, traineeships and assisted internships</li> </ul>	<ul style="list-style-type: none"> <li>• Develop and deliver the Western Dorset Economic Growth Strategy</li> <li>• Facilitate access to external funding opportunities to enable economic growth</li> <li>• Provide a strong and concerted voice for Dorset</li> <li>• Provide economic intelligence and data</li> <li>• Manage and deliver LEADER rural development</li> </ul>
	<p><b>*Priority pillars for Dorset as agreed at the Leaders Growth Board 6 March 2017</b></p>			



## Policy Development Panel on HGV Management

Minutes of the meeting held at County Hall, Colliton Park,  
Dorchester, Dorset, DT1 1XJ on Friday, 27 January 2017

**Present:**

Pauline Batstone (Chairman)  
Beryl Ezzard, Daryl Turner and Steven Lugg

Member Attending

Andrew Parry, County Councillor for Ferndown.

Co-Opted Members

Councillors Terry Cordrey and Cathy Lugg, Ferndown Town Council.

Officer Attending: Matthew Piles (Service Director - Economy), Mr Simon Gledhill (Network Management Service Manager) and Helen Jackson (Principal Transport Planner) and David Northover (Senior Democratic Services Officer).

**Apologies for Absence**

- 17 Apologies for absence were received from Mervyn Jeffery and Margaret Phipps. Kate Wheller had previously indicated her wish to stand down from the Panel and the Chairman, on behalf of the Group, thanked her for the contribution she had made.

**Notes**

- 18 The notes of the meeting held on 27 September 2016 were received and noted.

**Dorset Freight Strategy / Action Plan Update**

- 19 The Panel considered a report by the Service Director - Economy on the outcomes of funding, collaborations and negotiations on policies and strategies with other local authorities and partners on how HGV management could be improved, with a view to making recommendations on that basis to the Economic Growth Overview and Scrutiny Committee at their meeting on 27 March 2017.

In setting the scene, the Service Director reminded the Panel of the views of the Dorset Police in their ability to effectively enforce TRO's relating to HGVs and what limitations there were in doing this, particularly in how resources were best deployed. Given this, there was a need to manage expectations on what could be achieved and that other means of encouraging HGVs to use appropriate routes should be identified.

Moreover there was a need to manage expectations for how HGV traffic could be managed effectively by means of TROs, with a more practicable and pragmatic means of doing this seen to be through 'Lorry Watch' - in involving local communities in reporting contraventions and enabling them to manage this process for themselves. This was seen to be a tried and tested approach, which had the support of Dorset Police and was in the interests of those communities directly affected by HGV traffic. It contributed significantly to the way in which traffic movements could be controlled and there was engagement with the Traffic Commissioners on how this could be best applied for optimum effect.

The Service Director explained that, in reviewing of Freight Action Plan, this had been circulated to the Panel prior to the meeting for their consideration and the opportunity was provided for members to comment as they saw fit. As a result of this, minor

amendments to the Plan had been made and members were now being given the final opportunity to endorse this. Consequently any success in the Strategy being delivered relied on the cooperation of all highway authorities across the county as it could not be delivered in isolation.

Given this, the Freight Quality Partnership (FQP) had also been given the opportunity to consider the Action Plan and what benefits it would bring. This comprised the three highway authorities across Dorset, road hauliers, the Freight Transport Association and Highways England. Subsequently they had endorsed it as the most practical means of meeting the needs and objectives of the Strategy and achieving desired outcomes. Financial contributions towards this was also explained. It was confirmed that the Action Plan would be an integral part of the Local Transport Plan and how this was applied. It was important too that any Action Plan was seen as being deliverable.

The Panel considered that the Action Plan met the principles of the Strategy and was the practicable means by which the necessary outcomes could be delivered. Final amendments to the substance of this are set out in the bullet points below.

