

# Agenda

## Public Document Pack

Dorset County Council



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Meeting: Economic Growth Overview and Scrutiny Committee  
Time: 10.00 am  
Date: Thursday, 26 July 2018  
Venue: Durlston Country Park, BH19 2JL

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Ray Bryan (Chairman)	Jon Andrews
Cherry Brooks	Andy Canning
Jean Dunseith	Spencer Flower
Peter Hall	Jon Orrell
Margaret Phipps	David Shortell

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### Notes:

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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 23 July 2018, and statements by midday the day before the meeting.

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Debbie Ward  
Chief Executive

**Contact:** **Fiona King, Senior Democratic Services Officer**  
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Date of Publication:  
18 July 2018

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### 1. Apologies for Absence

To receive any apologies for absence.

### 2. Appointment of Vice-Chairman

To appoint a Vice-Chairman for the remainder of 2018/19.

### 3. Code of Conduct

Members 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.

### 4. Terms of Reference

To note the Terms of Reference for the Committee:-

Delivering good outcomes for the residents and communities we serve through a constructive, proactive and objective approach to the consideration, scrutiny and review of policies, strategies, financial and performance issues.

#### OVERVIEW

- To review and develop policy at the Committee's own initiative or at the request of the Cabinet or the Public Health Joint Board and make recommendations to the Cabinet, Joint Committee or the Full Council.
- To oversee major consultations and make recommendations to the Cabinet, Joint Committee or the Full Council.
- To give advice on any matters as requested by the Cabinet or the Joint Committee.

#### SCRUTINY

- To hold the Executive to account through a process that seeks and considers necessary explanations, information and evidence to ensure good outcomes for our residents and communities.
- Through proactive scrutiny inquiry work, to contribute to improving the lives of our residents and communities, through an active contribution to the Council's improvement agenda.
- To scrutinise key areas of strategic and operational activity and, where necessary, make recommendations to the Full Council, Cabinet or Joint Committee in respect of;
  - i) Matters which affect the Council's area or its residents.
  - ii) Performance of services in accordance with the targets in the Corporate Plan or other approved service plans.
  - iii) To provide a clear focus on finding efficiency savings in accordance with requirements in the Council's financial strategy.
  - iv) To monitor expenditure against available budgets and, where necessary, make recommendations to the Cabinet or the Joint Committee.
  - v) To consider proposed budget plans, service plans and any other major planning or strategic statements and to make recommendations to the Cabinet or the Joint Committee.

#### Specific responsibilities for the Committees are;

'To exercise a proactive and effective overview and scrutiny of functions to ensure the effective delivery of those specific outcomes as contained in the

Outcome:- To ensure that Dorset's Economy is PROSPEROUS

A thriving local economy provides us all with more opportunities ...

- New businesses thrive and existing businesses become more productive;
- More people secure the employment opportunities of their choice;
- Dorset's residents are well educated, with the skills that Dorset's employers need;
- Good quality, affordable homes are available for Dorset's people;
- People and goods are able to move about the County safely and efficiently.

**5. Minutes**

5 - 10

To confirm and sign the minutes of the meeting held on 26 March 2018.

**6. Public Participation**

To receive any questions or statements by members of the public.

**7. Highlighting our Natural Capital and the Green Economy**

To receive presentations on the following areas:-

- Natural Capital and our Green Economy
- DCC Country Parks and Nature Reserves
- Social value of our Countryside – Parks for People
- The County Farm Estate and its added value
- Enhancing our Natural Environment through the Dorset Biodiversity Planning Protocol

**8. Proposal to Amend Adopted Highway Policy**

11 - 28

To receive a report by the Cabinet Member for Natural and Built Environment, which was considered by the Cabinet at their meeting on 18 July 2018.

**9. Outcomes Focused Monitoring Report: July 2018**

29 - 60

(a) To consider a report by the Director for Economic Growth and the Economy

(b) To consider the Annual Report on the outcomes from the Economic Growth Overview and Scrutiny Committee Work Programme.

**10. Work Programme**

61 - 64

To consider the Committee's work programme.

**11. Questions from County Councillors**

To answer any questions received in writing by the Chief Executive by not later than 10.00am on Monday 23 July 2018.

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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 Monday, 26 March 2018

### Present:

Ray Bryan (Chairman)

Cherry Brooks (Vice-Chairman), Jon Andrews, Andy Canning, Jean Dunseith, Spencer Flower,  
Jon Orrell, Margaret Phipps and David Shortell

### Members Attending

Daryl Turner, Cabinet Member for Natural and Built Environment

Derek Beer, County Councillor for Shaftesbury

Officers Attending: Mike Harries (Corporate Director for Environment and Economy), John Alexander (Senior Assurance Manager - Performance), Bridget Betts (Environment Officer), Doug Gilbert (Advisor - Children's Services), Julie Hammon (Wild Purbeck Project Assistant), Rosie Knapper (Acting Senior Advisor - Children's Services), Anthony Littlechild (Corporate Sustainability Officer), Rupert Lloyd (Programme Co-ordinator), Matthew Piles (Service Director - Economy, Natural and Built Environment) and Fiona King (Senior Democratic Services Officer).

(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 **Thursday, 28 June 2018.**)

### Apologies for Absence

10 An apology for absence was received from Cllr Deborah Croney, Cabinet Member for Economy, Education, Learning and Skills.

### Code of Conduct

11 There were no declarations by members of disclosable pecuniary interests under the Code of Conduct.

### Minutes

12 The minutes of the meeting held on 24 January 2018 were confirmed and signed subject to the deletion of the word 'minor' in Minute 48, under the Reason for Decision paragraph.

### Public Participation

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

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

### The Government's 25 Year Environmental Plan and Dorset County Council "green assets"

14 The Committee considered a report from the Coast and Countryside Service Manager which included a summary of the Government's 25 Year Environment Plan and showed how these were relevant to all four of the County Council's corporate outcomes.

Members also received the following presentations:-

- The Healthy Places Project - which gave members a focus on natural environment and prevention, along with an overview of collaborative work with Public Health and Dorset County Council.
- Stepping into Nature – which highlighted the Dorset Area of Outstanding Natural Beauty (AONB) on Stepping into Nature project to deliver health and wellbeing benefits for older people. It was a partnership of cross sector organisations. The increase in wellbeing and quality of life was highlighted. The Chairman was keen for members to receive regular updates to see how this work was progressing.
- Social, Economic and Environmental Initiatives on our Coast - This Partnership was hosted by the County Council but funded by a number of organisations. The litter free coast and sea campaign was highlighted to reduce the environmental, social and economic impacts of marine and beach litter. The Plastics Surgery campaign was highlighted which was a campaign throughout the whole of Dorset. Litter Free Dorset aimed to reduce the environmental, social and economic impacts of litter in Dorset and had been running for around a year. Park yoga had been a very successful project which was free for people to attend. The Dorset Coastal Connections Project was all about businesses and having good public places.
- The Low Carbon Dorset Project - Helping Reduce Dorset's Footprint with the aim to stimulate growth in Dorset's low carbon economy.

In respect of the healthy side of the agenda, it was commented that in the past the promotion of cycling and walking had been aimed at more energetic people, a better approach would be to design routes closer to people's homes to avoid reliance on cars and public transport. The Service Director for Economy, Natural and Built Environment advised that the Health and Wellbeing Board were currently discussing these issues and what improvements could be made. It was all about localities, making small improvements that could make a huge difference. The Director highlighted that the real challenge was to work with those groups who chose not to access and to then try and remove those boundaries.

The Vice-Chairman highlighted that with the removal of stiles and gates being put in place, the biggest group affected would be the elderly and she urged officers to ensure that the gates were accessible.

One member made reference to the huge network of horse riders and the difficulty they had with the increasing amount of traffic when trying to get to the areas that they needed to get to. The Service Director emphasised the importance of looking at all users and all modes to ensure access for all.

Following a discussion about the future in respect of Local Government reorganisation (LGR), the Service Director advised that colleagues in Planning were in constant discussion about the changes and that all local authorities were reviewing their local plans at different stages. It was also noted that already a number of projects involved joint working with the Districts and Boroughs.

A member questioned if perhaps Appendix 2 of the report could be a bit more ambitious in respect of Dorset Topsoil, the cutting down of trees and the sustainable catch of fish. The Coast and Countryside Service Manager advised that there were already a number of designated marine protected areas and that Rights of Way officers were doing joined up work across the county, including tree conservation in Dorset. It was also confirmed that there was no fracking taking place in Dorset and that any change would of course come back to members. A question was also raised about the setting off of Chinese lanterns from County Council land.

The Chairman added that he felt the waterways needed to be maintained to ensure they didn't become a health hazard and to also ensure there were facilities in place to enable someone to be able to get out of water should they fall in. He would also like to see some reference to chewing gum being discarded thoughtlessly. He also made reference to the vulnerability of heathland following a recent decision by the Planning Inspectorate and suggested it would be helpful for local businesses and members of the Committee to meet.

The Chairman thanked officers for their very informative presentations and felt that Dorset had a unique opportunity to highlight the fantastic work in the community. The major headline as he saw it was 'making Dorset a better place to live and work' with a focus on increasing tourism.

### **Resolved**

1. That the implications of the 25 Year Environmental Plan across the full range of local authority services and County Council functions as summarised in Section 2 of the report be noted.
2. That consideration be given to the opportunities arising from the 25 Year Environment Plan, and support given to the officers to pursue these.
3. That the interim conclusions of the 'green asset' review summarised in Appendix 1 of the report be endorsed.
4. That the presentations be shared with all elected members.

### **Reason for Decisions**

To support delivery of corporate outcomes, particularly in respect of 'healthy' and 'prosperous', associated with maintenance and enhancement of Dorset's environment.

## **Outcomes Focused Monitoring Report, March 2018**

- 15 The Committee considered the fourth and final monitoring report against the 2017-18 corporate plan which also included the most up to date available data on the population indicators within the 'Prosperous' outcome.

The Senior Assurance Manager highlighted to members that the rate of start-up of local business was showing a marginally improving trend. He also advised of the opening of the Dorset Innovation Enterprise Zone on 26 January 2018 which supported business start-ups and growth.

An issue of concern was the percentage of children achieving the 'Basics' measures at Key Stage 4. There had been a decline over the last 2 years in educational attainment. It was noted that the People and Communities Overview and Scrutiny Committee had also focused on this and it was suggested that it would be sensible to let the Overview and Scrutiny Management Board decide where this area was best scrutinised in order to avoid any duplication.

The Advisor from Children's Services highlighted that whilst some schools in Dorset had declined, around half had either stayed the same or improved. There were specific concerns around the 4 schools in the Weymouth and Portland area. Two of these were Academies (The Wey Valley Sports College and the Atlantic Academy) and two were still maintained by the Local Authority (Budmouth College and All Saints School). Different levels of support had been offered to the schools but there was a wider issue around social mobility. The social mobility index covered the whole life span of people and not just those in school. The Director added that across the County 4 out of the 6 district council areas had gone down in the indices with particular hot spots in Weymouth and Portland but in essence it was an issue for most of the County to consider.

One member highlighted the substantial drop in funding being experienced by schools in Weymouth and Portland but was pleased to hear that additional funding was trying to be secured to support school improvement.

Following a question from the Vice-Chairman about the length of time the Local Authority had been involved with these particular schools, the Advisor noted that the Wey Valley Sports College and Atlantic Academy had been a concern for some time, although the Wey Valley Sports College was showing signs of improvement. All Saints School required improvement and their decline had been more recent. This year's results had impacted on Budmouth College quite significantly. With both of these schools, there was clearly an issue around their leadership management going forward and officers had been working closely with both of them.

Following a discussion about Ofsted and their reputation for increasing the bar over time, officers did not feel these schools were necessarily victims of this, it was more about changes due to policy change impacting on curriculum planning.

Members discussed apprenticeships and noted the need for young people to have a good Maths and English base. The Service Director for Economy, the Natural and Built Environment advised members of a recent meeting he had attended about a Skills Academy for Dorset and that discussions were ongoing about how to move forward with this. He and the Director had been asked to lead on apprenticeships for the Authority. Members noted the importance of having young people work ready and felt it was the responsibility of schools to ensure they were ready for work at the appropriate time. The Director advised members that the 4 schools in Weymouth and Portland all now had a Careers and Enterprise Company Enterprise Advisor in place.

The Chairman commented that one year in a child's education life was crucial and the Committee needed to do all they could to help improve the situation.

The Senior Assurance Manager also highlighted the ratio of lower quartile house prices to lower quartile earnings. This had been increasing over a number of years and he drew members' attention to the area of modular housing, which the Cabinet had discussed at their meeting on 7 March 2018. The proposal referenced prefabricated modular housing which could meet the needs of people with an Adult Social Care need. Following discussion on this, the Director noted that the County Council had significant land assets and suggested looking at the model that Dorchester Town Council had used. He suggested that members might wish to consider hosting an Enquiry Day event on housing in order to get all the relevant people together to think about it further.

### **Noted**

#### **Review of Integrated Transport held 26 February 2018**

16 Members received a verbal update from Cllr Derek Beer on the recent Review of Integrated Transport event that was held on 26 February 2018. He advised members that delegates from all walks of life, transport providers and the health service had attended. The aim was to promote local transport to do their job better and to ensure that good community transport schemes could be shared and as a networking event had been very useful. It was anticipated that a report would be presented to members of the Committee in due course to show how the work was progressing

The Service Director for Economy, Natural and Built Environment noted that a lot of the frustrations in the community were health transport related and he felt that communications needed to be promoted more and it was more about communities working together.



Cllr Beer noted that there were reasonably effective transport groups around the County and felt there was a need to promote the schemes that were available.

The Chairman added that whilst the event was a success, for any future events it would be worth considering the venue in respect of the presentation screens being accessible for all.

**Noted**

**Work Programme**

17 The Committee considered its work programme and gave consideration to the inclusion of a number of items which had been discussed earlier in the meeting.

The Service Director for Economy, Natural and Built Environment highlighted a recent conference he had attended on Rural Productivity and felt that it was a subject that members could consider at one of its meetings. Following a discussion, members agreed that the main item for the meeting on 28 June 2018 would be the Industrial Strategy. Whilst the strategy would not yet be ready for any formal discussion it could include presentations within it on Rural Productivity, the Western Growth Corridor, the Innovation Park, Dorset Leader and Dorset Growth.

