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# NOTICE OF MEETING

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## CABINET

**FRIDAY, 3 JULY 2015 AT 1.00 PM**

**COUNCIL CHAMBER, FLOOR 2 - THE GUILDHALL**

Telephone enquiries to Joanne Wildsmith, Democratic Services Tel 9283 4057  
Email: [joanne.wildsmith@portsmouthcc.gov.uk](mailto:joanne.wildsmith@portsmouthcc.gov.uk)

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## Membership

Councillor Donna Jones (Chair)

Councillor Luke Stubbs  
Councillor Ken Ellcome  
Councillor Lee Mason  
Councillor Robert New

Councillor Linda Symes  
Councillor Steve Wemyss  
Councillor Neill Young

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(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

**Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.**

## AGENDA

- 1 Apologies for Absence**
- 2 Declarations of Interests**
- 3 Record of Previous Decision Meeting - 11 June 2015 (Pages 1 - 12)**

A copy of the record of the previous decisions taken at Cabinet on 11 June 2015 is attached, along with the schedule of appointments to outside bodies.

**RECOMMENDED that the record of decisions taken at Cabinet on 11 June 2015 are agreed and signed by the chair.**

**4** **TECS Scrutiny panel - safety around schools - with response report**  
(Pages 13 - 62)

The response report by the Director of Transport, Environment & Business Support is attached with the report by the Traffic, Environment & Community Safety Panel's report ' Road Safety Around Schools' appended to it. Councillor Potter as the Chair of the TECS Scrutiny Panel will be invited to present the panel's report.

**5** **Flood Prevention Works - North Portsea and Southsea** (Pages 63 - 70)

Reports by the Director of Transport, Environment & Business Support are attached for the following schemes:

**a) North Portsea Flood Defences - Construction Phase 1**

To inform Cabinet of progress on the North Portsea Flood Defences as work moves into the construction of Phase 1, Anchorage Park.

**RECOMMENDED that Cabinet note the contents of the report.**

**b) Southsea Flood Defences**

The purpose of this report is to inform Cabinet of progress, and seek approval for governance arrangements, on the Southsea Flood Defence Project

**RECOMMENDED:**

- (1) To approve the appointment of the Director of Transport, Environment and Business Support as the Senior Responsible Owner for the project.**
- (2) To note that the scheme of delegations accommodates the Project by delegating, to the Director of Transport, Environment and Business Support, the responsibility for the delivery of the scheme with the control and oversight of the Deputy Chief Executive (and City Solicitor) and the Head of Finance & Section 151 officer.**
- (3) To note that the Cabinet Member for Environment and Community Safety will be consulted throughout the project.**

**6** **Notice of Motion - Friendship agreement with Zhuhai** (Pages 71 - 76)

The report by the City Solicitor seeks the Cabinet's views on the friendship agreement entered into between Portsmouth and Zhuhai, following the notice of motion at Council on 10 February 2015 (which had been proposed by Councillor Hugh Mason and seconded by Councillor Lynne Stagg).

**RECOMMENDED that Cabinet ask Council to approve the friendship agreement with Zhuhai.**

**7 Notice of Motion - Animal Welfare (Pages 77 - 80)**

The report by the City Solicitor is to advise members of the Council's position with regard to the animal charter presented to Council in a Notice of Motion on 17 March 2015, which had been proposed by former Councillor Andrewes and seconded by Councillor Lynne Stagg.

**RECOMMENDED that Cabinet ask Council to note the position as set out in the report.**

**8 Property Investment Strategy 2015/16 - 2019/20 (Pages 81 - 96)**

The report by the Director of Property presents the Investment Property Strategy 2015/16 - 2019/20 and seeks to create a £30m Property Investment Fund resourced from prudential borrowing, that will enable the Council to exploit commercial property acquisition opportunities, with a view to generating long term rental income streams to support the delivery of Council services in the future and reduce dependence on Government grant.

**RECOMMENDED:**

**(1) That Cabinet agree the following recommendations:**

- i. Acknowledge and endorse the Investment Property Strategy 2015/16 - 2019/20 (attached as appendix 1 of the report) to be used as a guide to investments.**
- ii. Empowers the Corporate Asset Development Board to recommend and reject the purchase of investments including the sanctioning of formal offers and counter offers (due to the need for timely decision making in this type of industry and the need to respond to opportunities quickly).**
- iii. Agrees to give delegated authority to the Director of Property and the Director of Finance & Section 151 Officer, taking advice from the City Solicitor, and in consultation with the Leader of the City Council and the Cabinet Member for PRED, to approve the completion of investment purchases. This to be conditional upon the City Council approving the budget pursuant to recommendation (2) below.**

**(2) That Cabinet recommends to the City Council that:**

**Authority is delegated to the Director of Finance and Section 151 Officer in consultation with the Leader of the Council and the Cabinet Member for PRED to:**

- i. Amend the Corporate Capital Programme to create a Property Investment Fund of up to £30m financed from Prudential borrowing in 2015/16 and future years, to acquire additional investment property.**

ii. **Borrow as required for investment property purchases subject to a robust financial appraisal approved by the Director of Finance & S151 Officer that meets the criteria contained within the Property Investment Strategy and has proper regard to the following:**

- **The relevant capital and revenue costs and income resulting from the investment over the whole life of the asset.**
- **The extent to which the investment is expected to deliver a secure ongoing income stream.**
- **The level of expected return on the investment.**
- **The payback period of the capital investment.**

**9 Developing proposals for devolved powers and responsibilities (Pages 97 - 114)**

A report by the Chief Executive will follow, seeking to obtain approval from Members to develop a proposal, with other Councils, to bring about devolution of powers and responsibilities from Central Government to the wider Hampshire area and as part of this create an appropriate governance structure that will provide for binding decisions to be made at this level.

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.



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# Agenda Item 3

## CABINET

RECORD OF DECISIONS of the meeting of the Cabinet held on Thursday, 11 June 2015 at 1.00 pm at the Guildhall, Portsmouth

### Present

Councillor Donna Jones (in the Chair)

Councillors Luke Stubbs  
Lee Mason  
Robert New  
Linda Symes  
Steve Wemyss

#### **26. Apologies for Absence (AI 1)**

These had been received from Councillors Ken Ellcome and Neill Young, as well as Michael Lawther, Deputy Chief Executive.

#### **27. Declarations of Interests (AI 2)**

Councillor Wemyss made a non- prejudicial interest in agenda item 4 (Carers' strategy) in that he is a carer for his mother and also an employee of the NHS but not for the Portsmouth health bodies.

#### **28. Record of Previous Decision Meeting - 5 March 2015 (AI 3)**

DECISION: the record of the previous meeting of the Cabinet held on 5 March 2015 was agreed as a correct record to be signed by the Chair.

#### **29. Carers Strategy (AI 4)**

Rob Watt, Director of Adult Social Care presented the report and paid credit to the hard work of Lisa Mundy and Mandy Lindley in producing this extensive joint strategy, with the co-operation of the CCG, Solent NHS Trust and Portsmouth Hospitals Trust. The strategy covers all ages of carer and seeks to encourage those who are reluctant to seek support or do not know how to access it.

The Care Act 2014 gives legal recognition to carers and sets out the responsibility of the local authority and the NHS to help them. The partner agencies had undertaken consultation events and surveys. The quality of life for Portsmouth carers was judged to be above the England average but areas to improve included involvement of carers and the accessibility of information for carers.

Councillor Jones, Leader, thanked those involved for the report and strategy document and acknowledged that the implications of the Care Act would be significant for local authorities, which would need recognition by the government. The strategy was a comprehensive document and members

were impressed by the graphic design which made it stand out and user friendly.

Cabinet Members were concerned at the rise of young carers and Rob Watt responded that there is a level of support to help ensure their education is not disadvantaged.

The Leader wished to place on record her gratitude to the Portsmouth company V3 Recruitment who took young carers on a Christmas trip to London. The report was a good example of collaborative working and she also wished to thank Lisa Mundy and Mandy Lindley for their contributions.

**DECISION: The Cabinet noted, supported and endorsed the Portsmouth Carers Strategy 2015-2020 (as set out in appendix 1 to the report).**

**30. EDCL Scrutiny Report - Revitalising local high streets and secondary shopping areas - with response report (AI 5)**

Councillor Julie Swan, as the chair of Economic Development, Culture & Leisure (EDCL) for this review, presented the scrutiny panel's report. The panel had looked at ways of encouraging footfall and she was pleased that Boots were committed to community involvement in local retail areas such as North End, and the Ministry for High Streets had send officials to visit Portsmouth retail centres. She was pleased that as part of the review the events notice had been simplified and was grateful for the involvement of the local traders associations such as Albert Road, Castle Road and Fratton Road, independent traders, Penny Mordaunt MP and all the officers who had given their time and the support of all the panel members and clerk.

Councillor Matthew Winnington who had been Vice-Chair of EDCL scrutiny panel for this review also spoke, with particular reference to the panel's third recommendation to encourage cycling and walking to the secondary shopping areas, which reflected points raised by Strong Island Co.

Alan Cufley, Director of Transport, Environment and Business Support, reported that officers from his directorate and that of Stephen Baily, Culture & City Development, would be developing the suggestions and would look at additional safe cycle storage and attracting sponsorship.