How the Dorset Freight Map could be applied and how it could be best used was discussed. The means of making it as accessible as possible was critical to its successful use. However, the FQP agreed to not make any further changes to the Dorset Freight Map given that the main end-user - the lorry driver - would be unlikely to use an online freight map given that specialised HGV SatNav systems were regularly used. However it was felt it did have a part to play for inclusion in the Dorset Minerals and Waste Plan and in managing the routes that mineral lorries might take. Officers confirmed that a freight assessment prioritisation mechanism could be applied, where specific issues were identified to manage these effectively and in making deliverable decisions.

#### **A348 Ringwood Road, Ferndown HGV issues**

Officers provided a synopsis of how this issue had arisen, how the Council had now arrived at the point they had and what the objectives of the Panel's work were. Since the last HGV PDP, there had been discussions with Ferndown County Councillors Steven Lugg and Andrew Parry concerning HGV traffic using the A348 Ringwood Road, and specifically, with local residents near Longham Bridge. Councillor Lugg was particularly concerned that Longham Bridge continued to sustain damage from manoeuvres being made by HGVs.

It was confirmed that the County Council had raised with the Borough of Poole the issue of routing HGV traffic along the A349 Gravel Hill to the Port from the A31, thereby avoiding Ferndown but, to date, Poole had not been receptive to this suggestion, despite the Gravel Hill scheme gaining DLEP Growth Deal funding on the basis that it would improve access to the Port from the A31 trunk road. Similarly, Bournemouth officers did not recognise this as an issue either.

The Panel noted that, so as to identify a satisfactory solution to this matter, Councillors Pauline Batstone and Peter Finney were to meet with their counterparts at both the Borough of Poole - and Bournemouth Borough Council if necessary - to discuss this. Whilst it was recognised that there were seemingly obstacles to this being readily resolved, it was equally recognised that it was in the interests of all that freight was managed efficiently and effectively across Dorset so as to play its part in encouraging economic growth. The Panel considered that it was important that this meeting was held as soon as practicable so that the concerns raised were addressed as soon as possible.

It was considered that a practical means of directing HGV's onto the most appropriate routes would be achieved by improved directional signage, particularly at the Canford

Heath and Bearcross Roundabouts. It was felt that such advisory signage would significantly improve the arrangements for how HGV's were managed and the route they were likely to take. It was recognised too that Bournemouth International Airport contributed significantly to how the network was managed in the south east conurbation and had a direct bearing on directional flows. Officers confirmed that modelling of that corridor was being done within the constraints of local plans, with priority being given to improvements at Blackwater and Chapel Gate junctions and the development of a Parley distributor route. With works being phased accordingly, there was reason to believe that benefits would begin to be seen gradually, over time as things took shape and objectives realised and Ferndown would benefit from this too. Members explained that there was speculation at what housing development was being proposed for the Parley area and asked for confirmation about this. Officers agreed that elected members in the east of the county should receive a briefing note on what development was being proposed; ie in terms housing/infrastructure/mineral extraction etc. Particular mention was made of the significance of the Roeshot mineral extraction proposals and the implications that this would have for significant additional HGV movements through the conurbation.

The Panel recognised that improved directional signage would no doubt play a significant part in helping to manage effectively directional flows for HGVs and, for this to be addressed, it was essential that both Bournemouth and Poole similarly recognised this.

Given what was being experienced, the Panel considered that there would be considerable benefits to be gained from a Combined Authority being realised as it then would be in all local principal authorities interests to ensure that a managed solution was found, not only for this issue but for other cross authority traffic issues which, by definition, had a bearing on the highway network across the whole of geographical Dorset. This would enable a more constructive process to be undertaken with a strong Combined Authority being seen to most likely attract investment and funding at a national level.

Assurances were given that the Dorset LEP's Connected Dorset Group had taken account of freight and understood the importance of this being managed effectively. It was anticipated that those Dorset elected members serving on the Board could play their part in helping to influence proceedings.