Members agreed that it would be helpful to host a joint Housing Enquiry Day with District and Borough Colleagues. This would provide a good opportunity for all officers and members to come together and discuss housing before the new Unitary Council was created next year.

The Chairman advised members of a recent Local Enterprise Partnership (LEP) meeting he had attended and was disappointed to see that Dorset was one of the lowest funded. He felt it was important to work closer with the LEP to ensure Dorset received a fair amount of funding.

**Resolved**

That the Committee's Work Programme be updated accordingly.

**Questions from County Councillors**

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

Meeting Duration: 10.00 am - 12.15 pm

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# Cabinet

## Dorset County Council



Date of Meeting	18 July 2018
<p><u>Cabinet Member(s)</u> Daryl Turner – Cabinet Member for Natural and Built Environment</p> <p><u>Lead Director(s)</u> Mike Harries – Corporate Director for Environment and the Economy</p>	
<b>Subject of Report</b>	<b>Proposal to amend Adopted Highway Policy</b>
Executive Summary	<p>Developments that require amendments or improvements to the existing highway network are controlled using a “Section 278 Agreement” in reference to the relevant section with the Highways Act 1980.</p> <p>This report seeks approval to amend the current Adopted Highway Policy so that it clearly sets out revised delivery options for such works.</p> <p>The proposed policy amendment will provide additional delivery options to current practice and will provide Dorset County Council with the choice to design and/or construct highway improvements under specific conditions.</p>
Impact Assessment:	<p><b>Equalities Impact Assessment:</b></p> <p>An EqlA has been completed and was reviewed by the E&amp;E Diversity and Inclusion Group on 23<sup>rd</sup> May 2018.</p> <p>There are no identified negative impacts on any groups of people with protected characteristics. This policy amendment relates to delivery and process and the net effect on the end user, the travelling public of Dorset, will be nil.</p> <p>Potential positive impacts were identified for a number of groups with protected characteristics particularly where DCC elects to undertake designs of highway improvements. The Council’s in-house design team’s familiarity with national design standards and guidance for inclusive mobility and the Designers Public Sector Equality duty will ensure that the needs of all users are considered and accommodated.</p>
	<p><b>Use of Evidence:</b></p> <p>A consultation seeking the views of over 50 Developers, Local Planning Authorities, Statutory Utility Companies, Housing Associations and Emergency Services (a group represent a range of interests and service users) was carried out to investigate the impact of this proposed policy</p>

	<p>amendment. 8 responses were received, which included four general themes as follows</p> <ul style="list-style-type: none"> <li>• Guarantees / control of cost;</li> <li>• Competitive procurement of works;</li> <li>• Control of delivery timeframes; and</li> <li>• Collaborative Working</li> </ul> <p>Following a review of consultation responses, an additional delivery option was added to allow the Council to design a scheme and the developer to procure and deliver the works. Further text was included to reinforce the intention of the County Council to continue to work collaboratively with developers to ensure that these types of highway improvement schemes are delivered effectively and efficiently for the benefit of all.</p> <p><b>Budget:</b></p> <p>Normally, all costs associated with Developer-related highway improvement schemes will be met by the Developer. However, where DCC elect to design and/or build a scheme of works, it is reasonable that they give the Developer assurances as to timeframes and fees.</p> <p>There is therefore, a manageable risk that DCC may have to contribute towards costs where a scheme is delayed for reasons within our control or additional works are required due to poor materials or workmanship etc.</p> <p>These increased costs can be mitigated to some extent where DCC appoint a contractor to build the works by ensuring that the appointed contractor is liable to DCC for these costs.</p> <p>No VAT implications have been identified.</p> <p><b>Risk Assessment:</b></p> <p>Having considered the risks associated with this decision, using the County Council’s approved risk management methodology, the overall level of risk has been identified as:</p> <p>Current: Medium Residual: Medium</p> <p><b>Other Implications:</b></p> <p>None</p>
<p>Recommendation</p>	<p>That the Committee recommend to Cabinet that the proposed amendment to the Adopted Highway Policy be implemented subject to the views of the Shadow Executive on 20 July 2018.</p>
<p>Reason for Recommendation</p>	<p>The proposed policy amendment offers the Council, acting as Local Highway Authority, the discretion to choose from a number of clearly stated delivery options to improve the efficiency, effectiveness and safety of developer-led improvements to the existing highway network. The end result will have a nil impact on end users (i.e. residents of Dorset and the travelling public) as this proposal relates to delivery and process only.</p> <p>However, the implementation of schemes should be quicker, more cost effective and more effectively controlled.</p>

Appendices	A. Adopted Highway Policy (with proposed additional text in purple) B. Summary of Consultation responses.
Background Papers	Consultation responses are held on file in the Environment and Economy Directorate and are available to be viewed during office hours, and will be available in the Members Room prior to the committee meeting.
Officer Contact	Name: Neil Turner Tel: 01305 225374 Email: n.c.turner@dorsetcc.gov.uk

## 1 Background

- 1.1 Section 278 of the Highways Act 1980 provides that a Highway Authority may enter into an agreement with a developer for the execution of highway improvement works associated with a new development if they are satisfied it will be of benefit to the public and on terms that the developer pays the whole, or part of the costs of the works. Construction works are delivered under the provisions of an agreement commonly referred to as a “Section 278 Agreement”.
- 1.2 Dorset County Council currently offer developers a limited choice of how to deliver these type of improvement schemes:
- For the developer to be appointed as the Council’s agent, and for them to both design and construct the whole of the works; or
  - For the developer to design the works and for the Council to construct the works.
- DCC allows the developer to select either option and neither delivery options are specified within the Adopted Highway policy.
- 1.3 Both current delivery options can present challenges which potentially obstruct or delay the implementation of the works including the following:
- With both options, the Council are required to assess and approve the detailed design for the works. This is an iterative process of appraisal, amendment and resubmission which can regularly be time consuming, sometimes taking years to complete, and ultimately delays the implementation of the physical works.
  - Quite a significant proportion of the advice and guidance that is provided to external design consultants and developers during this iterative technical approval process is related to equality and inclusivity. Common areas include provision of tactile paving at uncontrolled crossing points and ensuring that there is adequate pedestrian provision through a scheme with footways that are of an adequate width, gradient and material.
  - Where developers are appointed as the Council’s agents to deliver construction works there can be issues with quality, communication and public relations.
  - Works that have a substantial effect on the existing highway network and/or which impact upon the Strategic Road Network can cause unnecessary disruption to the expeditious movement of traffic if not properly controlled.
- [Note: As DCC must approve all schemes before they can be implemented, the end result for highway network users will be the same both currently and under the proposed amended delivery options].
- 1.4 In 2017 a working group was convened to review this process and to identify any ways in which Developer-related highway improvement schemes could be delivered more efficiently, effectively and with minimal disruption to the existing road network.
- 1.5 As a result of the consultation, investigation and work undertaken by the working group it is proposed to amend the existing Adopted Highways policy to provide the Council with an option to review and deliver in-house any schemes that are likely to be challenging to design, construct and/or manage.

- 1.6 The additional text below would be inserted on page 4 of the policy at the end of the section entitled 'Adopted Highway / Amendment to Existing Highway'.

Agreements Under Section 38 & 278 of the Highways Act (1980)

Where the scope of the proposed works is minor in nature and does not involve amending the horizontal or vertical alignment of the existing highway, the use of a Minor Works Agreement will be considered.

Where minor works in the existing highway are associated with a Section 38 agreement permission to undertake the works within the existing highway may be included within the Section 38 agreement as this minimises costs and streamlines the approval and construction processes.

Where the extent of the proposed works within the existing highway is substantial, potentially disruptive to the expeditious movement of traffic, includes traffic signals and/or impacts upon the Strategic Road Network, a separate Section 278 agreement will be required. In this instance Dorset County Council will review the proposals and determine whether it will require:

1. the developer to submit an agreed sum of money to the Council for it to design, procure and construct the works via existing highway maintenance arrangements;
2. the developer to submit a detailed design for the works to the Council for approval and deposit an agreed sum of money with the Council for it to procure and construct the works; or
3. the developer to be appointed as the Council's agent to both design and implement the works.

No works will be permitted on the public highway without an appropriate agreement being in place.

- 1.7 A full copy of the proposed amended policy is contained within Appendix 1. Note that the proposed additional text is coloured purple for ease of reference.

## **2 Consultation**

- 2.1 The working group consulted a number of other Highway Authorities through the Association of Public Sector Excellence in order to establish whether any other authorities delivered services in a similar manner to that proposed. In total, 9 responses were received of which 4 authorities preferred to design section 278 works in-house, and 3 preferred to construct section 278 works.
- 2.2 Members of the working group met with officers from Cornwall Council who construct section 278 works to discuss the associated process, risks and benefits.
- 2.3 A 28-day consultation exercise was undertaken, based upon the following questions:
1. Does the proposed policy statement provide sufficient explanation of the Council's intended approach in the three areas referred to above?
  2. Is the approach set out by the Council suitable, considering the diversity of schemes that need to be delivered in this way?
- 2.4 The consultation sought the views of over 50 Developers, Local Planning Authorities, Statutory Utility Companies, Housing Associations and Emergency Services who represent a range of interests and service users.
- 2.5 8 responses were received, which included four general themes as follows
- Guarantees / control of cost;
  - Competitive procurement of works;
  - Control of delivery timeframes; and
  - Collaborative Working
- 2.6 None of the responses received raised issues or concerns for any groups of people with protected characteristics.
- 2.7 The response rate was approx. 15% suggesting that this is not a priority issue for 85% of those consulted.

- 2.8 A summary of the consultation responses is set out in Appendix B.
- 2.9 Following a review of consultation responses, an additional delivery option was added which facilitates the Council undertaking the detailed design of a scheme and the Developer procuring and implementing the works.

4. The Council completes the detailed design for the works and the Developer to be appointed as the Council’s agent to procure and implement the works.

- 2.10 Further to this, additional text was included to reinforce the intention of the council to continue to work collaboratively with developers to ensure that these types of highway improvement schemes are delivered effectively and efficiently for the benefit of all.

The Council will endeavour, at all times, to work in a partnering and collaborative manner with developers and any appointed consultants and contractors. This approach to collaborative working is enshrined in the contracts and the working culture that Dorset County Council has with its strategic partners. However, the Council will retain absolute discretion to decide upon the most appropriate form for delivery of any proposed improvement works in the unlikely event that agreement cannot be reached.

### 3 Law

- 3.1 Section 278 of the Highways Act (1980) requires that a highway authority may, if they are satisfied it will be of benefit to the public, enter into an agreement with any person—
  - (a) for the execution by the authority of any works which the authority are or may be authorised to execute, or
  - (b) for the execution by the authority of such works incorporating particular modifications, additions or features, or at a particular time or in a particular manner,

on terms that that person pays the whole or such part of the cost of the works as may be specified in or determined in accordance with the agreement.

- 3.2 The Council’s Legal & Democratic Services have confirmed that in their opinion, and subject to the proposed policy amendment being agreed by members, it is acceptable in principle for Dorset Highways to introduce a policy whereby the council has an option of first refusal to design and construct S278 schemes in the stated circumstances.

### 4 Council’s Corporate Aims and Priorities

- 4.1 The proposed policy amendment concurs with the Council’s Corporate Aims in ensuring that all schemes are designed to be as **safe** and as inclusive as possible.
- 4.2 In addition, these schemes will be delivered in the most expedient manner to ensure ensuring that any associated development (such as housing) can proceed as quickly and efficiently as possible assisting economic growth and **prosperity** within Dorset.

### 5 Risk Assessment

- 5.1 The risks associated with the current delivery method of section 278 highway improvement works was assessed using the County Council’s approved risk management methodology, and the level of risk has been identified as follows:

	Financial	Strategic Priorities	Health & Safety	Reputational	Criticality of Service
HIGH					
MEDIUM				<b>X</b>	
LOW	X	X	X		X

- 5.2 A medium risk to the reputation of the authority was identified with the current delivery method as Developers are permitted to design, procure and implement the works with limited input from DCC leading to a risk that decision making is focussed primarily on cost and quality of workmanship and effective scheme delivery can vary.

5.3 The risks associated with the proposed delivery methods were assessed in the same manner:

	Financial	Strategic Priorities	Health & Safety	Reputational	Criticality of Service
HIGH					
MEDIUM				X	
LOW	X	X	X		X

5.4 Where DCC decide to design and/or build schemes there may be an increased risk of challenge/litigation as well as reputational risk to DCC from developers who disagree with DCC’s design, cost estimates or who are concerned that their development is being delayed. Some of these increased risks will be mitigated or avoided through drafting changes to the section 278 agreements and contracts with any contractor used by DCC but it may not be possible to remove them altogether. In these circumstances DCC will also take on additional responsibilities under the Construction (Design and Management) Regulations to the same extent that it does for its own schemes.

5.5 On the other hand, the Council will be able to determine the most effective way in which to deliver schemes where the extent of the proposed works within the existing highway is substantial, potentially disruptive to the expeditious movement of traffic, includes traffic signals and/or impacts upon the Strategic Road Network.

## 6 Resources Implications

6.1 Dorset Highways will be required to ensure that adequate and sufficiently trained resources are available to undertake the design and implementation of section 278 works.

## 7 Conclusion

7.1 In consideration that:

- The proposed policy amendment is sound in law;
- There are no procurement issues affecting the delivery options proposed;
- The proposed policy amendment clarifies delivery options which are currently not stated in policy; and
- The proposed policy amendment will have a nil impact on the end user but will allow the Council to consider how best to deliver all schemes in terms of efficiency, efficacy and safety.

It is recommended that the Economic Growth Overview and Scrutiny Committee recommend that Cabinet approve the proposal to amend PoIDH5003 Adopted Highway Policy as proposed by this report. A full copy of the proposed policy is contained in Appendix A.