Councillor Jones, Leader, welcomed the report on an important issue which Councillor Stubbs was actively involved in, and agreed that the way forward would be business lead. The council's financial contributions would be limited but CIL monies were available for Fratton and North End and she hoped some of these could be used to help promote safe cycle storage in the secondary retail areas. It was further reported that the DCLG visits had been useful for the City Centre Manager.



Councillor Stubbs, as Cabinet Member for Planning, Regeneration & Economic Development had also attended the DCLG visits and he was encouraged that the Portsmouth shop voids levels were relatively low at 5% (in Teesside the level was up to 50%). He reiterated that it was important for the traders to work together to improve the local shopping areas and he mentioned the possibility of exploring the 'business improvement district'.

Councillor Symes was pleased that the Park & Ride had been expanded to include Southsea to link with the shops there and the route was being revised to go via Clarendon Road and Gunwharf. As part of this initiative a promotional Southsea retail brochure had been produced. The summer service would be half-hourly from 8am.

**DECISION:**

- (1) The EDCL Scrutiny Panel was thanked for its work in undertaking the review;**
- (2) The Economic Development, Culture & Leisure Scrutiny Panel's recommendations were approved in line with the responses noted in Item 4 of the Directors' response report.**

**31. Notice of motion - Domestic Violence (AI 6)**

Councillor Donna Jones welcomed the report which outlined the 'Is this love?' campaign which would be run again later in the year and the regular adverts in Flagship. Councillor Rob New, as Cabinet Member for Environment & Community Safety thanked Councillor Julie Swan for being a lead campaigner and he was pleased that resources had been committed to the important messages to raise awareness of domestic abuse.

The action taken in response to the Notice of Motion was noted.

**32. Responses to March Notices of Motions (AI 7)**

c) Isle of Wight Ferry Terminal

Councillor Donna Jones highlighted the independence of Wightlink in making decisions on the location of their terminal and whilst relocation would have some advantages for the city it was not a viable business alternative, and their investment in Portsmouth and their facilities was welcomed.

The Cabinet noted the contents of the Director of Property's report.

e) Job Growth

Councillor Stubbs reported that officers were working on suggestions and he asked that consideration of this notice of motion be deferred to a later meeting, which was agreed.

**33. Volunteer Snow Wardens (information item) (AI 8)**

The progress of this item at Scrutiny Management Panel was noted.

**34. Appointments - including annual appointments to outside bodies (AI 9)**

- a) **Appointments to outside bodies** - these are listed on a separate schedule.
- b) **Members Champions** were agreed as Councillor Frank Jonas to continue as the Armed Forces Liaison Member and Councillor Jennie Brent as the Third Sector and City of Service Champion.

**35. Dates of Cabinet Meetings for 2015-16 municipal year (AI 10)**

Cabinet meetings will be scheduled for:

Friday 3 July, Thursday 13 August (provisional if needed), Thursday 24 September, Thursday 5 November and Thursday 3 December 2015

Thursday 7 January, Thursday 4 February and Thursday 3 March in 2016

**36. Exclusion of Press and Public (AI 11)**

**DECISION:**

**That, under the provisions of Section 100A of the Local Government Act, 1972 as amended by the Local Government (Access to Information) Act, 1985, the press and public be excluded for the consideration of the following item on the grounds that the report(s) contain information defined as exempt in Part 1 of Schedule 12A to the Local Government Act, 1972.**

**The public interest in maintaining the exemption was deemed to outweigh the public interest in disclosing the information.**

**Under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012, regulation 5, the reasons for exemption of the following item (the exempt report and exempt appendix 2 relating to Dunsbury Hill Farm is Paragraph 3 relates to information relating to the financial or business affairs of any particular person or authority.**

**37. Dunsbury Hill Farm (AI 12)**

Having passed the exemption for the main report and appendix 2, the covering open report only was discussed in open session. Tom Southall, Property & Investment Manager, presented the report which sought permission for the development of the Dunsbury Hill Farm site in Havant.

Councillor Stubbs, as Cabinet Member for Planning, Regeneration & Economic Development, supported this important employment opportunity for the sub region, and Councillor Jones, Leader, reiterated that this was a key priority for the Solent LEP within the Solent Growth round 1 bids.

**DECISIONS**

**The Cabinet AGREED:-**

- 1) To approve the aims of the Dunsbury Hill Farm Project as set out in paragraph 3.1.**
- 2) Subject to City Council project governance arrangements and to financial appraisal(s) approved by the Director of Finance and Section 151 officer, authority is delegated to the Director of Property and Director of Finance and Section 151 Officer in consultation with the Leader and Cabinet Member for Planning, Regeneration & Economic Development to:
  - i. Develop Dunsbury Hill Farm in pursuance of the approved aims.**
  - ii. Determine the most appropriate route to market which could include either or a potential combination of the following:
    - Sale of the undeveloped site
    - Direct development of the site by PCC
    - Entering a joint venture with an external organisation**
  - iii. Apply for grants or resources to finance the Dunsbury Hill Farm development.****
- 3) The Deputy Chief Executive (City Solicitor) and the Director of Finance and Section 151 Officer are authorised to enter into all legal and financial documentation required.**

**And the Cabinet RECOMMENDED to City Council that:-**

- 1) Authority is delegated to the Director of Finance and Section 151 Officer in consultation with the Leader of the Council and the Cabinet Member for Planning, Regeneration & Economic Development to:
  - i. Borrow as required for the Dunsbury Hill Farm development subject to the financial appraisal demonstrating that any borrowing costs in aggregate can be met from either the additional income or an increase in market value arising.**
  - ii. Amend the Corporate Capital Programme as required to reflect expenditure and financing for the Dunsbury Hill Farm development.****

The meeting concluded at 1.50 pm.

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Councillor Donna Jones  
Leader of the Council

PORTSMOUTH CITY COUNCIL  
OUTSIDE BODY APPOINTMENTS 2015/16 MUNICIPAL YEAR  
APPOINTMENTS AT CABINET - 11 JUNE 2015

25/06/15

Appointing body	Name of Body	Period of service	Number of Appointees required	Appointments/nominations for approval by outside body
<b>Children and Education</b>	<b>Children's Trust Board</b>	For time being	4 - usually the Cabinet Member for Children & Education and the spokespersons	Ken Ferrett, Hannah Hockaday, Rob Wood and Neill Young.
<b>Children and Education</b>	<b>Futcher Council School of Recovery Charitable Trust</b> (Registered Charity)	4 years	4 + 1 rep gov rep of the Futcher School	Mark Mitchell, Gerald Vernon-Jackson, Phyllis Rapson, Steve Wemyss and Kirstine Impey.
<b>Children and Education</b>	<b>Motiv8</b> (Registered Charity and Company)	Annual	1	Ryan Brent
<b>Children and Education</b>	<b>Portsmouth College Governing Body</b>	4 years (to Aug 2016)	1	David Tompkins
<b>Children and Education</b>	<b>Portsmouth Governor Support Panel</b>	Annual	4	Ken Ferrett, Derek Good, Matthew Winnington and Neill Young.
<b>Children and Education</b>	<b>Standing Advisory Council for Religious Education (SACRE)</b>	4 years (to 2016)	4	Ken Ferrett, Maria Cole, Neill Young and Taki Jaffer.
<b>Children and Education</b>	<b>School Standards &amp; Improvement Group</b>	Annual	5	Ken Ferrett, Ryan Brent, Alicia Denny, Rob Wood and Neill Young.
<b>Children and Education</b>	<b>University of Portsmouth Nominations Committee</b>	Annual	1	David Tompkins
<b>Culture Leisure &amp; Sport</b>	<b>Aspex Visual Arts Trust</b> (Registered Charity and Company)	Annual	1 (observer)	John Ferrett
<b>Culture Leisure &amp; Sport</b>	<b>Baffins Community Association</b> (Registered Charity)	Annual	1	Steve Hastings
<b>Culture Leisure &amp; Sport</b>	<b>Bournemouth Symphony Orchestra LA Forum</b>	Annual	1	Rob New
<b>Culture Leisure &amp; Sport</b>	<b>Buckland Community Association</b> (Registered Charity)	Annual	2	Ken Ferrett and Ian Lyon
<b>Culture Leisure &amp; Sport</b>	<b>Charter Community Sports Centre Joint Management Committee</b> (formerly St Luke's)	Annual	2	Ken Ferrett and Paul Godier
<b>Culture Leisure &amp; Sport</b>	<b>City of Portsmouth Sports Council</b>	Annual	3	Aiden Gray, Scott Harris and Julie Swan
<b>Culture Leisure &amp; Sport</b>	<b>Cosham Community Association – Management Committee</b> (Registered Charity)	Annual	1	Hannah Hockaday
<b>Culture Leisure &amp; Sport</b>	<b>Duke of Edinburgh Award Scheme – Hampshire Forum</b> (Registered Charity)	Annual	1	Linda Symes
<b>Culture Leisure &amp; Sport</b>	<b>Eastney &amp; Milton Allotment Holders' Association - Management Committee</b>	Annual	1	Jennie Brent