From discussion, the Panel identified a series of other issues which they considered needed taking into consideration:-

- how quarry and mineral lorries were routed and what provision was being made for them;
- the imposition of 30 mph speed limits could play its part in deterring vehicles on inappropriate routes;
- that the Action Plan should be an organic 'live' document available on Sharepoint that was seen to be meaningful and relevant and could be adapted to meet need.
- an explanation that the Action Plan would be applied pan Dorset but the specific concerns originally raised by residents of Ferndown could be subtly addressed as part of that Plan
- the absence of a dedicated HGV stop on the primary route was seen by many as a justification for the HGV issues being experienced in Ferndown with alternative facilities being sought within the town.
- Officers were actively engaging with Ray Bulpit - who had contributed to the previous meeting his ideas for lorry stop provision – to see if any progress could be made in that regard.
- accordingly, the need for dedicated HGV stops along strategic routes encouraging drivers to use these roads.
- further to this, members were encouraged to submit any suggestions they had on suitable sites they identified.

- how freight might be transported by different modes, particularly the need for rail freight to play a more integral part in logistics and distribution. Network Rail recognised the strategic importance of Dorset and their consideration of this would be sought;
- that arrangements be put in place for the Regulatory Committee to be given the opportunity to monitor the effectiveness of the Action Plan and its performance;
- amendments to the Action Plan:-
  - Action 3e - Dr Oliver Letwin MP - his views on an emissions route out of West Dorset and how this could be applied.  
Add reference to "air quality managed areas/emission zones".

**Recommended**

That the Economic Growth Overview and Scrutiny Committee be asked to endorse the attached Freight Action Plan - as agreed by the Freight Quality Partnership and the Policy Development Panel – so that it might be applied and implemented, as necessary.

That the bullet points set out above be taken into consideration and progressed, as necessary and where practicable.

**Reason for Recommendation**

To do what is practicable to improve how HGV's are managed across Dorset, with particular attention being paid to improving the situation for Ferndown and its environs.

Meeting Duration: 2.00 pm - 3.35 pm

## LTP3 DORSET FREIGHT STRATEGY

### ACTION PLAN REVIEW - MARCH 2017

<b>Measure</b>	<b>Key Issues</b>	<b>Lead Partners</b>	<b>Target Date for Implementation</b>	<b>Contributes to Strategy Policies</b>
<b>1. Dorset Freight Quality Partnership</b>				
1a Continue to develop the Dorset-wide Freight Quality Partnership.	<ul style="list-style-type: none"> <li>• Need commitment from all parties involved;</li> <li>• More business-led;</li> <li>• Need funding in place to achieve targets set by the FQP (through LTP and Growth Deal);</li> <li>• If targets not delivered partners may become complacent and involvement may wane;</li> <li>• Will identify problem areas.</li> </ul>	<ul style="list-style-type: none"> <li>• FQP partners</li> <li>• DCC, BoP, BBC</li> <li>• Dorset Local Enterprise Partnership (DLEP)</li> <li>• Neighbouring LEPs</li> <li>• RHA</li> <li>• FTA</li> <li>• Districts/Borough councils</li> <li>• Freight operators</li> <li>• Dorset Police</li> <li>• Highways England</li> <li>• Network Rail</li> </ul>	Ongoing	FS2, FS3, FS4, FS5, FS7
<b>2. To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic &amp; primary road network for as much of its journey as possible</b>				
2a Continue to work in partnership with freight satellite navigation system providers and the freight industry to help alleviate satellite navigation systems problems.	<ul style="list-style-type: none"> <li>• Highways Authorities to share all HGV data with Sat Nav companies.</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• Satellite Navigation Companies (specialised HGV systems)</li> <li>• Ordnance Survey</li> </ul>	Ongoing	FS2, FS4
2b Review of all existing diversionary signage in Dorset.	<ul style="list-style-type: none"> <li>• This information should be collated in a format which can be circulated to, and easily understood by partners.</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• FQP partners</li> <li>• FTA</li> <li>• RHA</li> <li>• Highways England</li> <li>• District / Borough Councils</li> </ul>	2017/18	FS2, FS5, FS7
2c Assess where positive signing may be of benefit.	<ul style="list-style-type: none"> <li>• Need to ensure that this does not result in negative impacts elsewhere on the network;</li> <li>• Should be agreed by partners.</li> </ul>	<ul style="list-style-type: none"> <li>• FQP partners</li> <li>• DCC, BoP, BBC</li> <li>• Highways England</li> <li>• District / Borough Councils</li> <li>• FTA</li> <li>• RHA</li> </ul>	2017/18	FS2, FS5, FS7
2d Undertake a review of all HGV vehicle restrictions in Dorset.	<ul style="list-style-type: none"> <li>• Need to identify type of restriction, including height, weight and night time restrictions;</li> <li>• This information should be collated in a format which can be circulated to, and easily understood by partners.</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• FTA</li> <li>• RHA</li> <li>• BLG</li> <li>• Highways England</li> <li>• District / Borough Councils</li> </ul>	2017/18 – 2018/19	FS2, FS5
2e Develop a freight route signage strategy.	<ul style="list-style-type: none"> <li>• This links to points 2a,b,c, &amp; d above and will include positive signing;</li> <li>• Will include signage for height and weight restrictions;</li> <li>• Identify a prioritisation list for where signage will be implemented;</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• FQP partners</li> <li>• FTA</li> <li>• RHA</li> <li>• Highways England</li> <li>• District / Borough Councils</li> <li>• Ordnance Survey</li> </ul>	2018/19	FS2, FS5, FS7