**Mike Harries**  
**Corporate Director for Environment and the Economy**  
 July 2018



**APPENDIX A  
PROPOSED AMENDED POLICY**

[Note: Proposed additional text in purple font for ease of reference]

Authorised for use:	TITLE:	Adopted Highway Policy
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Dorset County Council

## Dorset Highways

### Adopted Highway Policy



#### Policy Statement

Dorset County Council, as the Highway Authority, will manage the Highway, ie roads and footways which are to be maintained at public expense. This includes adoption of new roads and footways, modifying or extinguishing existing highway rights and responding to enquiries about the current status of roads and footways.

Fees will be charged by the County Council to cover their reasonable costs in administering, approving, inspecting and enforcing agreements relating to the adoption of new roads and footways or changes to the existing roads and footways.

**Policy Authorised by:**

**Date of Authorisation:**

Authorised for use:	TITLE:	Adopted Highway Policy
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## Policy Objectives

- To ensure that the County Council's policy is clear to both members and the public and is communicated effectively.
- To ensure that the County Council's policy is applied consistently, in accordance with legislation and for the greater benefit of the Dorset public.

## Key Influences

### Highways Act 1980

The creation of adopted highway, status enquiries and the extinguishment of highway rights.

### Town & Country Planning Act 1990 (Section 247)

The extinguishment of highway rights in conjunction with building development.

## Definitions and Scope – Inclusions and Exclusions

### Inclusions

- The publicly maintainable highway within the administrative area of Dorset County Council.

### Exclusions

- The trunk road (A31, A303 and the A35 west of Bere Regis), which is managed by the Highways Agency or their agents.
- Private roads or military roads.

## Outline of Processes

### Status Enquiries

The Highway Authority is obliged to keep and maintain a register of roads maintainable at public expense – the List of Streets. The register will be made accessible to members of the public at all reasonable times.

However, the list does not record the limits of the highway, nor does it include roads which are not "highways maintainable at public expense". (see exclusions)

Authorised for use:	TITLE: Adopted Highway Policy
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### Extinguishment of Highway Rights

Where areas of public highway are considered by the Highway Authority to be surplus to highway requirements, the public rights of way can be extinguished by an Order made by Magistrates. An application has to be made to the Magistrates' Court by the Highway Authority on behalf of an applicant.

When considering requests for the extinguishment of highway rights the Council shall apply the following criteria in determining whether the land is considered to be surplus to highway requirements.

- Is the land required to retain adequate sight lines for all traffic including pedestrians, equestrians and cyclists?
- Could the land be required for any future improvement scheme?
- Could the extinguishment and disposal of the land result in a change to the character of the street scene?
- Could the extinguishment and disposal of the land result in a perceived loss of amenity value if transferred from public to private ownership, including environmental considerations?
- Could the extinguishment and disposal of the land result in perceived gain to the applicant but to the detriment of local residents: for example, to secure private parking on land which previously enjoyed and demonstrated general access or utility?
- If the land is owned by Dorset County Council does it need to be retained for other purposes?

When highway rights are extinguished, ownership reverts to the owner of the land. It will therefore be necessary to locate the owner and negotiate for them to acquire it.

If there is no known owner, there is a presumption in common law that the land reverts to the adjoining owner.

If you are the adjoining owner, you can apply to the Land Registry to have the land included in your title, but experience has shown that they do not often register areas of former highway that have been acquired under this common law presumption.

### Adopted Highway / Amendment to Existing Highway

The Highway Authority shall establish that the area under consideration will serve a useful highway function if adopted. For example, the Highway Authority would probably not consider adopting a road that did not serve more than 5 houses.

The area of adoption shall include margins as required to achieve the necessary visibility standards or maintenance of the infrastructure. The adopted areas shall include any specific design features such as regulatory signs, street lighting and speed restraint points.

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The adopted area may include margins to accommodate apparatus owned by Statutory Undertakers such as water, electric or gas companies.

Generally, verges where the sole purpose is landscaping, screening or amenity use will not be adopted. It is recognised that trees and shrubs have an important environmental role and may relate to particular highway features. However, in themselves, the areas of land incorporating such landscaping features seldom warrant the status of 'Highway' and conveyed highway rights. Such areas shall primarily be the responsibility of the District Council or, in certain situations, the developer or landowner. Any such arrangements shall be subject to consultation and agreement of the Highway Authority prior to the granting of detailed planning permission and approval of the layout.

Remote footways forming separate access to an individual or small group of properties shall not normally be adopted and shall be subject to discussion and agreement with the Local Planning Authority or Housing Association.

Separate areas allocated for vehicle parking and/or access to remote garages, parking areas and drives to individual or small groups of properties shall not be adopted and shall be subject to discussion and agreement with the Local Planning Authority or Housing Association.

There is scope for external bodies to manage and maintain planted and landscaped areas of designated highway subject to agreement and licence arrangements with the Highway Authority and Local Planning Authority.

Any new road or associated area forming part of a new development site shall be constructed in accordance with guidance provided by the County Council.

Agreements Under Section 38 & 278 of the Highways Act (1980)

Where the scope of the proposed works is minor in nature and does not involve amending the horizontal or vertical alignment of the existing highway, the use of a Minor Works Agreement will be considered.

Where minor works in the existing highway are associated with a Section 38 agreement permission to undertake the works within the existing highway may be included within the Section 38 agreement as this minimises costs and streamlines the approval and construction processes.

Where the extent of the proposed works within the existing highway is substantial, potentially disruptive to the expeditious movement of traffic, includes traffic signals and/or impacts upon the Strategic Road Network, a separate Section 278 agreement will be required. In this instance Dorset County Council will review the proposals and determine whether it will require:

1. the developer to submit an agreed sum of money to the Council for it to design, procure and construct the works via existing highway maintenance arrangements;
2. the developer to submit a detailed design for the works to the Council for approval and deposit an agreed sum of money with the Council for it to procure and construct the works; or
3. the developer to be appointed as the Council's agent to both design and implement the works.
4. the Council completes the detailed design for the works and the Developer to be appointed as the Council's agent to procure and implement the works.

No works will be permitted on the public highway without an appropriate agreement being in place.

Authorised for use:	TITLE: Adopted Highway Policy
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The Council will endeavour, ~~at all times~~, to work in a partnering and collaborative manner with developers and any appointed consultants and contractors. This approach to collaborative working is enshrined in the contracts and the working culture that Dorset County Council has with its strategic partners. However, the Council will retain absolute discretion to decide upon the most appropriate form for delivery of any proposed improvement works in the unlikely event that agreement cannot be reached.

**Charging**

Fees will be charged by the County Council to cover their reasonable costs in administering, approving, inspecting and enforcing agreements relating to the adoption of new highways or changes to the existing highway. To prevent the County Council incurring abortive and non-redeemable costs prior to the formal agreement of any works, an initial fee will be charged which will be deducted from the fees charged when formal agreement is reached.

Developer contributions will be levied to cover any increased maintenance liability on the County Council. Guidance is provided on when these charges will be made.

**Related Documents**

Related documents are available on the County Council’s website [www.dorsetforyou.com/roads](http://www.dorsetforyou.com/roads)

**Measures of Effectiveness**

Measures providing information on how the County Council will respond to questions about status enquiries, extinguishment of highway rights, adoption of new highway and amendments to the existing highway. (eg average end to end time for completion of enquiries).

**APPENDIX B  
SUMMARY OF CONSULTATION RESPONSES**

### SUMMARY OF CONSULTATION RESPONSES

											ADDRESSED FOLLOWING REVIEW OF RESPONSES	
											Collaborative Working	Delivery Option 4
CONSULTEE	TYPE	NAME	DATE	Q1	Q2	SUPPORT	OPPOSE	COMMENTS	NCT COMMENTS			
1	Level 3 Communications Ltd. / Century Link	Utility Company	JJ Van Graan	01/02/2018	---	---	✓		Support on the basis that the final outcome does not affect their assets within the Public Highway or it Statutory Rights to access it's network or assets or future Rights to install new network or assets.	Utility Co. assets will not be unduly affected by the proposed policy amendment. No Util. Co. Statutory rights or access will be affected		
2	C.G.Fry & Son Ltd.	Developer	Mr K. Murch	05/02/2018	YES	NO		✓	As you know we currently adopt option A and both design and construct the whole of the works. We believe that this is by far the most efficient and effective way to deal with these works with minimal disruption to the existing road network. We would much rather see these types of works stay under our control.	We believe that a Council led design process should be more efficient and effective than the present process.		
3	Zero C Holdings Ltd.	Developer	Mr P. Houston	10/02/2018	YES	NO		✓	ZeroC feel the existing method gives developers the choice to deliver these works and maintain control over times and costs, the proposed amendment does not seem to guarantee this arrangement and may result in us having less control on the delivery.	Where DCC elect to design and build a scheme, or are appointed to do so by a developer we believe that the process will be quicker due to DCC's in-house expertise, in particular for schemes involving traffic signals. A new 'design and/or build' section 278 agreement will be drafted with a view to providing developers with assurances as to costs and timescales.		
4	Bloor Homes Ltd.	Developer	Mr S. Benfield	20/02/2018	YES	NO		✓	Whilst either of the approaches could be suitable dependant on the schemes the major concern for Bloor Homes would be certainty of delivery should the Council elect to procure and construct the works. As most s278 works will be subject to a Planning Condition that may restrict occupations or even commencement of a housing development we would need either guarantees of delivery and potentially financial penalties for non-delivery or the ability to dis-associated the works from the planning requirements. We would also like clarification on whether this would be a unilateral decision by the Council or whether this would be agreed through discussion with the developer.	Where the stated conditions are met the decision as to the appropriate delivery option will be DCC's. Every effort will be made to work collaboratively with developers and assurances will be given as to timings and costs. It is hoped that efficiencies in new process would reduce time (and as a result costs) to deliver scheme as a whole.		
5		Developer	Mr K. Endersby	23/02/2018	---	---	---	---	<b>DO NOT OPPOSE IN PRINCIPAL BUT DOES NOT PROVIDE CERTAINTY OF TIMEFRAME, FEES OR COSTS</b>	DCC will provide the Developer with assurances as to timeframe, fees and costs.		





									approach at the Section 38 and or S278 stage of the process, without mutual agreement.	The proposed policy amendment would not change the status quo in this respect.		
									Q2: For the same reasons outlined above we feel there needs to be a collaborative approach to ensure there is no conflict with any related planning permission and to ensure implementation of the agreed highway works to a mutually agreed appropriate environmental / urban design standard, particularly when considering conservation areas/listed buildings.			
									Given our concerns outlined in points 1. & 2. above, we request that the wording of the policy be amended to ensure a collaborative approach between DCC Highways and DCP Development Services to 'signing off' such highway agreements			
									It would have helped the consultation if you had provided a 'tracked changes' version of Policy PoIDH5003 so we could easily identify the detailed changes proposed. Without this we have based our response on the assumption you are just inserting / modifying that section in italics on page 4 & 5 "Agreements Under Section 38 & 278 of the Highways Act (1980)	This was clearly set out in the consultation letter (..'Note: Additional text in purple / italics'..)		
									Finally, we think it would also help clarify matters if the policy explained / made reference to how it relates to other national guidance e.g. Manual For Streets 1 & 2, NPPF as well as DCC Highways own extant guidance	This is outside of the scope of the current consultation.		
									From a development management perspective, I would welcome proposals that have the opportunity to encourage the speedy implementation of development proposals.			
7	Purbeck District Council	Local Planning Authority	Mr A. Davies	02/03/2018	---	---	✓	---	My only concern is that any increased cost on the developer has the potential for them to seek to renegotiate the numbers of affordable housing on site and any off site contribution to affordable housing. I hope this concern can be noted, factored into any financial discussions and taken into account when coming to a decision whether to implement the proposed changes, as whilst this may not be concern to the County Council as Highways Authority, you will understand that it will be of concern to the Districts who have the responsibility of providing much needed affordable housing.	The proposed amendment provides options for delivery of works which include the current method (Option A). It is being proposed to introduce options for delivery that should assist in reducing design costs (e.g. for traffic signal schemes) as DCC will design the scheme once and the developer will avoid iterative technical audits. This will also provide some certainty re: timescales for design delivery which does not currently exist.		

8	Betterment Properties (Weymouth) Ltd.	Developer	Mr J. Loosemore	02/03/2018	NO	NO	---	✓	We do not agree with the changes being proposed, particularly if they are to be taken out of the developers control. Developers are in the business of constructing roads and sewers as well as dwellings or commercial property and would prefer as much of any project to be within their own physical and costs control.	The policy proposals take advantage of the Council's in-house expertise to implement a more efficient process for delivery of particular highway improvements.		
									We do not believe it is for DCC to be undertaking work for private developers. There will be the unknown costs for the works, who will deal with unforeseen problems which do regularly occur. We just do not see this aspect as part of the DCC Highways remit.	DCC are the highway authority are therefore extremely experienced at delivering highway improvement schemes.		
									Projects of this nature are already notoriously slow and anything further passed to a public body which takes no risk and has no performance targets should be avoided at all costs.	The proposed amended policy should speed up delivery of s278 works in the stated circumstances.		
									If DCC have the manpower available and could costs at competitive rates we have no objection to being offered that arrangement alongside normal contractors developers use, as another option.	The four delivery options detailed will be available to developers at their discretion on all schemes where the stated conditions are not met.		