PORTSMOUTH CITY COUNCIL  
 OUTSIDE BODY APPOINTMENTS 2015/16 MUNICIPAL YEAR  
 APPOINTMENTS AT CABINET - 11 JUNE 2015

25/06/15

Appointing body	Name of Body	Period of service	Number of Appointees required	Appointments/nominations for approval by outside body
Culture Leisure & Sport	Eastney Area Community Association (Registered Charity)	Annual	1	Jennie Brent
Culture Leisure & Sport	Farlington Marshes Management Committee	Annual	4	Ken Ellcome, Simon Bosher, Steve Wemyss and Lynne Stagg
Culture Leisure & Sport	Fratton Community Association (Registered Charity)	Annual	1	Dave Ashmore
Culture Leisure & Sport	Hampshire Archives Trust - Annual Meeting	Annual	1	Linda Symes
Culture Leisure & Sport	Hampshire Countryside Access Forum (a statutory body dealing with countryside access issues)	3 years	1	Phil Smith
Culture Leisure & Sport	International boatbuilding Training College Portsmouth	Annual	1	Alicia Denny
Culture Leisure & Sport	Kings Theatre Trust Ltd (Charitable Company)	Annual	3	Hugh Mason, Neill Young and Linda Symes.
Culture Leisure & Sport	Landport Community Association (Registered Charity)	Annual	1	Yahiya Chowdhury
Culture Leisure & Sport	Marine Archaeology Trust (formerly Hants & Isle of Wight Trust for Maritime Archaeology).	Annual	1	Peter Eddis
Culture Leisure & Sport	Mary Rose Trust (Registered Charity and Company)	Annual	2 nominations (for Trust approval) + Lord Mayor ex officio	John Ferrett and Linda Symes (plus Lord Mayor)
Culture Leisure & Sport	Milton Village Community Association (Registered Charity)	Annual	1	Steve Hastings
Culture Leisure & Sport	New Theatre Royal Trust (Registered Charity and Company)	Annual	1 or 2	Linda Symes and Susan Aistrope.
Culture Leisure & Sport	Overlord Embroidery Trust Liaison Committee	Annual	Cabinet Member for Culture, Leisure & Sport + 2 others.	Linda Symes, Frank Jonas and Simon Bosher.
Culture Leisure & Sport	Paulsgrove Community Association (Registered Charity)	Annual	1	John Ferrett
Culture Leisure & Sport	Peter Ashley Activity Centre Management Committee (Registered Charity)	Annual	2 plus 2 standing deputies	Aiden Gray and Hannah Hockaday
Culture Leisure & Sport	Portsmouth Royal Dockyard Historical Trust	Annual	1	Scott Harris
Culture Leisure & Sport	Royal Marines Museum Trust	Annual	1	Donna Jones

PORTSMOUTH CITY COUNCIL  
OUTSIDE BODY APPOINTMENTS 2015/16 MUNICIPAL YEAR  
APPOINTMENTS AT CABINET - 11 JUNE 2015

25/06/15

Appointing body	Name of Body	Period of service	Number of Appointees required	Appointments/nominations for approval by outside body
Culture Leisure & Sport	Southsea Community Association	Annual	1	David Tompkins
Culture Leisure & Sport	Stacey Community Centre Management Committee	Annual	1	Ben Swan
Culture Leisure & Sport	Stamshaw & Tipner Leisure Centre Association General Management Committee	Annual	1	Ken Ferrett
Culture Leisure & Sport	Warrior Preservation Trust (Registered Charity and Company)	2 years (to 2016)	1	Donna Jones
Culture Leisure & Sport	West Paulsgrove Scout and Community Association	3 years (to 2016)	1	Gemma New
Environment and Community Safety	Coastline - Standing Conference on Problems Associated with the Coastline (SCOPAC)	Annual	1	Rob New
Environment and Community Safety	LGA Coastal Issues Special Interest Group	Annual	1	Rob New.
Environment and Community Safety	Portchester Crematorium Joint Committee	Annual	2 Cabinet Members	Rob New and Lee Mason
Environment and Community Safety	Project Integra Strategic Board	Annual	1 + deputy	Rob New and Donna Jones (deputy).
Environment and Community Safety	Safer Portsmouth Partnership	Ongoing	5 ex officio: appointees to the Fire Authority, Police & Crime Panel and the Cabinet Member for Environment & Community Safety.	<i>Fire: Hannah Hockaday; Phil Smith &amp; Luke Stubbs. Police: Rob New. Env &amp; Comm Safety: Julie Swan</i>
Environment and Community Safety	Solent Sea Rescue Organisation	Annual	1	Rob New
Environment and Community Safety	Southern Inshore Fisheries & Conservation Authority (formerly Southern Sea Fisheries Cttee)	Annual	1	Matthew Winnington
Environment and Community Safety	Southern Regional Flood and Coastal Committee	4 years	1	Hugh Mason

PORTSMOUTH CITY COUNCIL  
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Environment and Community Safety	Trading Standards South East Limited (known as TSSE)	For time being	1 ex-officio Cabinet Member Environment & Community Safety.	Rob New
Health & Social Care	Age UK Portsmouth (Registered Charity) (formerly Age Concern)	Annual	2 nominations.	Jennie Brent and Luke Stubbs
Health & Social Care	Portsmouth Disability Forum (Registered Charity and Company)	Annual	2	Jennie Brent and Sandra Stockdale
Health & Social Care	Portsmouth Hospitals NHS Trust - Council of Governors	2 years (to 2016)	1	Jennie Brent
Housing	Lord Mayor of Portsmouth's Coronation Homes - Board	Ex officio	1	Frank Jonas
Housing	Portsmouth/Havant Joint Housing Group	Annual	5	Darren Sanders, Steve Wemyss, Luke Stubbs, Colin Galloway and Hugh Mason.
Housing	Somerstown Adventure Supporters' Group	Annual	1	This group is no longer meeting so no appointment required
Leader	Elementary Education Act Trust Board.	Annual	4	Ken Ferrett, Donna Jones, Hugh Mason and Neill Young.
Leader	Fitzherbert & Moody Charity (Registered Charity) Relieves hardship	4 years (to 2018)	2	David Fuller and Julie Swan
Leader	Fratton Big Local	Annual	1	Julie Swan
Leader	Hampshire and Isle of Wight Community Foundation	5 years (to 2018)	1	Lee Mason
Leader	Hampshire & Isle of Wight Local Government Association	Annual	3	Gerald Vernon-Jackson, Luke Stubbs and Donna Jones.
Leader	Health & Wellbeing Board	Annual	6 = 2 ex officio, 2 members of the administration, 2 opposition spokespersons	Donna Jones, Luke Stubbs, Gerald Vernon-Jackson and Neill Young (with Jennie Brent & Colin Galloway as Standing Deps)
Leader	Improvement & Efficiency South East (IESE) Board Non-Exec Director	Ongoing	1	Lee Mason
Leader	Improvement & Efficiency South East (IESE) LGA representative	Annual	1	Darren Sanders



PORTSMOUTH CITY COUNCIL  
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Leader	Port Advisory Board	On-going	1 ex-officio ( Cab Member for PRED) + 5 (deps if needed)	John Ferrett, Aiden Gray, Donna Jones, Gerald Vernon-Jackson and Luke Stubbs (UKIP vacancy)
Leader	Portsmouth Naval Base Property Trust (Registered Charity and Company)	3 years (to 2017)	2	Lee Mason and Linda Symes
Leader	Public Service Board	Ex officio for the Leader.	1	Donna Jones
Leader	PUSH (Partnership for Urban South Hampshire) Joint Committee	Annual	1 + 1 deputy	Donna Jones and Luke Stubbs (deputy)
Leader	PUSH Overview & Scrutiny Committee	Annual	1 + deputy	John Ferrett
Leader	Relate Portsmouth & District (Registered Charity and Company)	Annual	1	Robert New
Leader	Sheperd (William) Charity & Elizabeth Mary Claypitt Charity.	Unstated	2	Churchwarden of St Marys Portsea. Vicar of St Mary's, Portsea
Leader	SIGOMA (Special Interest Group of Municipal Authorities administered by the LGA)	Annual	1 + deputy	Lee Mason
Leader	Solent Constitutional Convention	Annual	4 (requested 1 from each group)	Donna Jones, Gerald Vernon-Jackson, John Ferrett and Stuart Potter
Leader	St Thomas's Cathedral Council	Annual	1	Ryan Brent
Leader	World War 2 Memorial Fund	3 ex officio group leaders.	3 PCC ex officio + 2 others	Donna Jones, John Ferrett, Gerald Vernon-Jackson (with Jean Louth & Colin Barrell) The Trust be asked to agree Colin Galloway as an additional appointee to reflect the proportionality of the council.
Planning Regeneration & Economic Development (PRED)	Hampshire Buildings Preservation Trust – Annual Meeting (Registered Charity)	Annual	1	Lee Mason
Planning Regeneration & Economic Development (PRED)	Minerals and Waste Development Framework Members' Steering Group	Ex officio for Cabinet Member PRED.	1	Luke Stubbs
Planning Regeneration & Economic Development (PRED)	PATCH Ltd (Registered Company)	Annual	Up to 3	Yahiya Chowdhury, Steve Wemyss and Rob Wood.