	<ul style="list-style-type: none"> <li>Highways England will be doing this for the strategic road network Roads Investment Strategy (RIS).</li> <li>Continuing signing improvements across the county including the use of pictorial signs to assist drivers whose first language is not English.</li> </ul>			
2f Revise and update the Policy Statement - to be in-line with the <i>Traffic Signs and General Directions Regulations</i> , 2016.	<ul style="list-style-type: none"> <li>To be used as an assessment tool for the implementation of weight restrictions;</li> <li>Review all outstanding requests against any new policy.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>Highways England</li> <li>District/Borough Councils</li> </ul>	Ongoing	FS2, FS4, FS7
2g Promote and, as appropriate, implement road network improvements as identified through the Local Transport Plan and other related processes e.g. links to/from South West/Bristol/M4 e.g. A350/C13, road & rail links to/from Port of Poole and Weymouth/Portland Port, links to/from Bournemouth Airport.	<ul style="list-style-type: none"> <li>Identified through the Local Transport Plan;</li> <li>Identified through the DLEP Strategic Economic Plan (SEP);</li> <li>Lobbying central Government to work closely with HE on their Roads Investment Strategy (RIS);</li> <li>Aim to reduce journey time, improve journey time reliability and improve safety.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>DLEP &amp; neighbouring LEPs</li> <li>FQP partners</li> <li>FTA</li> <li>RHA</li> <li>Highways England</li> <li>District / Borough Councils</li> </ul>	Ongoing	FS1, FS2, FS6, FS7
2h Continue to expand usage of ANPR to provide more accurate road freight traffic data.	<ul style="list-style-type: none"> <li>To monitor freight flows on highway network across Dorset;</li> <li>To gain greater understanding of peak freight traffic times &amp; identify congestion hotspots.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>Districts/Borough Councils</li> <li>Highways England</li> </ul>	Ongoing	FS2, FS4, FS5, FS6
<b>3. To take steps to address the problems caused by HGV traffic to communities</b>				
3a Implement a number of Lorry Watch schemes across the county to empower local residents to record the details of vehicles contravening restrictions.	<ul style="list-style-type: none"> <li>Lorry Watch schemes use local observers to detect the misuse of weight restricted routes by HGVs;</li> <li>Scheme is co-ordinated by Dorset Police &amp; Council's Network Management;</li> <li>TROs will be required;</li> <li>Dorset Police obtains vehicle owners details from the DVLA and then contacts the owners of the vehicles to determine whether the driver was in contravention of the weight limit. Not so easy for foreign-owned vehicles.</li> <li>Ensure that local observers can clearly identify a 7.5 Tonnes or less vehicle over one of a greater weight. It might also be advantageous to attempt to identify the vehicle by its livery as most off the SRN will be services delivery vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>FQP Partners</li> <li>RHA</li> <li>FTA</li> <li>Freight Operators</li> <li>Dorset Police</li> <li>Parish / Town Councils</li> <li>Chamber of Trade or local business representatives</li> </ul>	2017/18 – 2018/19	FS2, FS6
3b Develop the Freight Assessment & Priority Mechanism (FAPM). This is a valuable tool in providing a	<ul style="list-style-type: none"> <li>A Council procedure will be put in place to deal with local HGV issues;</li> <li>The complaint will first go to the Parish or Town Council for support;</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>Community Highways Officers</li> <li>Parish /Town Councils</li> <li>District/Borough Councils</li> </ul>	2017/18	FS2, FS5