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# Economic Growth Overview and Scrutiny Committee

**Dorset County Council**



Date of Meeting	26 July 2018
Officer	<p><u>Local Members</u> All Members <u>Lead Director</u> Mike Harries, Director for Environment and the Economy</p>
Subject of Report	<b>Outcomes Focused Monitoring Report: July 2018</b>
Executive Summary	<p>The 2017-19 Corporate Plan sets out the four outcomes towards which the County Council is committed to working, alongside our partners and communities: to help people in Dorset be <b>Safe, Healthy and Independent</b>, with a <b>Prosperous</b> economy. The Economic Growth Overview and Scrutiny Committee has oversight of the <b>Prosperous</b> corporate outcome.</p> <p>The Corporate Plan includes objective and measurable <b>population indicators</b> by which progress towards outcomes can be better understood, evaluated and influenced. No single agency is accountable for these indicators - accountability is shared between partner organisations and communities themselves.</p> <p>This is the first monitoring report for 2018-19. As well as the most up to date available data on the population indicators within the <b>Prosperous</b> outcome, the report includes:</p> <ul style="list-style-type: none"> <li>• <b>Performance measures</b> by which the County Council can measure the contribution and impact of its own services and activities on the outcomes;</li> <li>• <b>Risk management</b> information, identifying the current level of risks on the corporate risk register that relate to our outcomes and the population indicators associated with them.</li> </ul>

	<p>The Economic Growth Overview and Scrutiny Committee is encouraged to consider the information in this report, scrutinise the evidence and commentaries provided, and decide if it is comfortable with the trends. If appropriate, members may wish to consider and identify a more in-depth review of specific areas, to inform their scrutiny activity.</p>
<p>Impact Assessment:</p>	<p><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 Corporate Plan.</p>
	<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). 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> The information contained in this report 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 Council’s approved risk management methodology, the level of risk has been identified as:</p> <p>Current:           Medium Residual:          Low</p> <p>However, where “high” risks from the County Council’s risk register link to elements of service activity covered by this report, they are clearly identified.</p>
	<p><b>Outcomes:</b> The Overview and Scrutiny Committees each have a primary focus on one or more of the outcomes in the County Council's Outcomes Framework: Safe, Healthy, Independent and Prosperous. The Economic Growth Overview and Scrutiny Committee has oversight of the <b>Prosperous</b> corporate outcome, and this outcome is therefore the primary focus of this report.</p>
<p>Recommendation</p>	<p><b>Other Implications:</b> None</p>
	<p><b>That the committee:</b></p> <p>i) Considers the evidence of Dorset’s position with regard to the outcome indicators in Appendix 1; and:</p>

	ii) Identifies any issues requiring more detailed consideration through focused scrutiny activity.
Reason for Recommendation	The 2017-19 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 so that progress against the corporate plan can be monitored effectively.
Appendices	1. Outcomes Monitoring Report July 2018 – <b>Prosperous</b>
Background Papers	<i>Dorset County Council Corporate Plan 2017-19</i> , Cabinet, 28 June 2017 <a href="https://www.dorsetforyou.gov.uk/corporate-plan-outcomes-framework">https://www.dorsetforyou.gov.uk/corporate-plan-outcomes-framework</a>
Officer Contact	Name: John Alexander, Senior Assurance Manager Tel: (01305) 225096 Email: <a href="mailto:j.d.alexander@dorsetcc.gov.uk">j.d.alexander@dorsetcc.gov.uk</a>

## 1.0 Corporate Plan 2017-18: Dorset County Council’s Outcomes and Performance Framework

- 1.1 The corporate plan includes a set of “population indicators”, selected to measure progress towards the four outcomes. No single agency is accountable for these indicators - accountability is shared between partner organisations and communities themselves. For each indicator, it is for councillors, officers and partners to challenge the evidence and commentaries provided, and decide if they are comfortable that the direction of travel is acceptable, and if not, identify and agree what action needs to be taken.
- 1.2 Each indicator has one or more associated **service performance measures**, which measure the County Council’s own specific contribution to, and impact upon, corporate outcomes. For example, one of the population indicators for the “Prosperous” outcome is "The rate of start-ups of new business enterprises". A performance measure for the County Council on this is "the number of new enterprises created or safeguarded at the Dorset Enterprise Park", since the Enterprise Park is one of the ways in which we strive to help businesses start and grow.
- 1.3 Unlike with the population indicators, the County Council is directly accountable for the progress (or otherwise) of performance measures, since they reflect the degree to which we are making the best use of our resources to make a positive difference to the lives of our own customers and service users.
- 1.4 Where relevant, this report also presents **risk management** information in relation to each population indicator, identifying the current level of risks on the corporate register that relate to our four outcomes.

- 1.5 Outcome lead officers work to ensure that the commentaries on each page of these monitoring reports reflect the strategies the County Council has in place in order to improve each aspect of each outcome for residents. the commentary seeks to explain the strategies we have in place to make improvements, and then report on the success of those strategies.
- 1.6 Members are encouraged to consider all of the indicators and associated information at Appendix 1, scrutinise the evidence and commentaries provided, and decide if they are comfortable with the direction of travel. If appropriate, members may wish to consider a more in-depth review of specific areas.

## **2.0 Suggested area of focus**

### **2.1 The percentage of residents educated to level 4 (or equivalent) and above**

- 2.1.1 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 appears to have fallen from 35.9% in 2015-16 to 32.7% in 2016-17. This data needs to be treated with some caution however - data is drawn from a household sample survey so year to year changes can reflect statistical error.
- 2.1.2 However, this follows the last two outcomes monitoring reports which have shown a decline in Key Stage 4 performance in Dorset, and if true, adds to a picture of educational attainment in decline. Level 4 skills are key to future jobs. Raising skill levels in the workforce would help reduce skill shortage vacancies, especially for skilled trade occupations. Ageing of the workforce means employers need to upskill their workforces for succession planning. Higher skill levels give workers the opportunity to apply for better jobs and have greater job satisfaction and wellbeing. The availability of a higher skilled labour pool would attract new employers and investment, thus raising the quality of jobs and productivity.
- 2.1.3 Although it falls within the remit of the People and Communities Committee, it is also relevant to report in this context that the percentage of 16 to 18 year olds not in education, employment or training (NEET) has risen slightly from 3% to 3.1% in March this year. For care leavers, the figure has risen more sharply, from 15.7% to 20%. The percentage of 16 - 17 year olds receiving an offer of education or training has also fallen this year, to the levels of 2013. Higher numbers of Year 11 leavers and 17 year olds did not apply for learning, went into jobs without accredited training, or were unable to be contacted. In addition, there has been a lower availability and take-up of apprenticeships which are jobs with training.
- 2.1.4 Data on NEETs and Jobs Without Training should be treated with some caution; it is subject to seasonal fluctuation, and is affected by seasonal employment, and also by the employment 'journey' of young people, some of whom leave formal education in December and begin to find low-skilled jobs without training in March. However, the figures appear to be moving in the wrong direction, albeit slowly, and the Committee may wish to monitor the trends closely over the coming year.





## **Prosperous**



Outcome Sponsor – Mike Harries

Director for Environment and the Economy



Outcomes Focused Monitoring Report

**July 2018**

The following pages have been provided to summarise the current position against each outcome indicator and performance measure. This will help the council to identify and focus upon potential areas for further scrutiny. All risks are drawn from the [Corporate Risk Register](#) and mapped against specific population indicators where relevant. Any further corporate risks that relate to the 'Prosperous' outcome is also included to provide a full overview. Please note that information relating to outcomes and shared accountability can be found on the [Dorset Outcomes Tracker](#).

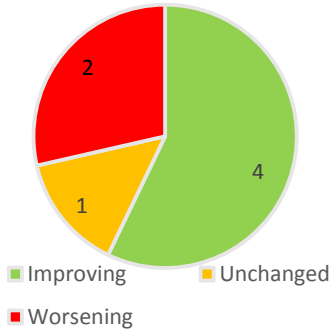
<b>Contents</b>	
<b>Population Indicator</b>	<b>Page No</b>
Executive Summary	3
01: The productivity of Dorset's businesses	4
02: Rate of start-ups of new business enterprises	5
03: Percentage of children achieving the 'Basics' measures at Key Stage 4	6
04: Percentage of residents educated to level 4 (or equivalent) and above	7
05: Ratio of lower quartile house prices to lower quartile earnings	8
06: Rates of coverage of superfast broadband	9
07: Apprenticeship starts as % of population aged 16-64	10
Corporate Risks that feature within PROSPEROUS but are not assigned to a specific Population Indicator	11
Key to risk and performance assessments	11
Contact	12



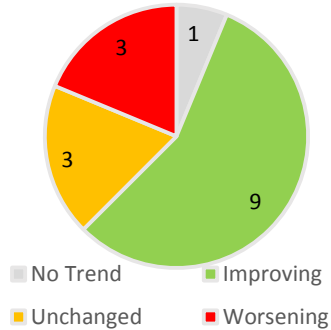
# Corporate Plan 2017-18: Dorset County Council's Outcomes and Performance Framework

## PROSPEROUS – Executive Summary

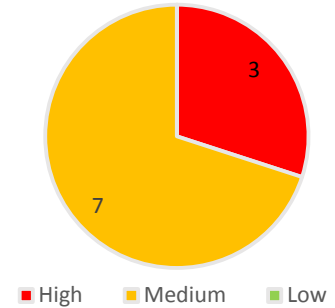
**Population Indicators  
(7 in total)**



**Performance Measures  
(Currently 16 in total)**



**Risks  
(Currently 10 in total)**



**Suggested Indicators for Focus**

Percentage of children achieving the 'Basics' measures at Key Stage 4

Ratio of lower quartile house prices to lower quartile earnings

**Suggested Measures for Focus**

Number of schools below the floor (Progress 8)

Average progress 8 score per pupil  
Percentage basics (Good pass in English and Maths)

**Suggested Risks for Focus**

09a Unable to provide sufficient school places (Basic Need)

17c – Insufficient professional capability/capacity to deliver the full programme of change for Local Government Reorganisation within the identified timescales without impacting negatively on Forward Together savings programme

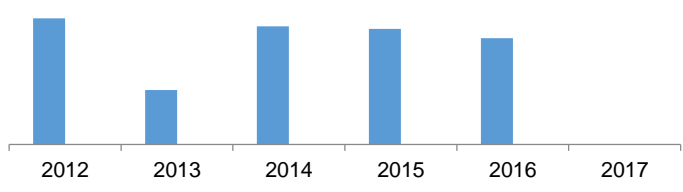
14g – The implications of Brexit (impacts on Dorset businesses and employees)

<b>PROSPEROUS: 01 Population Indicator - The productivity of Dorset's businesses (GVA per hour worked) - Outcome Lead Officer</b> Maxine Bodell; Population Indicator Lead Officer David Walsh		
DORSET - Previous (2015) 84.9; Latest (2016) 85.3		
DORSET - Trend IMPROVING	<b>G</b>	
COMPARATOR - Benchmark (South West) 101.8 - WORSE	<b>R</b>	
<p><b>Story behind the baseline:</b> 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 e.g. high representation of tourism related jobs, availability of appropriately skilled workers - skills shortage vacancies suggest a gap in skilled trades - 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, and lifestyle choices such as above average self-employment.</p> <p><b>Why does it matter?</b> Raising productivity is key to improving living standards sustainably in the long term. Productivity leads to economic growth, which leads to better income levels and improved well-being.</p> <p><b>Partners with a significant role to play:</b> Dorset LEP, District and Borough councils, Businesses.</p>		
Performance Measure(s) – Trend Lines		
<p><b>% of highway network where maintenance should be considered</b></p> <p>Latest 2017-18 = A Roads 4%, B &amp; C Roads 5%</p>		
<p><b>Funding secured for the delivery of transport improvement schemes</b></p> <p>Previous 2016-17 = £5.65M</p> <p>Latest 2017-18 = £8.56M</p>		
<p><b>Leader indicative allocation invested in active interventions</b></p> <p>Previous Qtr 3 2017-18 = £0.714M</p> <p>Latest Qtr 4 2017-18 = £1.013M</p>		
Corporate Risk	Score	Trend
No associated current corporate risk(s)		
Value for Money - UNDER DEVELOPMENT	Latest	Rank
<p><b>What are we doing about it?</b> Dorset County Council focuses attention on supporting infrastructure such as improving broadband connectivity and maintaining highways, both of which should enable businesses and workers to do their jobs better. Whilst road condition has dropped this year this follows a sustained period of improvement over the last few years. This drop reflects changes to the way the County Council has funded its investment programme. This winter has seen some extreme weather conditions, with 124 gritting runs made over 71 days, using over 9,000 tonnes of salt (more than double last year). Almost 4,000 of this was used in March alone, with a period of snow event days meant Dorset Highways operating 24/7 to keep roads open and people safe, as well as allow businesses to operate and provide fundamental access for vulnerable people. Working in partnership with other local authorities, the Dorset LEP and the Dorset Chamber of Commerce and Industry we also seek out and exploit funding avenues provided by Europe, our Government and other bodies to increase investment in the County. These such as the transport funding reported here are on top of annual government settlements and help us provide infrastructure improvements to unlock growth. Opportunities to bid for competitive government grants or other third-party funding arise on an ad hoc basis and will change from year to year. Our success will also depend on the national agenda. Recently national transport funds have been directed towards the 'Midlands Engine' and 'Northern Powerhouse'. LEADER is an EU funded initiative which allows us to provide grants to make rural businesses more efficient. Dorset has been particularly successful in its delivery of this scheme.</p>		

<b>PROPEROUS: 02 Population Indicator - Rate of start-ups of new business enterprises</b> - Outcome Lead Officer Maxine Bodell; Population Indicator Lead Officer David Walsh			
DORSET - Previous (2015) 81.6; Latest (2016) 81.9			
DORSET - Trend IMPROVING	<b>G</b>		
COMPARATOR - Benchmark (England & Wales) WORSE 107.3	<b>R</b>		
<p><b>Story behind the baseline:</b> 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 several factors such as:</p> <ul style="list-style-type: none"> <li>• A lack of available employment land in the right location,</li> <li>• A lack of choice of suitable employment premises in the right location,</li> <li>• A lack of innovation/dynamism in local economy, or</li> <li>• Quality of life/lifestyle issues meaning that new business owners may not wish to expand</li> </ul> <p>Dorset Innovation Park (Enterprise Zone) was officially launched on Friday 26 January 2018. The launch event took place in the newly completed extension to the Atlas Electronic UK manufacturing building, and coincided with the official opening of twenty small business units constructed by Dorset County and Purbeck District Councils, in association with the Dorset LEP. Commercial interest in the units has been encouraging and the first occupants should be in situ soon. The launch also saw the publication of marketing material for use at local and international levels.</p> <p><b>Why does it matter?</b> Expansion in the number of businesses should lead to more jobs for residents which, in turn, should increase incomes and well-being. Ideally, businesses should offer quality jobs i.e. higher value added to raise productivity levels.</p> <p><b>Partners with a significant role to play:</b> Dorset LEP, District and Borough councils, Businesses</p>			
<b>Performance Measure(s) – Trend Lines</b> - The Dorset Enterprise Zone came into force on 1 April 2017, so data for these performance measures will accumulate over time			
<b>Amount of workspace created or serviced at the Dorset Enterprise Park</b>  Previous Q3 17-18 = 0  Latest Q4 17-18 = 1			
<b>Number of new enterprises created or safeguarded at the Dorset Enterprise Park</b>  Previous Q3 17-18 = 1800  Latest Q4 17-18 = 2100			
<b>Corporate Risk</b>		<b>Score</b>	<b>Trend</b>
No associated current corporate risk(s)			
<b>Value for Money - UNDER DEVELOPMENT</b>		<b>Latest</b>	<b>Rank</b>
<p><b>What are we doing about it?</b> Through the workspace and other economic strategies, Dorset County Council is working with local partners to plan for economic growth. In addition, we actively promote inward investment hosting the 'Property Pilot', promoting Dorset as a location to do business at fairs and exhibitions and following up any leads with potential investors. As a land owner, the County Council can dispose of its own land for use by Employment and more recently in partnership with Purbeck District Council and the Dorset LEP has purchased Dorset Innovation Park.</p> <p>As the landlord, we are promoting the Enterprise Zone as a location for business and have developed for sale or lease a range of starter business units. Construction is now complete, and the first tenant is in place with good levels of interest being shown from prospective clients for the remaining units.</p>			