PORTSMOUTH CITY COUNCIL  
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Planning Regeneration & Economic Development (PRED)	Paulsgrove Enterprise Centre (Registered Charity)	Annual	1	Claire Upton-Brown
Planning Regeneration & Economic Development (PRED)	Solent Forum	Annual	1	Phil Smith
Planning Regeneration & Economic Development (PRED)	Tourism South East (Registered Company)	Annual	2	Linda Symes and Julie Swan
Planning Regeneration & Economic Development (PRED)	West of Waterlooville Forum	Annual	2 observers	Simon Boshier and Claire Upton-Brown
Resources	Caen/Portsmouth Friendship Committee	3 years	5	Robin Sparshatt, Terry Hall, Peter Eddis, Lee Mason, Will Purvis.
Resources	South East Employers	Annual	2 (+ 2 deputies may also be appointed to attend full meetings of SEE on behalf of the authority's representatives)	John Ferrett, Aiden Gray and Lee Mason (standing deputy)
Traffic and Transportation	National Parking Adjudication Service Management Committee	Ex officio Cabinet Member for T&T	1	Ken Ellcome
Traffic and Transportation	Transport Liaison Group	Annual	4 ex officio (usually Cabinet Member + group spokespersons)	Ken Ferrett, Lynne Stagg, Ken Ellcome and Alicia Denny.
Traffic and Transportation	Transport for South Hampshire - Joint Committee	Ex officio Cabinet Member for T&T	1	Ken Ellcome

# Agenda Item 4

<b>Title of meeting:</b>	Cabinet
<b>Date of meeting:</b>	3 July 2015
<b>Subject:</b>	Response to the Traffic, Environment and Community Safety Scrutiny Panel review - 'Road Safety Around Schools'
<b>Report by:</b>	Director for Transport, Environment, and Business Support
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Summary

The Traffic, Environment and Community Safety Scrutiny Panel conducted a review into road safety around schools.

## 2. Purpose of report

The purpose of the report is to respond to the Traffic, Environment and Community Safety Scrutiny Panel

## 3. Recommendations

That the Panel is thanked for its work in undertaking the review

That the Traffic, Environment and Community Safety Scrutiny Panel's recommendations be approved in line with the responses noted in paragraph 4 below

## 4. Response to Panel recommendations

- I. More be done to encourage schools to participate in the education programmes for child pedestrians offered by the council particularly for KS1 & 2 pupils and also in 'bikeability' training

### **Response:**

The Director of Children's Services & Education and the Director of Transport, Environment and Business Support will encourage schools to contribute to education programmes for children, and seek to identify additional funding through Public Health, sponsorship, grant applications and income generation activities to continue to support the additional demand.

- II. Schools be encouraged to take some responsibility for road safety outside their schools at the start and end of the school day e.g. by having a regular teacher presence outside the school gates in a high visibility jacket.

**Response:**

Road Safety & Active Travel Manager to work with schools to encourage ownership of the issues.

- III. All the required improvements identified during the assessment of the signage and road markings associated with school safety to be carried out.

**Response:**

The Director of Transport, Environment and Business will, where appropriate, use Local Transport Plan capital and Public Health funding to address as many of these improvements as possible. Additional funding, through sponsorship, work with schools, grant applications and income generation activities will then be sought to complete the project.

- IV. The possibility of engaging with local businesses to sponsor bicycle safety equipment including cycle helmets, high visibility jackets and reflective bands be investigated.

**Response:**

The opportunity to sponsor bicycle safety equipment including cycle helmets, high visibility jackets and reflective bands will be opened to businesses.

- V. All cyclists featured in council literature and posters wear helmets and high visibility jackets and that the bicycles have lights.

**Response:**

Council materials will be used to promote messages around the use of appropriate cycle safety wear.

- VI. An officer presence (road safety officers, CEOs, Community Wardens and the police) outside schools to enforce the parking regulations, be continued.

**Response:**

Director of Transport, Environment and Business Support will continue to support this initiative based on available and deployable resources.

- VII. More be done to explain how parking regulations outside schools help ensure child safety and to make it clear that offenders will receive PCNs.

**Response:**

Director of Transport, Environment and Business Support will write to schools biannually to encourage schools to include messages around road safety in their newsletters.

- VIII. The Leader to write to all council contractors reaffirming the importance of complying with the parking regulations around schools to ensure pupils' safety.

**Response:**

The Director of Transport, Environment and Business Support will work with fellow senior managers to ensure this is stipulated in future contracts.

- IX. The Cabinet Member for Children & Education write to taxi companies requesting that they remind their drivers to comply with the law particularly around schools.

**Response:**

The Cabinet Member for Transport, Environment and Business Support will raise this issue at the appropriate Transport Liaison Group.

- X. The Cabinet Member for Children & Education write to Head Teachers reminding them of the importance of working together with the road safety team, the CEOs and the police to ensure the safety of pupils outside their schools and to allow officers to have a regular presence at parents' evenings.

**Response:**

This is currently underway.

- XI. The Cabinet Member for Children & Education writes to the Chief Constable and the Police & Crime Commissioner requesting that they prioritise road safety and working with schools when reviewing the service.

**Response:**

This work has already been undertaken.

- XII. The Council's representative on the Police & Crime Panel to request that the co-ordinator be given the training and resources required to carry out 'speedwatch' campaigns.

**Response:**

The Director of Regulatory Services, Community Safety & Troubled Families will work with the Council's Police & Crime Panel representative to review this request.

- XIII. The Cabinet Member for Children & Education writes to Ofsted requesting confirmation that its assessment of the behaviour and safety of pupils include the school's level of participation with the local authority regarding road safety.

**Response:**

The Cabinet Member for Traffic & Transportation raises the issue of road safety around schools at the appropriate Transport Liaison Group.

- XIV. The Cabinet Member for Traffic & Transportation raise the issue of road safety around schools at the Transport Liaison Group

**Response:**

The Cabinet Member for Traffic & Transportation raises the issue of road safety around schools at the appropriate Transport Liaison Group.

## 5. Background

The Traffic, Environment and Community Safety Scrutiny Panel set the objectives noted below.

Objective 1 - To understand why Portsmouth's child pedestrian casualty rate is 50% higher than the national average

Objective 2 - To understand why Portsmouth's child cycling casualty rate is double the national average

The Panel received evidence from officers, schools, pupils, Hampshire Constabulary, ward councillors. Members of the Panel also attended site meetings at schools, both with and without uniformed officers present.

The Panel's recommendations are noted in item 3 of the Traffic, Environment and Community Safety Scrutiny Panel's report and the responses to the recommendations noted in item 4 above.

## 6. Reasons for recommendations

The recommendations in this report acknowledge the work undertaken by the Scrutiny Panel and ensure that the Recommendations leading from the Panel's findings will be acted upon where resources allow.

## 7. Equality Impact Assessment (EIA)

An Equality Impact Assessment is not required for this report, as the recommendations would not directly impact on any of the protected characteristics as described in the Equality Act 2010

## 8. Legal implications

Legal commentary is contained within the body of the report. The legal implications arising from implementing the individual recommendations will be reviewed by the relevant officers as they are implemented.

## 9. Finance comments

There are 14 recommendations presented in this report in section four. Of these recommendations eight would not require any additional resource to be implemented.

Funding sources would need to be identified for all of the recommendations that require additional resource. This may result in recommendations coming forward to reprioritise or delay expenditure for activities that are currently being funded.

.....  
Alan Cufley, Director of Transport, Environment and Business Support

**Appendices:**

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

<b>Title of document</b>	<b>Location</b>
TECS Scrutiny Panel report	Appendix 1 to report

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by Councillor Donna Jones - Leader of the Council

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# Portsmouth

## CITY COUNCIL

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY  
SCRUTINY PANEL

### ROAD SAFETY AROUND SCHOOLS.

Date published:

Under the terms of the Council's Constitution, reports prepared by a Scrutiny Panel should be considered formally by the Cabinet or the relevant Cabinet Member within a period of eight weeks, as required by Rule 11(a) of the Policy & Review Procedure Rules.

## **PREFACE**

This review was carried out between October 2014 and March 2015 and considered the views of parents, teachers, governors, council staff, the police and the Cabinet Members for Traffic & Transportation and Children & Education.

We were concerned to learn that Portsmouth's child pedestrian casualty rate is 50% higher than the national average and its child cycling casualty rate is double the national average. We noted that although the majority of these accidents do not happen outside schools, the high concentration of traffic and large number of children in a restricted area twice a day means that there is a high risk of accidents occurring. Members concluded that everyone has a role to play to ensure the safety of our children by complying with the parking regulations and teaching children road safety.

I would like to convey, on behalf of the panel my sincere thanks to everyone who contributed to making this review a success.

.....  
Councillor Stuart Potter  
Chair, Traffic, Environment & Community Safety Scrutiny Panel.

Date:

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# 1 EXECUTIVE SUMMARY.