transparent process of equitably assessing HGV issues from the public and other stakeholders.	<ul style="list-style-type: none"> <li>The issue(s) will then be passed on to the Council for consideration using a set protocol and if required, the FAPM;</li> <li>FAPM consists of 2 parts:           <ol style="list-style-type: none"> <li>Local freight issues are scored against characteristics including HGV flow, safety &amp; road characteristics. This produces a priority list highlighting the locations/routes where HGV impacts are likely to be most significant.</li> <li>the highest scoring freight issues are then considered in the context of any wider policy, operational and/or deliverability issues.</li> </ol> </li> <li>Requests that are assessed by the FAPM will be annually re-assessed and surveys will be undertaken periodically to keep existing information up-to-date.</li> <li>The FAPM allows Councils to assess the numerous requests for freight mitigation it receives and informs the Council where it should focus its limited resources.</li> </ul>	<ul style="list-style-type: none"> <li>FTA</li> <li>RHA</li> </ul>		
3c Continue to undertake noise mapping to identify key problem areas across Dorset.	<ul style="list-style-type: none"> <li>To identify areas affected by noise pollution caused by freight traffic;</li> <li>Impacting upon quality of life and increasing community severance.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>Districts/Borough Councils</li> <li>Parish / Town Councils</li> <li>Highways England</li> <li>RHA</li> <li>FTA</li> </ul>	2017/18	FS2, FS4, FS5, FS6
3d Ensure that all freight operators engage in the Driver Certificate of Professional Competence (Driver CPC). <b>DELETE</b> This is a legal requirement. All drivers are required to undertake 35 hours of training over a 5-year period. As this is an EU wide directive all drivers coming into the country are also required to complete this training requirement. 3d Continue to monitor air quality managed areas.	<ul style="list-style-type: none"> <li>This will encourage drivers to use their vehicles more efficiently, which will also improve road safety and make savings in terms of operator costs;</li> <li>Will also give drivers greater confidence; freight operators need to be committed;</li> <li>Need to engage with foreign freight operators to ensure drivers have a similar level of driver competency.</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>FTA</li> <li>RHA</li> <li>BLG &amp; Freight operators</li> </ul> <ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>Districts/Borough Councils</li> <li>Parish / Town Councils</li> <li>Highways England</li> <li>BLG &amp; freight operators</li> <li>FTA</li> <li>RHA</li> <li>Dorset Public Health</li> </ul>	Ongoing	FS6
3e Reduce carbon emissions from freight road traffic by increasing the proportion of biofuels used by freight. e.g. business-led 'Ecostars' type voluntary scheme (as	<ul style="list-style-type: none"> <li>This will encourage freight operators to use their vehicles more efficiently;</li> </ul>	<ul style="list-style-type: none"> <li>DCC, BoP, BBC</li> <li>DLEP</li> <li>FTA</li> <li>RHA</li> </ul>	2017/18 - 2018/19	FS5, FS6