**PROSPEROUS: 03 Population Indicator - Percentage of children achieving the 'Basics' measures at Key Stage 4 - Outcome Lead Officer Maxine Bodell; Population Indicator Lead Officer Doug Gilbert**

DORSET - Previous (2015) 58.7%; Latest (2016) 58%	
DORSET - Trend WORSENING	<b>R</b>
COMPARATOR - Benchmark (England & Wales) BETTER 54%	<b>G</b>



**Story behind the baseline:** KS4 no longer has the 5 A\*-C type measure, as 2017 saw a change in the grading system for English & Maths – from A/B/C etc. to a numbering system: a standard pass is now a grade 4 or above; a good pass is now 5 or above. It isn't directly comparable to previous years but does allow for benchmarking. The measure is now: "Average progress 8 score" and we have two years' worth of data. Dorset figures are 2015-16: -0.04; 2016-17: -0.15. **Note that the figures are negative.** The score involves comparing pupils with similar prior attainment scores (i.e. at KS2) and their progress across 8 subjects including English and Maths. These can then be aggregated to school or LA level. The principal is that a positive score compares favourably with the national average, whilst a negative score is not so good. Therefore, Dorset's score has worsened compared to last year but this is also the pattern for statistical neighbours. Although the national figure is always 0 it should be noted that the national average for state funded schools is -0.03. For context, the range nationally varies from -0.77 to +0.5. Dorset Progress 8 results dipped in 2017 – as did those in most LAs in the South West. Whilst many schools improved, some dipped in results in 2017, in addition Dorset 'gained' 2 new schools with low results in 2017 (Park field School and Dorset Studio School). Performance at a local level is variable and tends to reflect overall school performance. **Why does it matter?** Achieving a good education at this stage allows pupils to continue in education or training and increases both employability and life chances. **Partners with a significant role to play:** Ofsted, DFE, Regional Schools Commissioner and Wessex School Improvement Board.

**Performance Measure(s) – Trend Lines**

<p><b>Average progress 8 score per pupil</b></p> <p>Previous 2015-16 = -0.04</p> <p>Latest 2016-17 = -0.14</p>	
<p><b>Number of schools below the floor (progress 8) (a floor standard is the standard below which it is unacceptable for any school to fall even in one year and where immediate scrutiny and/or intervention may be required)</b></p> <p>Previous 2015 -16 = 1</p> <p>Latest 2016 -17 = 4</p>	
<p><b>Percentage of coasting schools (where over three years, pupils are thought not to be progressing as much as they should)</b></p> <p>Previous 2015-16 = 10.5%</p> <p>Latest 2016-17 = 5.6%</p>	
<p><b>Percentage basics (Good pass in English and Maths)</b></p> <p>Previous 2016 = 65%</p> <p>Latest 2017 = 63%</p>	
<p><b>Looked after children GCSE A* to C in English and Maths</b></p> <p>Previous 2016 = 23%</p> <p>Latest 2017 = 23%</p>	

Corporate Risk	Score	Trend
09a Unable to provide sufficient school places (Basic Need)	<b>HIGH</b>	<b>UNCHANGED</b>

**What are we doing?** DCC works closely with schools to ensure that all pupils can perform to the best of their ability. We engage in performance reviews and risk assessments to identify under performance. Schools identified as causing concern receive targeted support and intervention. Where appropriate this may also include use of National Leaders of Education, as well as consultations with parties such as the RSC/Ofsted and the Diocese to review the impact of support and agree next steps. Performance advisors and Area advisors review Pyramid and MAT performance through data reviews through the year. DCC also combines with high performing schools to apply for improvement or emergency funding where appropriate. There are different responsibilities for the County Council for those schools that are maintained by the local authority and those that are academies, following a series of national policy changes. A paper is being presented to Cabinet in March on the future relationship between the County Council, schools and academies which will set the direction for the role of the local authority in relation to standards in the future.

**PROSPEROUS: 04 Population Indicator - Percentage of residents educated to level 4 (or equivalent) and above - Outcome**

Lead Officer Maxine Bodell; Population Indicator Lead Officer Anne Gray

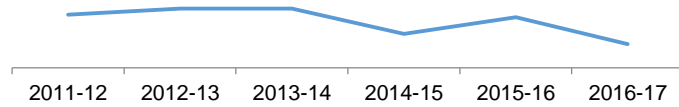
DORSET - Previous (2016) 35.9%, Latest (2017) 32.7%

DORSET - Trend IMPROVING

**G**

COMPARATOR - Benchmark (South West) WORSE 37.8%

**R**



**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 of higher level apprenticeships by employers, and the opportunity to up-skill existing staff to a higher level through the apprenticeship route.

**Why does it matter?** Level 4 skills are key to future jobs. Raising skill levels in the workforce would help reduce skill shortage vacancies, especially for skilled trade occupations. Ageing of the workforce means employers need to upskill their workforces for succession planning. Higher skill levels give workers the opportunity to apply for better jobs, have greater job satisfaction and enhances well-being. The availability of a higher skilled labour pool will attract new employers and investment thus raising the quality of jobs and productivity.

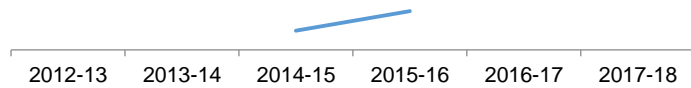
**Partners with a significant role to play:** Dorset LEP, District and Borough councils, Businesses

**Performance Measure(s) – Trend Lines**

**Students going to UK higher education institutions after key stage 5 (including deferred entry)**

Previous 2014-15 = 52

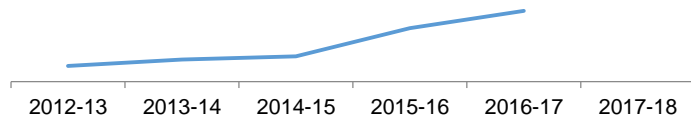
Latest 2015-16 = 54



**Percentage of all apprenticeships taken at a higher level**

Previous 2015-16 = 3.4%

Latest 2016-17 = 4.5%



**Corporate Risk**

**Score**

**Trend**

No associated current corporate risk(s)

**Value for Money - UNDER DEVELOPMENT**

**Latest**

**Rank**

**What are we doing about it?** Dorset County Council works with partners to ensure that they understand that increasing the number of young people entering Higher Education and upskilling adults to Level 4 helps the local economy meet its needs. DCC and partners work together to ensure that all young people and their parents are aware of all post 16 opportunities and are supported and encouraged to use this knowledge when making decisions. DCC are working with the Dorset LEP and partners to provide information about the labour market's need to inform pupil's choices about careers and to assist schools and colleges when designing their curriculum.

**PROSPEROUS: 05 Population Indicator - Ratio of lower quartile house prices to lower quartile earnings - Outcome Lead**

Officer Maxine Bodell; Population Indicator Lead Officer Maxine Bodell

DORSET - Previous (2015) 10, Latest (2016) 10.3		
DORSET - Trend WORSENING	R	
COMPARATOR - Benchmark (England) WORSE 7.2	R	

**Story behind the baseline:** This indicator illustrates how difficult it is for people on lower incomes to access affordable housing. The affordability gap between lower quartile earnings and house prices continues to worsen in Dorset and is significantly higher than the national average. 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

**Why does it matter?** If young workers cannot afford to live in the area, they are likely to seek employment in other areas where they can. This could lead to a loss of skills and labour. In addition, if employers cannot recruit the skilled people they need, they too may relocate. Also, the lack of affordable housing acutely contributes to a shortage of key social care workers. Additionally, we need to address the housing needs of the anticipated 257 Adult Social Care clients who will need rehousing over the next 4 years, including around 160 in the next year, due to discharge from hospital, moving on from home, or current inappropriate accommodation. These are mainly clients with Learning Disabilities or Mental Health problems, many of whom have complex needs, and for whom the limited supply of general needs housing available through the Housing Register is usually inappropriate.

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

### Performance Measure(s) – Trend Lines

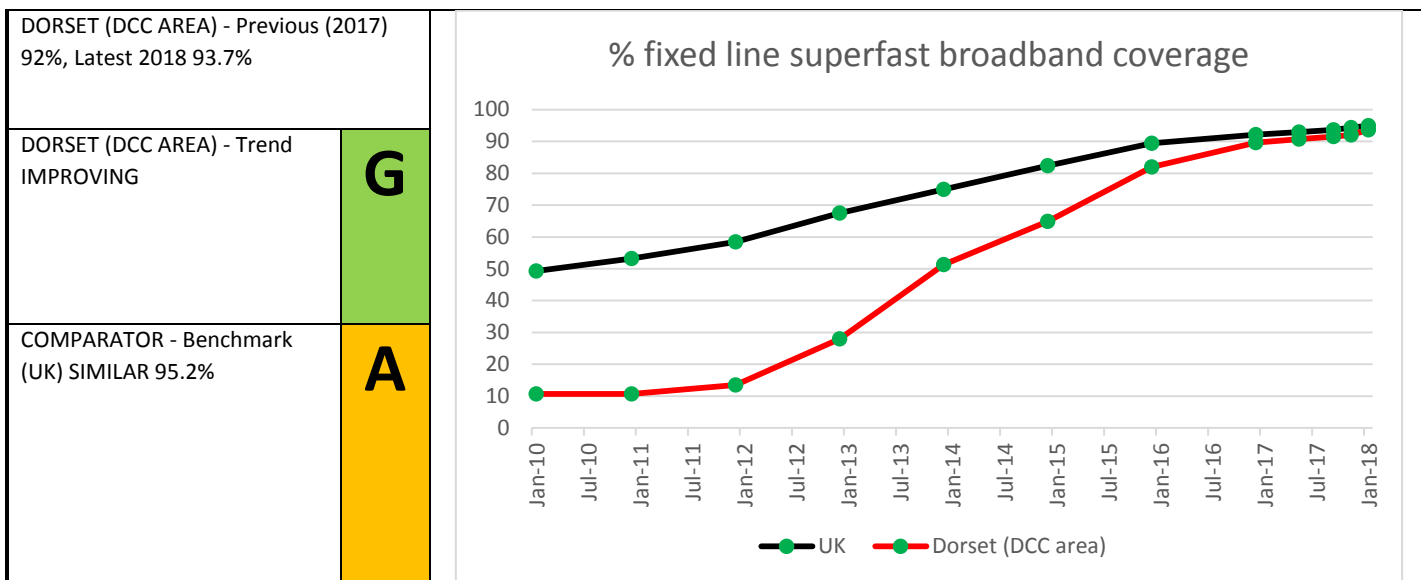
<p><b>Number of new homes to be delivered on DCC land disposals</b></p> <p>Previous Q1 - 2 17-18 = 20</p> <p>Latest Q3 – 4 17-18 = 63</p>	
<p><b>Landbank of permitted reserves of sand and gravel maintained in Bournemouth, Dorset and Poole (million tonnes) Target 9</b></p> <p>Previous 2016 = 8.2</p> <p>Latest 2017 = 7.7</p>	
<p><b>Responses made on behalf of DCC to consultations on Local Plans and Neighbourhood Plans</b></p> <p>Previous Q3 17-18 = 8</p> <p>Latest Q4 17-18 = 7</p>	
<p><b>Responses made by Highway Authority to planning applications (within 21 days)</b></p> <p>Previous Q3 17-18 = 505</p> <p>Latest Q4 17-18 = 555</p>	

Corporate Risk	Score	Trend
No associated current corporate risk(s)		

**What are we doing about it?** Dorset County Council is neither the Housing Authority or the Planning Authority in respect of housing. We work closely with our District and Borough Council partners to facilitate the delivery of housing and ensure a ready supply of construction materials. We can also control and influence the development and use of land that we own. Plans are in place to use County Council land for a range of innovative solutions to address the needs of social care clients and carers. These include "care villages", which will include care services, extra care housing, and key worker accommodation. There are also proposals to supplement this with modern prefabricated modular housing, which is purpose built, quick to provide, flexible and relatively inexpensive (see [Supply of housing to meet need of people with Adult Social Care need](#), Cabinet 7-03-18).

**PROSPEROUS: 06 Population Indicator - Rates of coverage of superfast broadband** - Outcome Lead Officer Maxine Bodell;  
Population Indicator Lead Officer Pete Bartlett





**Story behind the baseline:** Ofcom’s December 2017 report [Connected Nations](#) report summarises the national digital infrastructure position. Detail of Dorset coverage, future and a postcode checker are available here: <https://www.dorsetforyou.gov.uk/superfast>

**Superfast Broadband Coverage:** National and Dorset coverage data independently sourced from <https://labs.thinkbroadband.com/local/uk> (January 2018 – updated monthly). More local 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. 3 contracts have been let to BT to deliver improved broadband in areas of market failure where there are no commercial plans.