## To understand the reasons for the review.

### Child Pedestrians.

Portsmouth has a high number of child pedestrian casualties for its population size; it is 50% higher than the national average. This figure is for accidents throughout the city and not just near schools. The fact that Portsmouth has the highest walk to school rate in the country with over 70% of children walking to school could be a contributory factor. There is a significantly higher number of accidents involving child pedestrians on roads with 30mph speed limits than 20mph for both age groups. The data for traffic accidents involving children in Portsmouth between 2009 and 2013:

	<b>KS1 &amp; 2 (5-10 year olds)</b>	<b>KS 3 &amp; 4 (10-16 year olds)</b>
Trend	Constant	Reducing
% of accidents in term time and between 8 and 4pm	39%	24%
The time when there were the highest number of accidents	3-4pm	4-5pm
The month when there were the most accidents	April & June	March and August
Main cause	Lack of care & attention	Lack of care & attention
Gender involved	Males	Males

### Child cyclists.

Portsmouth has a high number of child cycling casualties for its population, double the national average. The majority of accidents occur on roads with 30mph speed limits. Not many of the accidents occur near schools. It seems that child cyclists of all ages do not wear helmets regularly, particularly KS3 & 4 pupils.

	<b>KS1 &amp; 2</b>	<b>KS 3 &amp; 4</b>
Trend	Very low numbers	Consistent
% accidents in term time and between 8 and 4pm	17%	24%
The month when there were the most accidents	July, then April, June & Sept	April, June & July
The time when there were the highest number of accidents	11-12	4-5pm
Gender involved	Males	Males

During the review, eight schools contacted the panel with their concerns:

- High volume of pupils leaving at the same time when two or more schools are close together.
- High volume of traffic.
- School gate/ entrance used as a pull-in because the road is quite narrow with parked cars on either side.
- Residents' driveways being used to turn or park in.
- Parking and stopping on zig-zag lines, double yellow lines, on corners and even the middle of the road.
- Parents, delivery vans, school meals caterers parking/ pulling up on the zig-zag lines.
- Speeding.
- Lack of signage informing drivers that they are approaching a school.
- Lack of a dropped kerb which causes problems for wheelchair and pram users.
- Lack of parking spaces for parents.
- Pedestrian and cyclists not paying attention to other road users.
- Pupils lacking road awareness; many being distracted by smart phones.

### Consultation

As part of the review, the panel conducted a consultation to which it received responses from 112 parents, 37 governors and 2 teachers and 4 respondents who did not say in which category they fitted. Their views are summarised here:

- Most (14.7%) had children in years 2 and 4.
- 43% walk every day. 23% walk most days.
- 20% drive every day and 3% cycle every day.
- 47 respondents were answering about primary schools, 40 for junior, 32 for infant and 6 all-through.
- 44% of respondents said that there was a School Crossing Patrol (SCP) linked to the school.
- 12.86% of respondents did not know.
- 84.17% of respondents said that they felt pupils are at risk on the roads immediately outside their children's school at the start and/or end of the school day. When rating their concern on a scale of 1-7 (1 representing a low level and 7 - the highest) 67% rated the level of their concern at 5 or above. The average was 5.4.

The main concerns were regarding lack of visibility due to vehicles stopping on zig zags, yellow lines and in the middle of the road.

When asked what they thought could be done to improve road safety outside schools, 75% wanted more enforcement to be carried out regarding parking contraventions and 38% regarding speeding. 31% wanted more school crossing patrol officers and 31% wanted the zig zags extended.

When asked who they consider responsible for pupils' safety outside school, 85.59% said parents, 70.27% the council and 53.15% law enforcement. Only 45.05% said it was the school's responsibility.

Here is a summary of the concerns raised by parents:

- Parking on corners, zebra crossings, in disabled bays without displaying blue badges, in the yellow cross-hatch 'emergency vehicles only' space, across driveways, on zig-zags, in the middle of the road and on yellow lines.
- Some drivers double and even triple park
- Lack of visibility
- Verbal abuse from drivers who are challenged about their parking.
- Heavy volumes of traffic
- Careless driving - reversing at speed and mounting the pavement
- Drivers do not indicate properly
- Lack of attention by pupils crossing the road
- Cycle paths are inconsistent, poorly marked, rarely enforced and not designed for parents to cycle alongside children.
- Cycling on pavements putting pedestrians at risk
- Public transport is expensive, slow.
- Cars jumping the red lights regularly at the Waverley Road/ Albert Road junction.
- Lack of SCPs particularly in Waverley Road and not just at junctions

Several respondents reported regularly witnessing near misses involving children.

Suggestions to improve the situation included:

- More enforcement (the majority of respondents wanted to see more enforcement)
- Install red lines as a deterrent
- Lower the speed limit in Waverley Road
- Extend the yellow lines in Taswell Road to the junction.
- Remind all parents of the school travel policy every year
- Create a safe walking zone outside the school
- Extend the double yellow lines on corners to improve visibility
- Create more joined up cycle routes and lanes
- Extend the park & ride to reduce the number of cars in the city
- Install a pedestrian crossing on Pembroke Road
- Enforce the 20mph speed limit where in force

The Council's Road Safety Team in the Environment & Transport Directorate comprises two officers one full-time and one job share and other officers assist them when necessary. The team has responsibility for road casualty reduction, modal shift, rights of way, school crossing patrols, home to school transport for children with statemented educational needs, traffic safety, signs and lines and Traffic Regulation Orders.

The School Travel Programme will reduce after March 2015 due to the end of the Local Sustainable Transport Framework. This will mean that the ability to monitor School Travel Plans and modal shift will significantly reduce. Resources are stretched in all areas. There is no revenue budget for road safety campaigns for the remainder of 2014/15. Cycle training is currently

funded until 2014/15. In December 2014 the council was notified that 15/16 funding would be available but at a reduced level. There has been a diminishing Local Transport Plan allocation of engineering solutions. The 15/16 allocation had yet to be determined.

The Cabinet Member for Traffic & Transportation explained that parking contraventions around schools are a significant problem and the solutions revolve around education and the physical infrastructure including yellow lines and warning signs.

**To assess the role of education in improving the safety of pupils.**

Three levels of school cycle training is available for schools for years 4- 7 pupils. Participation is increasing slightly but some secondary schools do not want to be involved. Scooter training is also provided. The panel heard that road infrastructure around schools can be a barrier to pupils cycling to and from school. Helmet wearing is promoted in the cycle training.

Teaching children road sense is essential because in the majority of accidents involving child pedestrians, the driver is not at fault and children regularly cross from between parked cars. Children are taught how to identify the safest place to cross the road; as Portsmouth has a high level of traffic this is often between parked cars.

The council assists schools to raise awareness of road safety in a number of ways including attending assemblies, meeting Junior Road Safety Officers, assisting with the setting up of walking buses, organising local events for Road Safety Week, providing a free road safety in-school programme for years 7-10, producing information for parents to be included in newsletters or given out at parents' evenings, producing and giving out park and stride maps to people who park on zig-zag lines and assisting with the STARS programme for primary aged children for the implementation and accreditation of School Travel Plans.

Ten schools participate in the JRSO scheme which is run by the council and is aimed at primary schools. Two JRSOs from years 3 to 6 meet with the Road Safety Officer to discuss their responsibilities which include creating a noticeboard, going on a community speedwatch operation and speaking at assemblies to raise awareness of road safety. The scheme is working very well and officers are promoting the scheme to all schools to increase participation levels.

With regard to educating parents, a drip-feed, consistent approach was recommended ideally by a full time officer dedicated to this role. Parents of infant school pupils are more ready to engage with the school and road safety team. The panel was also advised that education should start from the first parents' evening' with the emphasis on child safety.

Springfield School reported that it raises road safety awareness in a number of ways including holding assemblies, an annual year 7 focus day, having the British Transport Police and the council involved in Personal, Social Health

and Economic (PSHE) year 8 lessons and the Hampshire Fire & Rescue Service attend Year 10 PSHE lessons.

The Cabinet Member for Children & Young People explained that all 15 schools that he had visited take road safety seriously with different initiatives in place to raise road safety awareness.

**To assess the role of enforcement of the current traffic regulations.**

The regulations regarding parking on double-yellow lines and zig-zag lines are enforced by the police, civil enforcement officers and community wardens. The priority for enforcement is to ensure road safety especially for the most vulnerable in society. Extending zig zag lines is not a simple process and might exacerbate parking problems.

The most common problem encountered is parking on zig zag lines, particularly parents dropping off and collecting infant school pupils. Some schools put out cones to prevent people doing this; this is not condoned by the council. The police and the council can also issue a ticket if a parked vehicle obstructs a dropped kerb. Enforcement campaigns are labour-intensive and parking improvement tends to last only for the duration of the campaign.

When he can, the Head Teacher at Isambard Brunel Junior School speaks to drivers parked on zig-zags and double yellow lines and asks them to move on. This has been effective but depends on his availability. Hampshire Constabulary offered to train key school staff to aid enforcement by showing them how to take photographs of cars parked outside and send them to the council. This had not yet been taken up.

The Head of Springfield School reported that he had requested a road sign warning drivers of the school but this had been refused. Officers informed the panel that there are school signs warning drivers outside every school. The Road Safety & Active Travel Manager informed the panel that a map of all signage and road markings associated with school safety was recently carried out and subsequently work had begun to improve/ install additional markings etc where funding permits.

The Business Director of Milton Cross Academy explained that although staff assist at the gates it is difficult because the traffic comes from three directions and there is nothing to slow it down and no school signs.