<p>trialled in Kent) which seeks to encourage vehicle operators (LGVs, HGVs, buses and coaches) to: (1) use less emitting vehicles, and (2) operate their fleet in an environmentally efficient way, therefore improving local air quality and reducing carbon emissions. It does this by offering free advice and an improvement 'road map' to operators showing how to clean up their operations and by awarding a star rating to operators based upon their environmental performance.</p> <p>Though a worthy scheme, there isn't a requirement for continued auditing after the initial rating. There are other schemes available e.g. many operators are members of the Freight Operator Recognition Scheme which is expensive and described by many operators as a London centric scheme, and also FTA's Truck excellence scheme.</p>	<ul style="list-style-type: none"> <li>• Freight operators need to be committed – may need to include cash incentives.</li> <li>• Business-led with RHA / FTA and Council support – could be promoted by the Dorset Local Enterprise Partnership.</li> <li>• Swale Borough Council set up a pilot ECO Stars scheme in 2016 with a number of large operators based in the Borough. The ECO Stars scheme provides public recognition for operators who are actively taking steps to improve efficiency, reduce fuel consumption and reduce their impact on local air quality. The scheme provides support for operators in better fuel management and driver training.</li> </ul>	<ul style="list-style-type: none"> <li>• BLG &amp; Freight Operators</li> <li>• Dorset Public Health</li> </ul>		
<p><b>4. To provide overnight lorry parking and appropriate facilities in Dorset</b></p> <p>4a To investigate existing overnight lorry parking provision in Dorset and identify where lorry parking is required.</p>	<ul style="list-style-type: none"> <li>• Undertake surveys into overnight HGV parking across the county in order to gain a comprehensive picture of unofficial (on-highway) HGV parking in Dorset and identify the types of freight vehicles, nationality and location of parking. The surveys would show a snapshot of the overnight parking demand in Dorset and it is acknowledged that the results are likely to be an underestimate. The data captured will help DCC understand where lorry parks are required; the quantity of spaces needed and therefore recommend suitable locations for lorry parks in the county.</li> <li>• Lorry parks should be located adjacent to the SRN/PRN;</li> <li>• Should not cause unacceptable problems to local communities.</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• FQP partners</li> <li>• District / Borough Councils</li> <li>• Highways England</li> <li>• FTA</li> <li>• RHA</li> <li>• Landowners</li> </ul>	2017/18 – 2018/19	FS6
<p><b>5. To ensure that local planning authorities and local highways authorities continue to make effective use of planning and development control management powers to reduce the impact of HGV traffic</b></p>				
<p>5a Support and implement localised improvements through the development management highways and planning processes.</p>	<ul style="list-style-type: none"> <li>• Identified through the Local Transport Plan and Local Development Frameworks;</li> <li>• Need for improvements identified through submission of planning applications for development.</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• District / Borough Councils</li> <li>• Relevant developers / applicants</li> <li>• Highways England</li> </ul>	Ongoing	FS1, FS2, FS6, FS7
<p>5b</p>	<ul style="list-style-type: none"> <li>• To help existing and potential new drivers to understand appropriate</li> </ul>	<ul style="list-style-type: none"> <li>• DCC, BoP, BBC</li> <li>• District/Borough Councils</li> </ul>	Ongoing	FS1, FS2, FS5, FS6

Continue to encourage sustainable development practices in businesses through the development of travel plans, including delivery plans.	<ul style="list-style-type: none"> <li>routes to use when accessing the development;</li> <li>The company needs to be committed to delivering the travel plan for it to be successful.</li> </ul>			
--	---	--	--	--