**Take up of publicly subsidised superfast broadband is 43% (January 2018), above the contractually modelled 20% target.** The first contract was let to BT in July 2013 and has now completed its delivery phase, the second contract let in May 2015 is in deployment, and the third contract let in July 2017 is planned to start deployment at the end of this year. These 3 combined with private sector deployments will provide 98% coverage across the partnership area by completion. Mobile 4G coverage: Performance data on mobile digital coverage levels are not available nationally or locally. Ofcom’s postcode checker is available: <https://www.ofcom.org.uk/phones-telecoms-and-internet/advice-for-consumers/advice/ofcom-checker>

**Why does it matter?** Wider access to Superfast Broadband saves businesses time and money and allows them to work in new or different ways and access new markets. This leads to productivity gains and new jobs, as job creation is higher in connected businesses than non-connected. Greater connectivity also opens opportunities for employees to work remotely from home thus improving their life/work balance and help reduce carbon footprints.

Corporate Risk	Score	Trend
No associated current corporate risk(s)		
Value for Money - UNDER DEVELOPMENT	Latest	Rank

**What are we doing about it?** Dorset County Council manages the rollout of fixed line digital infrastructure across eligible areas of the county. The move to ubiquitous coverage is being supported by the Superfast Dorset programme working to utilise capital underspends and gain share earmarked for faster broadband, and network expansion, applications have been submitted into the Defra Rural Broadband Infrastructure challenge fund. As well as contract managed interventions the Superfast Dorset programme also supports demand led interventions with the [Better Broadband Subsidy Scheme](#), [Community Broadband Fund](#) and has recently launched DCMS [Gigabit Voucher Scheme](#)

<b>PROSPEROUS: 07 Population Indicator - Apprenticeship starts as % of population aged 16-64 - Outcome Lead Officer Maxine Bodell; Population Indicator Lead Officer Anne Gray</b>		
DORSET - Previous 2016 2.4%, Latest 2017 2.4%		
DORSET - Trend UNCHANGED	<b>A</b>	
COMPARATOR - Benchmark (UK) BETTER 1.4%	<b>G</b>	
<p><b>Story behind the baseline:</b> In Dorset, Apprenticeship starts of all ages expressed as a percentage of residents aged 16-64 years is above the national average. The number of starts dropped over the year (provisional) both locally and nationally. Qualifications of young people and skill levels in the workforce are a driver of productivity so the availability of good quality Apprenticeships is important for Dorset. The actual number of Apprenticeship starts in Dorset seems to fluctuate. Starts dropped by 100 over the last year, down from 5,650 to 5,550. The number of starts may be affected by:</p> <ul style="list-style-type: none"> <li>• Employer awareness of Apprenticeships and the breadth of vocational areas on offer.</li> <li>• Employers unaware of additional funding for apprenticeships in small businesses.</li> <li>• Low number of apprenticeship opportunities in rural areas.</li> <li>• Wider awareness of Apprenticeships as a route to employment and perception of this by schools/parents/young people as a 'second class' option;</li> <li>• Quality of Apprenticeships on offer in terms of training and employment opportunities.</li> </ul> <p><b>Why does it matter?</b> Raising qualifications and skill levels through apprenticeships will help raise productivity. The availability of a higher skilled labour pool will attract new employers and investment. Helping workers to gain higher skills opens opportunities for them to apply for better jobs.</p> <p><b>Partners with a significant role to play:</b> Dorset LEP, District and Borough councils, Businesses</p>		
Performance Measure(s) – Trend Lines		
<b>Cumulative number of new DCC apprenticeships starts between 2017-2021 (NEW SCHEME) against target 209</b>  Previous Q3 17-18 = 38  Latest Q4 17-18 = 46		
Corporate Risk	Score	Trend
No associated current corporate risk(s)		
Value for Money - UNDER DEVELOPMENT	Latest	Rank
<p><b>What are we doing about it?</b> Dorset County Council works with partners to ensure that all young people are aware of all post 16 opportunities available and supports and encourages them to use this knowledge when making decisions.</p> <p>As a major employer, it is also a contributor to the governments Apprenticeship Levy which aims to increase opportunities for apprenticeships and it uses this to provide opportunities for apprenticeships across the range of DCC functions. These include higher level apprenticeships that enable a career to be developed within mainstream professions. The target is to recruit 209 apprentices by 2021. After a promising start the level of recruitment dropped in Q3 due to the need to resolve the process for procuring providers through the new Dynamic Purchasing System. This is now set up and working efficiently with recruitment in Q4 back on track.</p>		

**Corporate Risks that feature within PROSPEROUS but are not assigned to a specific**

<b>POPULATION INDICATOR</b> (All risks are taken from the <a href="#">Corporate Risk Register</a> )		
17c - Insufficient professional capability/capacity to deliver the full programme of change for Local Government Reorganisation within the identified timescales without impacting negatively on Forward Together savings programme	<b>HIGH</b>	UNCHANGED
14g - The implications of Brexit (impacts on Dorset businesses and employees)	<b>HIGH</b>	UNCHANGED
07a - Failure to sustain an effective relationship across the Dorset Waste Partnership	<b>MEDIUM</b>	UNCHANGED
08a - Failure to maximise income generation opportunities and debt recovery across the Adult & Community Services Directorate	<b>MEDIUM</b>	IMPROVING
08d - Sustainability of our traded education services	<b>MEDIUM</b>	WORSENING
15c - Major service failure associated with transport provision for schools	<b>MEDIUM</b>	IMPROVING
02f - Future negative school improvement inspection	<b>MEDIUM</b>	UNCHANGED
01m - Failure to deliver effective home to school transport within a balanced budget (Mainstream and SEN)	<b>MEDIUM</b>	IMPROVING
09f - failure to adapt services and communities to the impacts of a changing climate	<b>MEDIUM</b>	UNCHANGED

<b>Key to risk and performance assessments</b>			
Corporate Risk(s)		Trend	
High level risk in the Corporate Risk Register and <b>outside of the Council's Risk Appetite</b>	<b>HIGH</b>	Performance trend line has improved since previous data submission	<b>IMPROVING</b>
Medium level risk in the Corporate Risk Register	<b>MEDIUM</b>	Performance trendline remains unchanged since previous data submission	<b>UNCHANGED</b>
Low level risk in the Corporate Risk Register	<b>LOW</b>	Performance trendline is worse than the previous data submission	<b>WORSENING</b>

<b>Responsibility for Indicators and Measures</b>	
<p><b>Population Indicator</b> relates to ALL people in each population</p> <p><b>Shared Responsibility</b> Partners and stakeholders working together</p> <p>Determining the <b>ENDS</b> <i>(Or where we want to be)</i></p>	<p><b>Performance Measure</b> relates to people in receipt of a service or intervention</p> <p><b>Direct Responsibility</b> Service providers (and commissioners)</p> <p>Delivering the <b>MEANS</b> <i>(Or how we get there)</i></p>

## CONTACT

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Tel 01305 228692

# Economic Growth Overview and Scrutiny Committee

**Dorset County Council**



Date of Meeting	26 July 2018
Officer	<p><u>Local Member</u> Ray Bryan, Chairman</p> <p><u>Lead Director</u> Mike Harries, Director for Environment and the Economy</p>
Subject of Report	<b>Economic Growth Overview and Scrutiny Committee: Annual Report 2017-18</b>
Executive Summary	<p>It is widely recognised as best practice for a committee to compile and publish an annual report. This helps to summarise and communicate the key elements of the work of the committee. It communicates the committee's purpose, the work it has been directly involved in and, perhaps most importantly, identifies the outcomes that have been achieved to strengthening the Council's operating framework as a direct result of its involvement.</p>
Impact Assessment:	<p><b>Equalities Impact Assessment:</b> Giving appropriate consideration to equalities is a key aspect of good governance, but there are no equalities issues arising directly from this report.</p>
	<p><b>Use of Evidence:</b> This report is based on work undertaken by the Economic Growth Overview and Scrutiny Committee and the evidence used in its compilation is based on the formal minutes of the committee, the reports received by the committee, and the outcomes that have been delivered as a direct result of this work.</p>
	<p><b>Budget:</b> None in the context of this specific report.</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:       LOW</p> <p>Residual:      LOW</p>
	<p><b>Outcomes:</b> The Overview and Scrutiny Committees each have a primary focus on one or more of the outcomes in the County Council's Outcomes Framework: Safe, Healthy, Independent and Prosperous. The Economic Growth Overview and Scrutiny Committee has oversight of the Prosperous corporate outcome, and this outcome is therefore the primary focus of this report.</p>
	<p><b>Other Implications:</b> None</p>
Recommendation	That the committee scrutinises the Annual Report for 2017-18 and suggests any revisions prior to its publication.
Reason for Recommendation	Publication of an Annual Report by the committee is recognised as a best practice approach.
Appendices	Economic Growth Overview and Scrutiny Committee Annual Report 2017-18
Background Papers	Minutes of the meetings of the committee during 2017-18
Officer Contact	<p>Name: John Alexander, Senior Assurance Manager</p> <p>Tel:   (01305) 225096</p> <p>Email: <a href="mailto:j.d.alexander@dorsetcc.gov.uk">j.d.alexander@dorsetcc.gov.uk</a></p>

# Economic Growth Overview and Scrutiny Committee



## Annual Report 2017-18

***A thriving local economy provides us all with more opportunities.***

*But... there are areas where there aren't as many jobs available or chances for young people to train at work and gain the valuable skills that employers need. Many people also struggle to find good quality, affordable housing.*

*We want to help new businesses to thrive and existing businesses become more productive and efficient, taking advantage of the superfast fibre broadband that is now available in most of Dorset. To support that productivity, we want to plan communities well, reducing the need to travel while "keeping Dorset moving", enabling people and goods to move about the county safely and efficiently.*

Dorset County Council Corporate Plan 2017-19

**Working Together  
for a Strong and Successful Dorset**



Dorset County Council



## Foreword

**As Chairman I am pleased to report how well the Economic Growth Overview & Scrutiny Committee has performed, scrutinising so many different areas affecting economic growth.** This year has been a challenging year. Growth in the local economy is essential to the success of our local area of Dorset. As we are all aware, budgets are being reduced but the local infrastructure must be continually monitored and improved as we move forward.

Many people refer to infrastructure as being the local roads and highways but it is so much more. For Dorset to grow we need better mobile communications by both phone and broadband. To encourage a growth in both existing business and new business it is essential that we get the best basic communications available. People are no longer happy with low speed broadband; the modern way of living requires high speed and reliable communications in this rural economy. Children do their homework using technology, businesses are run using technology, the farming community use technology. These are the reasons we need to continually monitor our levels of communication. What is acceptable today, becomes unacceptable next month.

With the growth in New Business also comes the need for more housing, houses that people can afford - especially our key workers. Wage growth will come as we encourage more technological companies to grow their business in Dorset. House prices are reliant on us providing better communications. Roads, internet speed and sustainable telecoms are some of the areas that the younger generation are insisting upon.

Our team is looking at all of the ways in which we can keep ahead of the competition for new business from all areas of the UK. As we move forward to the new Council we will combine the knowledge at District and Borough Councils with the knowledge available at County Council into a strong powerhouse for the South of England.

I am proud to have played my part, leading a great team that looks laterally rather than being blinkered, and reacts positively to the needs of residents. Happy residents become happy workers and that leads to better business and a growing economy.



**Ray Bryan**

Chairman, Economic Growth Overview and Scrutiny Committee

## Committee Membership 2017-18

Ray Bryan (Chairman)

Cherry Brooks

Jon Andrews

Andy Canning

Jean Dunseith

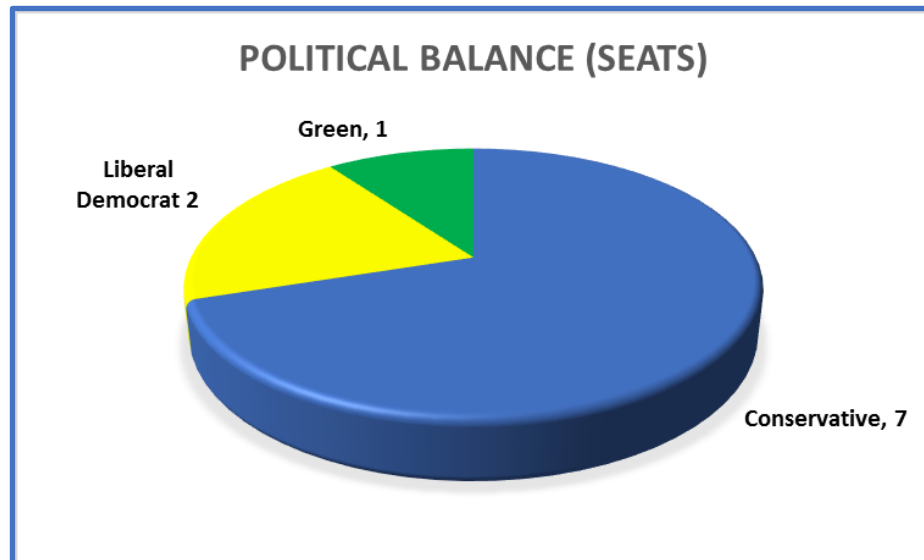
Spencer Flower

Peter Hall

John Orrell

Margaret Phipps

David Shortell



## Background: Outcomes Focused Scrutiny

Dorset County Council's Corporate Plan is based on the outcomes that we are seeking for Dorset's people – that they are **safe, healthy and independent**, and that they benefit from a **prosperous** economy. Underpinning this is the firm commitment to work as One Council, alongside our partners and communities, to ensure the best possible outcomes for Dorset's people, even as the available resources diminish.

Historically, scrutiny at the County Council reflected directorate structures and was based around children's services, adult services and environment services. While this worked to an extent, its focus on services rather than outcomes meant no committee had oversight of thematic, cross-cutting issues, like independence. Senior leaders – both councillors and officers – were keen to break out of this model and focus on strategic outcomes, with greater involvement from local residents and partners.

To take this forward, in February 2016 the council agreed that the future committee structure should be based on the new outcome focused Corporate Plan. Instead of focusing on a single directorate, as the old Overview Committees had done, three new Overview and Scrutiny Committees would each champion one or two corporate outcomes.