There are currently 32.5 full time equivalent Civil Enforcement Officers and three more are being recruited. In order to prioritise resources, schools are divided into three priorities according to risk: high; medium and low. High priority schools receive twice as many visits as medium and low priority receive half as many as medium. There are not sufficient CEOs to attend every school at opening and closing times. The majority of verbal and physical attacks on CEOs occur outside schools. On average there are 12 school visits a day and two Penalty Charge Notices are issued.



Loading/ unloading and delivering/ collecting goods are allowed in most places where restrictions apply except where loading prohibitions apply, for example:

- 1) Where there are kerb stripes;
- 2) Where there is a temporary ban on loading; or
- 3) On bus stop clearways or school keep clear markings.

Loading / unloading is generally restricted as follows:

- (a) In loading bays – as time plate stipulates
- (b) Designated parking places - 20 minutes
- (c) On yellow lines - 20 minutes as long as there are visible signs of loading/unloading taking place.

A vehicle may only remain in place for as long as it takes to perform the loading or unloading operations, generally defined as being the movement of goods to or from the vehicle, the checking of said goods and the completion of any necessary paperwork. The purchase of goods is not covered by the exemption. There is no right to park for the maximum time. In order to qualify for exemption, vehicles should be parked adjacent to the premises being delivered to; although where this is not possible discretion will be given to allow the vehicle to park in the vicinity of the premises. Where loading/unloading is allowed a CEO will observe the vehicle for a period of time to ascertain whether loading/unloading is being carried out. If a goods vehicle is being observed then it is recommended that the observation time is longer. If loading or unloading is seen after a PCN is issued, this will be noted by the CEO in the pocket book.

Disabled Badge holders can park on single or double yellow lines for up to three hours, except where there is a ban on loading or unloading. The blue badge and clock showing the time of arrival must be displayed.

PCNs can also be issued for parking in the middle of the road.

The restrictions on roads are in the main from the centre of the carriageway to the building line, so for instance stopping on the pavement or centre of a carriageway would still be a contravention on double yellow lines. Yellow zig zags are different in that the contravention is to stop on the lines. Generally outside schools, drivers are asked by the CEO to move away; if they refuse or are not with the vehicle then a PCN will be issued. Very few PCNs are issued on zig zag lines as the very presence of a uniformed officer acts as a significant deterrent.

The Chair made two visits to a primary school; during the first visit in the morning with a CEO he observed that after three tickets had been issued and several drivers cautioned, parents stopped parking on yellow lines or zig zags. When he returned in the afternoon without a CEO, he witnessed an apparent total disregard to all the parking and stopping regulations. Furthermore, the majority of vehicles did not seem to observe the 20mph speed limit which is in place but not enforced.

All council deployed vehicles have been clearly warned that they must comply with all parking restrictions or they will receive PCNs.

Feedback indicates that the public are concerned that there are many areas which are not enforced as well as they could be, particularly residential parking zones.

The Secretary of State for Communities and Local Government is due to decide whether local authorities can use mobile enforcement vehicles which have cameras. The British Parking Association said that the use of cameras for parking enforcement outside schools is very effective. The initial cost of approximately £40,000 for one vehicle would be recouped in a very short time. The Parking Manager recommended its use outside schools and in bus stops.

Outside some schools there are railings on one side and zig zags on the other. The layout of each school could be assessed to determine whether the introduction of railings would help improve safety.

In addition to issuing tickets, letters are sent out by the Road Safety Team to people who park on yellow lines and zig zags outside schools informing them that this puts children at risk. After the second infringement, a road safety officer visits the offender to discuss the issue and advises that if there is another incident they may be taken to court. The database of repeat offenders includes a disproportionate number of foreign drivers mainly with middle-eastern heritage and taxis drivers. When the scheme was originally devised, it was agreed that drivers would be taken to court if there were three separate infringements. However, this does not currently happen.

A PCSO from the Cosham, Drayton and Farlington Safer Neighbourhood Team explained that she had experienced a lot of verbal abuse from parents when carrying out her duties outside schools. She regularly sees parents stop outside schools just long enough to throw their children out of the car. The police would not be able to commit to a rota to cover schools every school day with Community Wardens, Civil and Enforcement Officers because of other duties.

A PC from the Cosham, Drayton and Farlington Safer Neighbourhood Team explained that enforcement operations are carried out with the parking enforcement and road safety teams. Parents' behaviour is generally good during these but afterwards parents revert to their normal behaviour. Parents feel that they don't have time to park in the correct place especially those who arrive from 8.50am onwards. He had witnessed children being ejected from cars. He noted that there are more parking infractions in bad weather. He felt that ultimately parents are responsible for their children's safety. In the past, naming and shaming parents led to pupils being bullied.

Speedwatch campaigns are carried out with residents in roads where there is a proven issue. There is only one road in Cosham, Drayton and Farlington where the police can use a radar gun (Havant Road). Prior to the campaign, the police walk the road to ensure that every sign is located in the correct position and is the correct height, colour, font and size in accordance with

government legislation. A small number of PCs are trained on the procedure for using speed guns which are currently stored at Fratton Police Station but for technical reasons are not useable.

Speed does not seem to be an issue regarding road safety outside schools.

The Cabinet Member for Traffic & Transportation explained that a large number of schools have a problem with parking contraventions in their immediate vicinity which poses a huge safety hazard.

**To evaluate the effectiveness of the road safety measures that are currently in place outside schools.**

High grip surfaces to slow down vehicles are not used outside schools because speed outside schools is often reduced at school times due to the increase in traffic.

The start and finish times of Mayfield Infant and Secondary Schools were staggered in response to concern from parents about the high volume of pupils and traffic outside them at the same times.

Portsmouth City Council has a higher number of School Crossing Patrol Officers (53) than other local authorities. A local newspaper recruitment drive to fill the 23 vacancies had a slow response. Officers worked on an additional campaign that will run into 2015 to further publicise vacancies. The possibility of splitting the roles so that people can work either mornings or afternoons is being investigated to improve recruitment, though it must be noted that this has had limited success in other authorities.

Upgrades to key routes could be considered in order to provide a better chance of avoiding children crossing the road from behind parked cars.

The five schools that contacted the panel, gave the following feedback:

- There is a supportive relationship between the school and the School Crossing Patrol.
- The SCP was felt to be good but infrequent.
- Provision of a hut for parents in wet weather and a bike store.
- Good numbers walking and cycling.
- Improvement in parking after patrols.
- Speed reduced.
- The removal of some safety barriers at one school to give more places to cross had a good impact.
- Better signage was requested.
- The extension of zig zag lines improved road safety.
- Student council pupils asking people who stopped or parked inconsiderately to move on was very successful.
- One school requested a one way system.

A raised table was recently installed in Doyle Avenue to reduce speed.

The timings of crossings are controlled by the staff in the Traffic Management Centre particularly at rush hour.

Outside some schools there are railings on one side and zig-zag lines on the other. The layout of each school could be assessed to determine whether the introduction of railings would help improve safety.

After installation of railings outside one school, Councillor Boshier, ward councillor received 14 complaints from mothers who were angry because they had to get out of their car to lift the child over the railings.

The Director of Milton Cross Academy explained that pupils are not taken on Milton Road during Bikeability sessions because it is considered dangerous. Although the pavement along Milton Road is marked on the council's cycle plan as a shared space for pedestrians and cyclists, the police ask children to walk their bicycles to the nearest cycle lane. Furthermore, there is a bus shelter midway along the shared pavement which is frustrating. The cycle lane is not signposted nor clearly marked and does not continue very far.

The Assistant Head of Service, Transport and Environment explained school safety improvement works and signage commitments are due to be completed as part of LTP Capital Budget 2015/16. The first phase would seek to link the school to the southern housing around Warren Avenue and will include alterations to bus shelters to facilitate the route along Milton Road.

### 3. Conclusions

After considering the evidence received, the panel expressed concern that:

1. Child pedestrian casualties are 50% higher than the national average. Members noted however, that this is mitigated somewhat by the fact that Portsmouth has the highest walk to school rate in the country.
2. The number of KS1 & 2 pupils involved in road accidents has not reduced in the last three years.
3. Portsmouth has double the national average for child cycling casualties. However the panel also noted that cycling levels in the city were double the national average.
4. Many child cyclists do not wear helmets.
5. Some council contractors were reported to be parking in contravention, thereby putting children at risk.
6. A disproportionate number of taxi drivers are parking on zig-zag lines outside schools.
7. Some schools do not participate in the pupils' road sense programmes offered by the council nor permit officers to attend parents' evenings to discuss road safety with parents.

The panel noted that:

8. Although the majority of road accidents involving children do not occur outside schools, parents are extremely concerned about parking contraventions around schools and the potential risk this poses for children.
9. It is essential that parents are regularly informed about how having parking regulations outside schools reduces the risk to children.

10. Enforcement is also an effective method of focussing drivers' minds because there is a direct financial consequence if they park in contravention.
11. CEOs are deployed twice a day outside schools to enforce the parking regulations.
12. The reduction in LSTF funding will reduce the council's resources in terms of road safety.
13. As lack of due care and attention is a major contributory factor in pedestrian and cycle accidents involving children, educating pupils about road safety is essential.
14. More could be done to improve schools' participation in bicycle training.
15. There are more accidents from 3pm to 8pm involving KS3&4 child cyclists, so wearing reflective clothing and lights is essential.
16. Road infrastructure outside schools plays an important role in improving road safety.
17. Staff from some schools reported that there was insufficient road signage informing motorists that they were near a school.
18. The Chief Constable and senior officer will review the role of the police and the deployment of resources in April 2015.
19. A disappointing low number of teachers responded to the panel's consultation about road safety around schools.