Freight Strategies:
<b>FS1 Provide better (more accessible) locations for new business</b>
Land use planning can encourage development and distribution activities in more sustainable locations, and can be achieved through the planning process. Solutions include encouraging use of alternative modes of transport at major centres of distribution activity, and, where practicable, use of brownfield sites where there are existing connections of an appropriate standard. This will contribute towards achieving economic competitiveness and growth. As part of the planning process, this could include a provision for lorry parking arrangements.
<b>FS2 Encourage goods vehicles to use the advisory strategic Freight Route Network</b>
In Dorset the majority of freight will be, during some stage of its journey, moved by road. This policy seeks to keep goods vehicles on suitable roads across the county, which will be mostly 'A' and 'B' Class roads as identified in the Dorset strategic freight route map, wherever possible. However, it is acknowledged that freight may need to use other class (C or U) roads for access or delivery purposes, and a greater understanding of where and why inappropriate use of rural and residential routes is occurring is important.
<b>FS3 Continue to develop the Freight Quality Partnership in Dorset</b>
Freight Quality Partnerships (FQPs) between industry, local Government and communities will help towards developing a more efficient, safer and cleaner means of local goods distribution.
<b>FS4 Continue to work in partnership with freight satellite navigation system providers and the freight industry to help alleviate satellite navigation systems problems</b>
Some HGV drivers are still using SatNav systems designed for cars, and these will not consider restrictions along particular routes such as height and weight. Continuing to work with satellite navigation system providers and the freight industry will help to alleviate these problems, including by sharing information on bridge heights and weight restrictions in Dorset.
<b>FS5 Educate and raise awareness on freight distribution</b>
This objective seeks to address the relative lack of awareness, both within some areas of the industry itself as well the general public, and local authorities of the role and importance of distribution. This can be done through FQPs.
<b>FS6 Support, develop and implement transport schemes which enable operators to make safe and efficient deliveries</b>
It is important for drivers to drive in a safe and reliable manner, and for the transport network to assist in this. The provision of facilities where drivers can take rest breaks is important, as are suitable sites which can be used to make deliveries more efficient, thus minimising impacts on the local environment.
<b>FS7 Positively encourage sustainable minerals/waste movement</b>
Although limited in Dorset, transport improvements which would enable the sustainable transportation of waste and minerals should be sought and encouraged.