Three new committees were formed:

- **Safeguarding Overview and Scrutiny Committee:** *To oversee what the council does to keep people in Dorset **safe***
- **People and Communities Overview and Scrutiny Committee:** *To oversee what the council does to help people in Dorset be as **healthy and independent** as possible*
- **Economic Growth Overview and Scrutiny Committee:** *To oversee what the council does to make Dorset's economy more **prosperous**.*

Our councillors also separated the 'audit' and 'scrutiny' functions, so the former Audit and Scrutiny Committee became the Audit and Governance Committee. This committee's primary purpose is to assess the governance, financial, performance, internal control and risk information from right across the authority. An Overview and Scrutiny Management Board, comprising the Chairmen of the four new committees, was created to bring oversight and coordination to the whole process.

The rationale for our overview and scrutiny arrangements is that councillors want to ensure that our committee system reinforces the corporate plan and uses the outcomes framework to ensure we work as one organisation to improve the lives of residents and communities (and also that they have a say in assessing how well this is done). Changing the focus of each committee has meant meetings, debates, recommendations and decisions are aligned with the corporate plan, helping councillors and officers alike focus on what makes a real difference.

The changes also place councillors in the position of proactively leading investigations on the issues they want to consider, instead of our more traditional approach of officers taking the lead and deciding which reports are required.

This Annual Report summarises the work of the Economic Growth Overview and Scrutiny Committee during its second year – the committee's purpose, the work in which it has been directly involved, and the contributions it has made towards improving outcomes.

## Purpose of committee

Delivering good outcomes for the residents and communities we serve through a constructive, proactive and objective approach to the consideration, scrutiny and review of policies, strategies, financial and performance issues.

### Overview

- To review and develop policy at the Committee's own initiative or at the request of the Cabinet or the Public Health Joint Board and make recommendations to the Cabinet, Joint Committee or the Full Council.
- To oversee major consultations and make recommendations to the Cabinet, Joint Committee or the Full Council.
- To give advice on any matters as requested by the Cabinet or the Joint Committee.

### Scrutiny

- To hold the Executive to account through a process that seeks and considers necessary explanations, information and evidence to ensure good outcomes for our residents and communities.
- Through proactive scrutiny inquiry work, to contribute to improving the lives of our residents and communities, through an active contribution to the Council's improvement agenda.
- To scrutinise key areas of strategic and operational activity and, where necessary, make recommendations to the Full Council, Cabinet or Joint Committee in respect of:
  - i) Matters which affect the Council's area or its residents;
  - ii) Performance of services in accordance with the targets in the Corporate Plan or other approved service plans;

- iii) To provide a clear focus on finding efficiency savings in accordance with requirements in the Council's financial strategy;
- iv) To monitor expenditure against available budgets and, where necessary, make recommendations to the Cabinet or the Joint Committee;
- v) To consider proposed budget plans, service plans and any other major planning or strategic statements and to make recommendations to the Cabinet or the Joint Committee.

### **Key Lines of Enquiry**

In selecting, refining and focusing areas for possible scrutiny, members frequently work with lead officers on a scoping exercise, looking at progress towards key outcomes within their committee's remit and asking:

- i) If we do nothing, where is the trend heading? is this OK?
- ii) What's helping and hindering the trend?
- iii) Are services making a difference?
- iv) Are they providing Value for Money?
- v) What additional information / research do we need?
- vi) Who are the key partners we need to be working with (including local residents)?
- vii) What could work to turn the trend in the right direction?
- viii) What is the Council's and Members role and specific contribution?

## Key Outcomes

### What have we achieved and influenced?

To give a flavour of the types of issues and the work that comes before the Committee for its consideration, the following provides examples of focussed and targeted assurance and scrutiny work which has been undertaken by the Committee during the year.

### Monitoring Corporate Plan outcomes

At each of its four meetings in 2017-18, the committee received a report on progress with the "Dorset's Economy is Prosperous" outcome in the corporate plan. The reports focused on the seven big "Prosperous" issues identified in the corporate plan, as follows:

- The productivity of Dorset's businesses
- Rate of start-ups of new business enterprises
- Percentage of children gaining 5 or more GCSEs grade A\* - C, including Maths and English
- Percentage of residents educated to level 4 (or equivalent) and above
- Ratio of lower quartile house prices to lower quartile earnings
- Rate of coverage of superfast broadband
- Rate of apprenticeships starts

The monitoring reports also include performance measures by which the County Council can measure the contribution and impact of its own services and activities on the Corporate Plan's outcomes. As can be seen below, the evidence from these reports helped shape, but did not dictate, the agendas for the committee throughout the year.

### Learning and Skills

The Committee's first meeting of the year was scheduled for 29 June, but not long before that date the Committee's chairman, Steve Butler, was invited to join the Cabinet. In the absence of a chairman that had been appointed at a full meeting of the County Council, as required by the constitution, no formal meeting was possible. Instead, the Committee elected to hold an informal focus group on one of the biggest issues for economic growth in Dorset - learning and skills.

As well as the committee members, a number of other members attended, and key staff from the County Council with involvement in economic development, learning and skills also participated. Representatives from a number of partner organisations - Weymouth College, Kingston Maurward College, Dorset LEP's Rural Enterprise Group, and the Dorset and Somerset Training Provider Network - were also invited to take part in the discussion.

The outcomes from the focus group were summarised as follows:

- there was consensus that a highly skilled workforce is essential to attracting modern business to Dorset;
- for this to happen, the supply of good quality, affordable housing needs to be improved, as well as the local infrastructure to support it;

- schools, colleges and businesses need to do more to encourage young people to remain in Dorset, by offering taster opportunities and apprenticeships;
- digital infrastructure (superfast broadband and mobile connectivity) needs promotion and enhancement.

## The "Prosperous" outcome: Putting the committee into context

At its first formal meeting of the year, in October 2017, the committee received a series of presentations to give them an overview of the big issues affecting economic growth and prosperity in Dorset, and to introduce them to some of the County Council services most closely involved with promoting economic growth, particularly those in the Environment and the Economy directorate.

**Mike Harries**, the Director for Environment and the Economy and the Committee's lead officer, opened the presentation with an overview of the key themes of the Dorset Local Economic Partnership's Strategic Plan "Transforming Dorset", and drew out the links between this and the County Council's Corporate Plan and the 'Prosperous' outcome in particular. Using these key strategies, the Director discussed some of the main economic challenges facing Dorset - below average productivity, an aging workforce, the limited availability of sites and land - and looked at some of the ways the County Council seeks to address these challenges.

The Director then introduced **Andrew Martin**, the Service Director for Highways and Emergency Planning, who outlined the role of Highways in promoting economic growth and discussed his service's priorities, anticipated issues for the future and likely challenges.

This was followed by a presentation by **Matthew Piles**, Service Director for Economy, a service which includes Dorset Travel. Mr. Piles explained the priorities for his service, which include successfully procuring and implementing now contracts for public and school transport; developing and promoting the Dorset Innovation Park; refreshing and delivering the pan-Dorset Enabling Economic Growth Strategy; and supporting health and wellbeing to ensure a resilient and productive workforce.

**Peter Moore**, the Service Director for Environment, followed with an explanation of the important links between a healthy environment and a healthy economy.

Finally, **Richard Pascoe**, the Service Director for Digital, ICT and Customer Services, gave an overview of the role of his service in promoting economic growth, prominent among which is the provision of as close as possible to 100% coverage of superfast broadband, developing ultrafast broadband aimed at businesses, and understanding and addressing issues with mobile connectivity across Dorset.

## Mobile Coverage

Also in October, the Committee discussed a further report by Richard Pascoe on the extent of mobile coverage in Dorset and what the County Council is planning to do to support improvement. The lack of good mobile phone connectivity is a barrier to economic growth and social inclusion, particularly in rural communities, and Dorset lags significantly behind the national average for 4G coverage.

The report argued that resources need to be focussed on engaging with mobile network operators more often and at a higher level, to support them in improving coverage and showing Dorset to be an easy place for them to invest in mobile infrastructure. "Not spots" need to be mapped to inform bids for government funding. More work is also needed to understand the 'passive infrastructure' owned by the public sector (e.g. ducts, masts, and tall buildings) which could be utilised by network providers. Opportunities could be explored to maximise the benefit of Dorset's superfast broadband coverage,

utilising the core fibre optic network to provide 4G coverage into areas unviable for conventional commercial deployment.

The Committee agreed that good 4G coverage is increasingly essential, both for the delivery of services, and to support key economic sectors such as agriculture, advanced engineering and tourism. Members welcomed the idea of using County Council assets for mobile infrastructure.

## **Superfast Broadband**

Richard Pascoe updated the committee on progress with the Superfast Broadband Programme, including what is being done to extend coverage to hard to reach communities with little or no reception. Between eight and nine thousand Dorset households remain without coverage and a range of technical and other solutions are being explored to address this, including use of the 4G network, and encouraging communities to contribute toward the costs of connection via the Community Fibre Partnership. Community led schemes are an important means of addressing specific local issues which might not otherwise be solved.

The Committee recognised that delivering Superfast Broadband is a core part of delivering services in a more direct, flexible, accessible and modern way, as well as being a key element in economic prosperity and social cohesion. They argued for greater emphasis to be placed on connectivity to residential properties, given the social benefits and improved access to services this would bring to households. While members appreciated the commitment being made to try to reach all of Dorset's communities, they emphasised the importance of ensuring that, even if targets were achieved for the percentage of households in receipt of a service, large, sparsely populated geographical areas should not miss out on the advantages that broadband would bring.

## **Brexit**

In October, the Committee considered a report by Matthew Piles, the Service Director for the Economy which set out how Brexit is likely to affect the Council, and proposed how the Council should organise its resources to planning, preparing for, and shaping future policy. The report was also considered by the People and Communities Committee. It sought members' views on preparations for Brexit in order to minimise and mitigate risk and maximise any opportunities for the Council to progress corporate aims. The risk to business interests, employment considerations, wage pressure, and financial pressure on health and care were all discussed. The Committee agreed with the earlier decision of the People and Communities Committee that a Brexit Advisory Group should be established, involving members, and in order to take the matter forward and reduce duplication, the Committee referred this to the Overview and Scrutiny Management Board to progress.

## **Minerals and Waste**

The Committee received a report and presentation by Mike Garrity, the County Planning, Minerals and Waste team leader, which asked them to recommend the consultation arrangements for the Bournemouth, Dorset and Poole Mineral Sites Plan and Waste Plan and its ultimate submission to the government.

Members learnt how the Waste Plan would establish the vision, objectives and spatial strategy for the development of waste management facilities in Bournemouth, Dorset and Poole up until 2033, including specific sites; and how the Mineral Sites Plan would identify specific sites and areas for mineral development needed to deliver the Minerals Strategy which was adopted in May 2014. Both

plans are fundamental to ensuring that the right infrastructure is in place to support economic growth and prosperity in the county.

The proposed waste management facilities were explained by officers, including where these are to be sited and what needs they will meet. Similarly, proposals for the extraction of minerals – aggregates, clays and building stone - were detailed, including what the process entails, why the minerals are needed, where the sites are, how they were been chosen.

Subject to the agreement of Cabinet and the relevant committees for Bournemouth and Poole, it was anticipated that consultation on the plans would begin in December 2017 and last for eight weeks.

The Committee heard from a resident who expressed concern at the inclusion of a particular site at Gallows Gore identified in the Minerals Plan for future extraction. He was concerned that this would adversely impact beauty of the area, which is part of an AONB, and could adversely affect the quality of the water supply in the adjoining reservoirs. Although he recognised the need for Purbeck Stone to be extracted, he argued that the councils should consider the impact on local property values. The Chairman assured the resident that his concerns would be passed on to the Cabinet.

Members raised a number of concerns of their own, including how minerals were to be transported and how this could be better managed with increased use of trains taking pressure off the highway network. The Committee understood what the plans were trying to achieve and having had the opportunity to comment on the detail, they made the requested recommendations to the Cabinet, taking into account the concerns they had raised.

## **Environment and the Economy: 2018-19 Budget**

Finally in October, The Committee considered a joint report by the Director for Environment and the Economy and the Chief Financial Officer on the proposed 2018-19 revenue budget savings of £1.5 million for the Environment and the Economy Directorate.

The Committee understood the financial pressures on the Council and the directorate but were frustrated by the disparity between available funding and service need. They were committed to maintaining standards of service delivery so wanted to explore how additional income could be generated. Officers confirmed that every effort was being made to maximise income generation and this already makes a significant contribution towards budgets. However, efforts will continue to seek further opportunities to generate funds.

Members argued that the inadequate funding from Central Government needs to be urgently addressed, as this is inhibiting the economic prosperity of Dorset by putting unreasonable pressure on the maintenance of infrastructure such as the highways network. The Committee maintained that Dorset MPs have a duty to argue for adequate resources. The suggestion was made that Dorset MPs should be invited to attend a future meeting to discuss this.

## **Local Transport Plan 2017-20**

Matthew Piles presented a report to the January committee on the Local Transport Plan and what it is designed to achieve. The plan is a statutory requirement, setting out the long-term goals, strategies and policies for improving transport in the area over the fifteen years from 2011 to 2026. It covers all modes of transport, including walking, cycling, public transport, car based travel and freight, the management and maintenance of the highway network, and the relationships between transport and wider policy issues such as the economy, environment, air quality, climate change, health and social inclusion. The County Council receives an annual funding allocation from government of £2.088m for



small capital infrastructure schemes (footways, cycle routes, traffic signals, junction improvements, public transport, rights of way improvements) the Plan informs how this funding is prioritised.

The Plan has been shared with the Bournemouth Borough Council and the Borough of Poole for a number of years and is considered to be a beacon of good practice in partnership working. It seeks to promote economic growth through good connectivity, while also promoting health and wellbeing by focusing on safety, active travel, reducing the need to travel and green technology. It involves collaboration with the Clinical Commissioning Group, and with Sustrans, a charity that works to make it easier for people to walk and cycle, and aligns with the strategic priorities of the Sustainability and Transformation Plan. There is a focus on education and working with and in schools, to instil healthy choices for getting to and from school for pupils.

Mr. Piles explained that the LTP was designed to look at transportation needs holistically, so that the best solutions could be found for a range of different scenarios. It is recognised, for example, that the transport needs of urban areas differ markedly from those of rural areas.

The Committee discussed the importance of an integrated parking strategy between the County Council and District and Borough Councils, in order to sustain and deliver managed parking to cover on-street and off-street provision. The LTP provides the means for this to be delivered. The pilot scheme established for Dorchester through the Dorchester Transport and Environment Plan (DTEP) provides a good example for other schemes in market towns.