#### 4. RECOMMENDATIONS.

The following table highlights the budgetary and policy implications of the recommendations being presented by the panel:

	<b>Recommendation</b>	<b>Action by</b>	<b>Policy Framework</b>	<b>Resource Implications</b>
1	More be done to encourage schools to participate in the education programmes for child pedestrians offered by the council particularly for KS1 & 2 pupils and also in bikeability training. <i>Links to conclusions 1, 2, 3, 4, 7, 8, 13 and 14.</i>	The Road Safety & Active Travel Manager/ Portfolio holder for schools and the Head of Education.	Within policy framework.	Additional resource would be required within the Road Safety and Active Travel team if material increases in activity were expected. The revenue funding for this resource would need to be identified.
2	Schools be encouraged to take some responsibility for road safety outside their schools at the start and end of the school day e.g. by having a regular teacher presence outside the school gates in a high visibility jacket. <i>Links to conclusion 8.</i>	The Road Safety & Active Travel Manager.	Within policy framework.	Existing staff could continue to encourage school responsibility. Again, if it was decided that additional activity was required then a revenue funding source would need to be identified.
3	All the required improvements identified during the assessment of the signage and road markings associated with school safety be carried out. <i>Links to conclusion 17.</i>	The Parking Service and the Road Safety & Active Travel Team.	Within policy framework.	The costs of all improvements identified would need to be quantified. There is a sum of £150k within the LTP set aside for Safer Routes to School Improvements and this could be used to fund some or all of the improvements required. If costs were estimated to be greater than this sum then an alternative source of funding would need to be identified.

	<b>Recommendation</b>	<b>Action by</b>	<b>Policy Framework</b>	<b>Resource Implications</b>
4	The possibility of engaging with local businesses to sponsor bicycle safety equipment including cycle helmets, high visibility jackets and reflective bands be investigated. <i>Links to conclusions 4 and 15.</i>	The Road Safety & Active Travel Manager.	Within policy framework.	It is likely that this activity could be carried out by existing resources.
5	All cyclists featured in council literature and posters wear helmets and high visibility jackets and that the bicycles have lights. <i>Links to conclusion 15.</i>	Director of Community & Communication.	Within policy framework.	Additional resources would be incurred for the use of existing and new materials.
6	An officer presence (road safety officers, CEOs, Community Wardens and the police) outside schools to enforce the parking regulations be continued. <i>Links to conclusions 11 and 12.</i>	Director Transport Environment & Business Support.	Within policy framework.	There are in excess of 60 schools in Portsmouth. Unless additional resource were to be employed the careful coordination and cooperation of all parties is required to fulfil this recommendation.
7	More be done to explain how parking regulations outside schools help ensure child safety and to make it clear that offenders will receive PCNs. <i>Links to conclusions 1, 2, 3, 5, 7, 8, 9, 10 and 11.</i>	Director Transport Environment & Business Support.	Within policy framework.	Currently CEOs visit schools and inform pupils that offenders will receive PCNs.
8	The Leader write to all the council's contractors reaffirming the importance of complying with the parking regulations around schools to ensure pupils' safety. <i>Links to conclusion 5.</i>	Director Transport Environment & Business Support	Within policy framework.	Portsmouth City Council have in excess of 700 contractors registered. A source of funding would need to be identified to fund the postage costs.

	<b>Recommendation</b>	<b>Action by</b>	<b>Policy Framework</b>	<b>Resource Implications</b>
9	The Cabinet Member for Children & Education write to taxi companies requesting that they remind their drivers to comply with the law particularly around schools. <i>Links to conclusion 6.</i>	The Cabinet Member for Children & Education.	Within policy framework.	The costs of this recommendation could be met from existing cash limited budgets.
10	The Cabinet Member for Children & Education write to Head Teachers reminding them of the importance of working together with the road safety team, the CEOs and the police to ensure the safety of pupils outside their schools and to allow officers to have a regular presence at parents' evenings. <i>Links to conclusion 1, 2, 3, 7, 8, 13 and 14.</i>	The Cabinet Member for Children & Education.	Within policy framework.	The resource required to carry out this recommendation could be met from existing cash limited budgets.
11	The Cabinet Member for Children & Education write to the Chief Constable and the Police & Crime Commissioner requesting that they prioritise road safety and working with schools when reviewing the service. <i>Links to conclusion 18.</i>	The Cabinet Member for Children & Education.	Within policy framework.	The resource required to carry out this recommendation could be met from existing cash limited budgets.
12	The council's representative on the Police & Crime Panel to request that the co-ordinator be given the training and resources required to carry out speedwatch campaigns.	Director of Regulatory Services, Community Safety & Troubled Families.	Within policy framework.	There are no resource implications as a result of approving this recommendation.
13	The Cabinet Member for Children & Education write to Ofsted requesting confirmation that its assessment of the behaviour and safety of pupils include the school's level of participation with the local authority regarding road safety. <i>Links to conclusions 1, 2, 3, 8, 13 and 14.</i>	The Cabinet Member for Children & Education.	Within policy framework.	There are no resource implications as a result of approving this recommendation.



	<b>Recommendation</b>	<b>Action By</b>	<b>Policy Framework</b>	<b>Resource Implications.</b>
14	The Cabinet Member for Traffic & Transportation raise the issue of road safety around schools at the Transport Liaison Group. <i>Links to conclusion 1, 2 and 3.</i>	The Cabinet Member for Traffic & Transportation.	Within policy framework.	There are no resource implications as a result of approving this recommendation.

5. Purpose

- 5.1. The purpose of this report is to present the Cabinet with the recommendations of the Traffic, Environment & Community Safety Scrutiny Panel's review of road safety around schools.

6. Background.

- 6.1. This review was undertaken by the Traffic, Environment & Community Safety Scrutiny Panel, which comprised:

Councillors Stuart Potter (Chair)  
Simon Boshier  
Hannah Hockaday (Vice Chair)  
Lee Hunt  
Phil Smith  
Lynne Stagg

Standing Deputies were: Councillors Paul Godier; Leo Madden; Hugh Mason; Les Stevens and Alistair Thompson.

- 6.2. At its meeting on 3 October 2014, the Traffic, Environment & Community Safety Scrutiny Panel (henceforth referred to in this report as the panel) agreed the objectives:

- To understand the reasons for the review.
- To assess the role of education in improving the safety of pupils
- To assess the role of enforcement of the current traffic regulations.
- To evaluate the effectiveness of the road safety measures that are currently in place outside schools.

- 6.3. The panel met on 5 occasions between 3 October 2014 and 23 March 2015. A list of meetings held by the panel and details of the written evidence received can be found in *appendix one*. The minutes of the panel's meetings and the documentation reviewed by the panel are published on the council's website [www.portsmouthcc.gov.uk](http://www.portsmouthcc.gov.uk) and paper copies are available from Democratic Services upon request to [scrutiny@portsmouthcc.gov.uk](mailto:scrutiny@portsmouthcc.gov.uk).

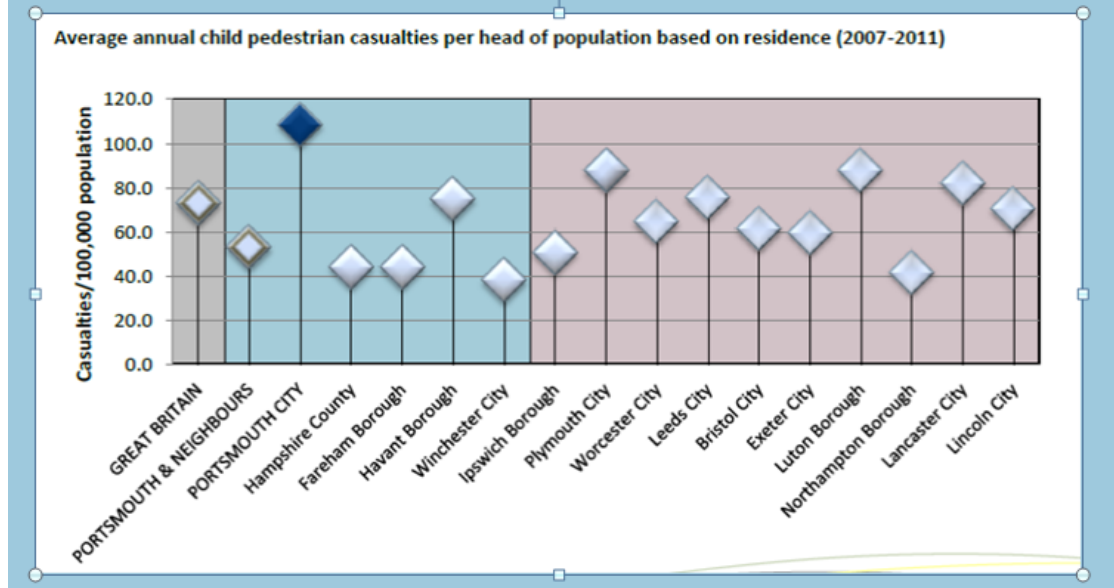
7. **To understand the reasons for this review.**

- 7.1 The Assistant Head of Service, Transport and Environment gave the following breakdown of the current situation regarding child pedestrian and cyclist accidents.