This page is intentionally left blank

# Economic Growth Overview & Scrutiny Committee Work Programme

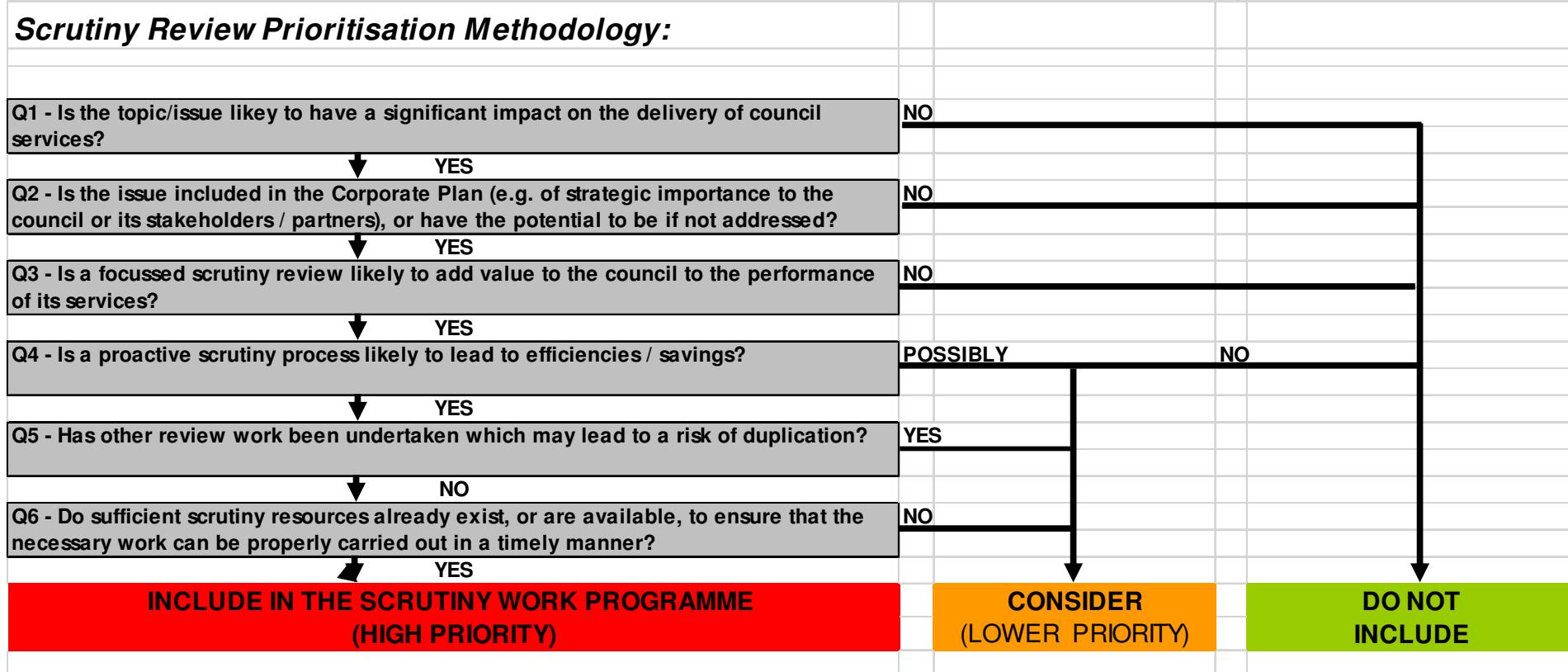
Page 29

Chairman: Cllr Daryl Turner  
Vice Chairman: Cllr Hilary Cox

Agenda Item 8

**Specific issues previously discussed by the Panel for potential further review:**

<b>Priority</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</b> - County Council's Parking Strategy and Policy	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</b> - Demographic Changes – impact on services and infrastructure	The item raised in relation to 'Demographic pressures on services – impacts of an increasing population' has been referred to the Budget Strategy Task and Finish Group as an item affecting budgets for the future.
<b>Priority 2</b> - Housing – working along-side the People and Communities Overview and Scrutiny Committee	The Chairman of the Economic Growth Overview and Scrutiny Committee is exploring the scrutiny of housing being led by the Dorset Tri-Borough Partnership (WDDC, W&PBC and NDDC). The Council could take part in the review as a partner, particularly regarding availability of land.
<b>Priority 3</b> - Renewable Energy (Overview Item) <b>Priority 3</b> - Carbon Footprint (Overview Item) <b>Priority 3</b> - Skills and Training	<p>For items listed to the left members are asked to:</p> <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>



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
<b>20 March 2017</b> (10.00am)	Building our Industrial Strategy	How the Government's Green Paper on Industrial Strategy can be applied to the business of the County Council and how the Council can help facilitate this. To see what benefits the Strategy can bring and how these might be applied in Dorset.	Daryl Turner/ Dave Walsh	Enabling Economic Growth/Prosperous/Safe, healthy and independent	
	PDP on HGV Management	To consider the recommendations made by the PDP on HGV management to improve how HGVs are managed throughout Dorset and what in particular can be done to improve the situation around Ferndown	Pauline Batstone/ Helen Jackson/ Kate Tunks/ Andrew Martin	Enabling Economic Growth/Prosperous/Safe, healthy and independent	
<b>26 June 2017</b> (10.00am)	Mobile Phone Coverage 4G/5G	To determine what coverage there was, what could be done to improve this any by what means. To identify areas without a signal. What investment would be needed and how would this be provided.	Matthew Piles/ ???	Enabling Economic Growth/Prosperous/Safe, healthy and independent	
	Progress was being made with the broadband rollout.	To determine what progress was being made against identified objectives. Follow up for the January 2017 meeting	Matt Piles/ Dugald Lockhart / The Dorset Digital team	Enabling Economic Growth/Prosperous/Safe, healthy and independent	
	Skills and Learning	How this can be applied to best effect and what needs to be done to improve the prospects of this.	Matt Piles/Jay Mercer	Enabling Economic Growth/Prosperous/Safe, healthy and independent	





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

This page is intentionally left blank