The Committee supported generating income from sponsorship of highway and County Council assets. Mr. Piles confirmed that much success has already been achieved in this respect, with roundabout sponsorship currently bringing in £150,000 per annum and a dedicated team identifying opportunities to make further gains where possible.

## **The "Working Together Highways" Initiative**

In January Andrew Martin presented the Committee with an update on the "Working Together Highways Initiative" - a partnership arrangement with the Dorset Association of Parish and Town Councils enabling parishes and towns to undertake certain highways improvement works for themselves. Because the Highways Service can now, with reduced funding, largely only fulfil its statutory obligations and ensure the safety of the highway network, the initiative enables local communities to determine local priorities for themselves and undertake works in excess of those that can be carried out by the County Council, so that more aesthetic enhancements can be made, with the costs being borne by the town or parish council's precept.

A 2016 consultation exercise into this initiative generated considerable interest from the majority of DAPTC parishes, and the offer has now been extended to parishes not aligned to the DAPTC. A specialised webpage is available to help parish and town councils identify the maintenance needs in their area.

The presentation described the types of maintenance that can be undertaken, how contracts agreements are managed and risks assessed, how volunteers can be recruited and managed, and the legal obligations that need to be observed. Supervision is provided by County Council employees at no cost, demonstrating the County Council's commitment to the initiative.

Members were interested in the initiative and congratulated the Highways Service for its innovation. However, there was also some concern that the outcomes monitoring report showed a slight deterioration in the condition of both principal and non-principal roads, after several years where conditions have remained consistently good. The Committee decided to establish a Policy

Development Panel on Highway Maintenance Management to assess what is being done and whether any improvements could be made. Comparisons will be made with other highway authorities to help put the County Council's performance into context. It was agreed that the Dorset LEP should be invited to any meeting where the fabric of the network is being discussed and what capital implications there are.

The Chairman also re-emphasised that Dorset MPs should advocate the need for sufficient funding to be made available for the delivery of essential services, with highway maintenance a priority.

## Social Mobility

Following the presentation of the outcomes monitoring report to the January meeting, the discussion broadened to the lower than average productivity of Dorset's economy. Attention was drawn to the low wages in the more deprived parts of the county and what this means for standards of living. Weymouth was a particular focus for discussion, and it was noted that Weymouth shares economic characteristics with many British seaside towns - low average income, relatively high unemployment compared to the rest of Dorset, poor economic growth and low skill levels. Melcombe Regis in Weymouth is within the 10% most deprived neighbourhoods in England, and Mike Harries noted that the government's Social Mobility Commission recently ranked the prospects for disadvantaged young people growing up in Weymouth and Portland as the third worst in the country. The Committee discussed what scope there is for this to be addressed and for improvements to be made. Mr. Harries reminded the Committee that government funding to tackle low mobility has recently been allocated to 12 "Opportunity Areas" across the country. Weymouth has not been included among these in spite of being the area with the third lowest mobility levels, and members asked for inquiries to be made as to how this opportunity was missed and whether further opportunities exist.



The County Councillor for Weymouth Town, John Orrell, agreed to work with the Melcombe Regis Board on this. Since the meeting, the Overview and Scrutiny Management Board has taken an interest in the issue of mobility, and is considering what additional information could contribute to a better understanding of it, including the areas of educational attainment and housing.

## Educational Attainment

The January outcomes monitoring report showed that educational achievement at Key Stage 4 in Dorset has noticeably declined between 2014 and 2016, and Doug Gilbert, the County Council's Schools and Learning Service Advisor, attended the meeting to answer questions about this. The Committee asked to be updated on a regular basis on what is being done to support schools to raise standards, and when, in March, the outcomes report showed a further decline in attainment levels in the 2017 results, Mr. Gilbert and Rosie Knapper, the Senior Advisor, came to the Committee to discuss the issue again. It was also noted that the People and Communities Overview and Scrutiny Committee has been focusing on this and it was suggested that it would be sensible to let the Overview and

Scrutiny Management Board decide where this area is best scrutinised in order to avoid any duplication.

The Advisors pointed out that while some schools in Dorset have declined, around half have either stayed the same or improved. There are specific concerns around the four schools in the Weymouth and Portland area. Two of these are Academies (The Wey Valley Sports College and the Atlantic Academy) and two are still maintained by the Local Authority (Budmouth College and All Saints School).

One member highlighted the substantial drop in funding being experienced by schools in Weymouth and Portland but was pleased to hear that efforts are being made to secure additional funding to support school improvement.

Following a question from the Vice-Chair, Cllr. Cherry Brooks, about the length of time the Local Authority has been involved with these particular schools, the Advisors said that the Wey Valley Sports College and Atlantic Academy have been a concern for some time, although the Wey Valley Sports College is now showing signs of improvement. All Saints School definitely requires improvement and their decline has been more recent. This year's results have impacted on Budmouth College quite significantly. With both of these schools, there is clearly an issue around their leadership management and officers have been working closely with both of them.

Members discussed apprenticeships and commented on the need for young people to have a good foundation in Maths and English. Matthew Piles advised members of a recent meeting he attended about a Skills Academy for Dorset, and reported that that discussions are ongoing about how to move forward with this. He and the Director have been asked to lead on apprenticeships for the County Council. Members noted the importance of having young people ready for work, and argued that this was the responsibility of schools. The Director advised members that the four schools in Weymouth and Portland all now have a Careers and Enterprise Company Advisor in place.

The Chairman, Cllr. Ray Bryan, closed the discussion by stating strongly that one year in a child's life in education is crucial, and the Committee needs to do all they can to help improve the situation.

## **The Government's 25 Year Environmental Plan and Dorset County Council "Green Assets"**

In its final meeting for the year in March, the Committee considered a report from Dr. Ken Buchan, the Coast and Countryside Service Manager, summarising the key implications for Dorset County Council of the government's 25 Year Environment Plan. The report also presented the interim conclusions of a review of the County Council 'green assets'.

Members then received a series of related presentations. The first, on The Healthy Places Project, focused on the natural environment and collaborative work with Public Health Dorset. This project promotes and facilitates the value of the natural environment for improving mental and physical health and increased physical activity. The second, "Stepping into Nature", highlighted important work to alleviate the impact of dementia by encouraging involvement in the countryside. The third looked at social, economic and environmental initiatives concerning the coast - e.g. by reducing litter and plastics and promoting yoga. The final presentation looked at Low Carbon Dorset, an important element of the County Council's industrial strategy.

Members welcomed all of these initiatives, and made a number of comments. It was noted that historically cycling and walking has been aimed at fitter, more energetic people, whereas a different approach would be to design routes closer to people's homes to avoid reliance on cars and public

transport. Matthew Piles advised that the Health and Wellbeing Board were currently discussing these issues and the improvements that could be made. The focus needs to be on localities, making small improvements that can make a big difference. The Director said that the real challenge is to work with those groups who choose not to access the coast and countryside, understand why, and try to remove any barriers.

The Vice-Chair drew attention to the widespread removal of stiles and gates, which mainly impacts the elderly, and she urged officers to ensure that gates are accessible. Another member referred to the huge network of horse riders and the difficulty they have with the increasing amount of traffic when trying to get to areas in which to ride. Mr. Piles agreed, and emphasised the importance of looking at all users and all modes of transport to ensure equal, easy access for everybody.

The point was raised that, although the Environmental Plan that gave context to the discussion is a 25-year plan, so far no mention had been made to Local Government Reform, and no reference made to the district and borough councils or to the fact that two new unitary council will be in place in a year's time. Mr. Piles advised that colleagues in Planning are in constant discussions about planned changes and that all local authorities are reviewing their local plans. It was also noted that a number of projects already involve joint working with the Districts and Boroughs.

A member asked if the report could be more ambitious in respect of Dorset Topsoil, the cutting down of trees and the sustainable catching of fish. Dr. Buchan described a number of designated marine protected areas and that Rights of Way officers are doing work across the county, including tree conservation in Dorset. It was also confirmed that there is no fracking taking place in Dorset and that any change will be subject to consultation with members.

## **Affordable Housing**

At the Committee's final meeting for the year, it was reported in the Outcomes Monitoring Report that the principal measure of affordability - the ratio of lower quartile house prices to lower quartile earnings - has worsened again and has been increasing consistently over a number of years. The report drew the Committee's attention to the area of modular housing, which the Cabinet discussed at their meeting on 7 March 2018. The Cabinet had agreed in principle to purchase a number of prefabricated modular housing, to meet the needs of people with an Adult Social Care need, as well as key workers to care for them. Following discussion on this, the Director noted that the County Council has significant land assets and suggested looking at the model that Dorchester Town Council has used. He suggested that members might wish to consider hosting an Inquiry Day on housing in order to get all the relevant people together to think about it further.

## **Conclusion - Looking to the Future**

The thematic approach to scrutiny adopted by the Overview and Scrutiny Committees has identified and sought to better understand a range of key issues facing Dorset and its communities, and constructively challenged public sector approaches to making a positive difference with the resources that are available.

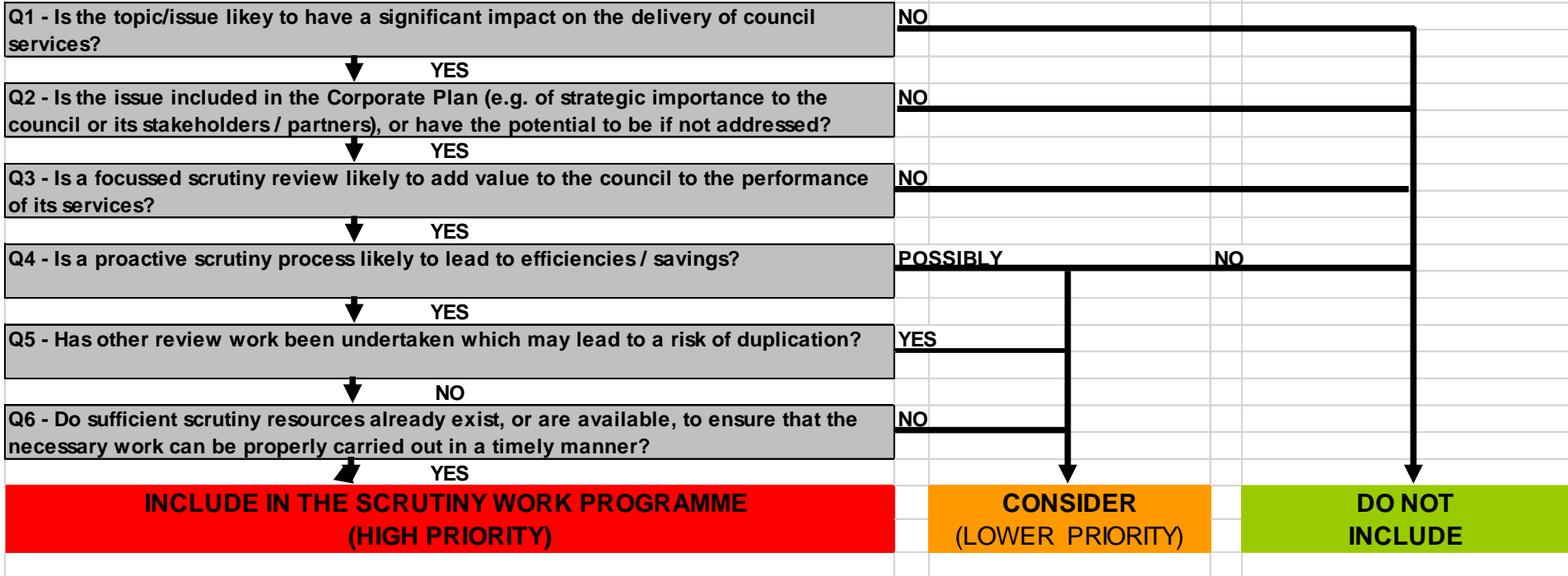
Through 2018-19 the committees will work to refine the conclusions that arise from this work, so that they can contribute to the base of evidence available to the various committees of the new Dorset Council. Armed with the best information available, the new unitary council can enable better, more joined-up approaches to the issues with which this committee and others have wrestled, such as social mobility, educational attainment, and infrastructure..

# Economic Growth Overview & Scrutiny Committee Work Programme

Chairman: Ray Bryan  
Vice Chairman: Cherry Brooks

<b>Specific issues previously discussed by the Panel for potential further review:</b>	
<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 2</b> – County Council’s Parking Strategy and Policy – <u>awaiting outcome of Local Government Reform to determine how best to proceed</u>	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 3</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 3</b> - Housing – working along-side the People and Communities Overview and Scrutiny Committee – <u>District/Borough to lead on this – Local Government Reform could affect how this was progressed</u>	The former Chairman (now Portfolio Holder) of the Economic Growth Overview and Scrutiny Committee is exploring the scrutiny of housing being led by Dorset Councils Partnership (WDDC, W&PBC and NDDC). The Council could take part in the review as a partner, particularly regarding availability of public land. The County Council has developed a model for care housing using modular construction.
<b>Priority 3</b> - Renewable Energy and Carbon Footprint (Overview Item)	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> <li>• <b>Determine who is to lead and what are the anticipated outcomes</b></li> <li>• <b>Scoping document to this effect</b></li> </ul>
<b>Priority 3</b> - Co-operatives - how these could be encompassed to best effect (Overview Item)	

**Scrutiny Review Prioritisation Methodology:**



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

Date of Meeting	Item/Purpose	Key Lines of Enquiry (KLOE)	Lead Member/Officer	Reference to Corporate Plan	Target End Date
15 October 2018	To be determined	-	-	-	
January 2019	Dorset Area of Outstanding Natural Beauty Management Plan for 2019-2024	To consider what the revised plan should look like, what it should include, how it should be applied and how this should be done - in advance of Full Council adoption in spring of 2019	Mike Harries/ Ray Bryan/ Daryl Turner/ Matthew Piles/Ken Buchan/ Tom Munro.	Enabling Economic Growth/Prosperous/Safe, healthy and independent	

**Lead Officer:** Mike Harries  
 Director for Environment and Economy  
**Date:** 26 July 2018