- 7.2 There are 64 local authority or academy and four private schools in the city.

Child Pedestrian Casualties

## Average annual child pedestrian casualties per head of population



7.3 Portsmouth has double the national average for child pedestrian casualties for its population size with casualties being 50% higher than the national average according to data between 2007 and 2011. The fact that Portsmouth has the highest walk to school rate in the country with over 70% of children walking to school could be a contributory factor. This figure is for accidents throughout the city and not just near schools.

7.4 Since 2004, Portsmouth has seen an overall downward trend in child pedestrian casualties from an average of 56 per year down to an average of 39 per year with no fatalities during that period.

	Number of child pedestrians slightly injured.	Number of child pedestrians seriously injured.
2011	27	16
2012	31	11
2013	28	5

NB: An injury is classed as slight when the police attend and serious if the victim is hospitalised for one night or more.

### Ages

7.5 Child pedestrian casualty numbers for KS1 & 2 (5-10 year olds) remains largely consistent over the last five years. There was a reduction in the numbers for key stages 3 and 4 (11- 16 year olds).

### Time of Year and Time of Day.

7.6 Between 2009 and 2013 during term time and between 8am and 4pm there were 29 accidents involving KS1 & 2 child pedestrians out of a total of 75. There were 22 for KS3 & 4 child pedestrians out of a total of 93.

7.7 Between 2009 and 2013 the highest number of accidents involving KS1&2 child pedestrians occurred from 8-9am (10), 3-4pm (19) and 5-6pm (10). For KS 3&4 child pedestrians, the peak times are 4-5pm (17), 3-4pm (15), 7-8pm (11) and 8-9am (10).

#### Gender

7.8 There were 28 KS1 & 2 female pedestrian casualties between 2009 and 2013: compared to 47 KS1&2 males. There were 46 KS3 & 4 female pedestrian casualties and 53 KS3&4 males in the same period.

#### By Month.

7.9 Between 2009 and 2013 the highest number of accidents involving KS 1 & 2 child pedestrian casualties occurred in April (11) and June (both involved 11 children). The lowest number occurred in December and January (both involved 2 children). In the same period, the highest number of accidents involving KS3 & 4 child pedestrians occurred in March (14) and August (13). The lowest number occurred in February (3). August is not a quiet time in terms of accidents involving children.

#### Contributory factors

7.10 Between 2009 and 2013 there were 75 accidents involving KS1 & 2 child pedestrian casualties; two contributory factors stood out for pedestrians:

- 61 cases - the pedestrian failed to look properly.
- 24 cases - the pedestrian crossed between parked cars.

7.11 Between 2009 and 2013, there were 93 accidents involving KS 3&4 child pedestrian casualties; four contributory factors stand out:

- 15 cases - driver failed to look properly
- 56 cases - pedestrian failed to look properly.
- 20 cases - crossing from behind parked cars.
- 29 cases - 'careless, reckless or in a hurry'.

7.12 In most cases the driver is not attributed blame although with the KS3 & 4 age group, drivers have more responsibility with 15 cases of them failing to look properly.

7.13 A PC from the Cosham, Drayton & Farlington Safer Neighbourhood Team explained that over the last five years, taxi drivers were involved in 200 car accidents and they were at fault in 70% of these.

#### Locations

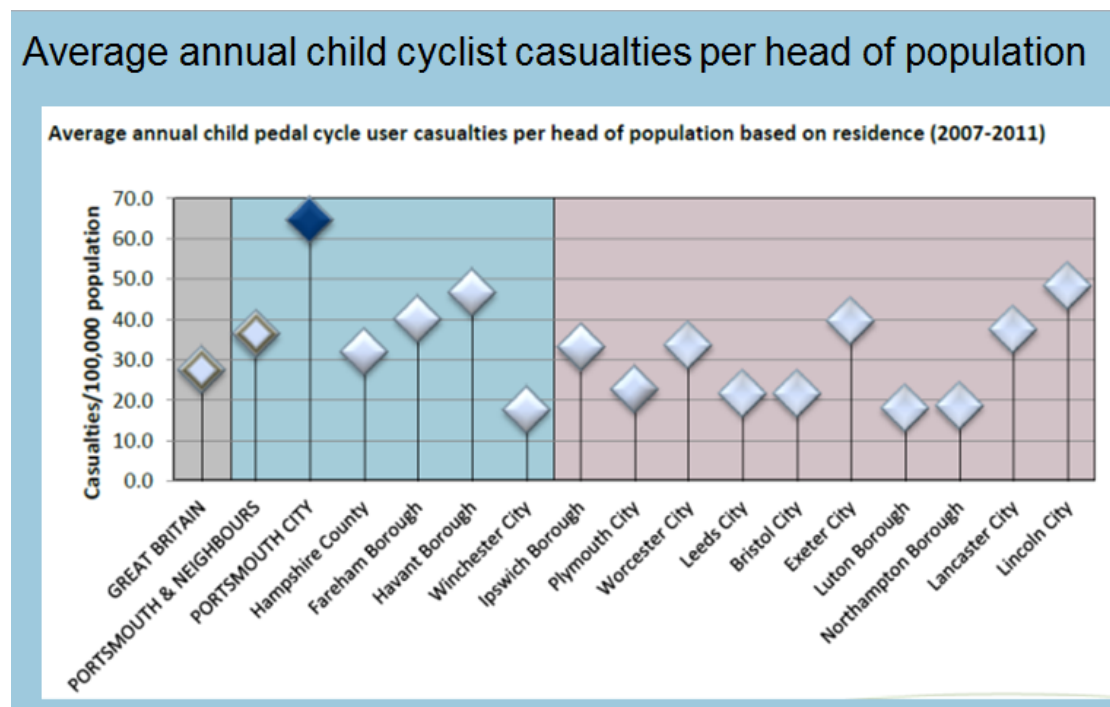
7.14 During the same period, in roads with 30mph speed limits there were 71 accidents involving child pedestrians and in 20mph zones there were 26 accidents.

7.15 Of the 76 accidents in these roads between 2009 and 2013, only 24 occurred at crossings and 11 of those were at light controlled crossings where the pedestrian did not wait for the signal so effectively only 13 were at crossing points on roads where they are widely available.

7.16 Casualty data shows that KS1 & 2 pupils are not at risk at junctions. This may be because they are with their parents and are not exposed to more dangerous roads.

*Child Cyclist Casualties.*

Comparison with other areas.



Numbers

7.17 Portsmouth has high child cycling casualties per size of population, double the national average, however cycling levels in the city are also twice the national average.

7.18 During the last decade there has been little change in casualty levels involving child cyclists (an average of 26 per year) despite a spike in 2011 in Hampshire which is often attributed to severe weather conditions and the pinch of the economic downturn with more journeys being taken by bike or on foot.

Severity

Year	Number of minor accidents*	Number that were serious
2009	30	6
2010	31	3
2011	39	5
2012	25	1
2013	30	7

\* involving child cyclists.

### Ages

7.19 Casualty rates for KS1 & 2 child cyclists are so low that trends are difficult to find with any reliability. KS3 & 4 numbers have remained constant.

7.20 Between 2009 and 2013 during term time and between 8am and 4pm there were 4 accidents involving KS1 & 2 child cyclists out of a total of 23. There were 31 for KS3 & 4 child cyclists out of a 129.

### By Month.

7.21 Between 2009 and 2013 the highest number of accidents involving KS 1 & 2 child cyclists occurred in July (4), September (3), June (3) and April (3). None occurred in November. In the same period, the highest number of accidents involving KS 3&4 child pedestrians occurred in April, June and July (16) and October (13).

### Timings.

7.22 In the same period, the highest number of accidents involving key stage 1 & 2 child cyclists occurred between 11 and 12 noon (5) followed by 12-1pm, 2-3pm, 3-4pm and 4-5pm (3 for each). The highest number of accidents involving KS 3 & 4 cyclists occurred between 4 and 5pm (16), 5 and 6pm (15) and 3 and 4pm (14). 6-7pm (13) and 7-8pm & 8-9am (12).

### Gender

7.23 There were 5 KS1 & 2 female cyclist casualties between 2009 and 2013 and 18 male. In the same period, there were 29 female and 100 male KS 3&4 cyclist casualties.

### Contributory Factors.

7.24 The breakdown of reasons reported in accidents involving KS 1&2 cyclists are as follows:

- 13 cases - failing to look properly by the cyclist or the driver (blame is very difficult to attribute).

7.25 The breakdown of reasons reported for the 129 accidents involving KS 3&4 cyclists are as follows:

- 35 cases - the cyclists entered the road from the pavement.
- 76 cases - the cyclist/ driver failed to look properly.

### Locations.

7.24 As is consistent with cycle casualties for all ages, the majority of accidents involving KS1&2 children occur on 30mph roads. There were 9 cases in 20mph zones and 14 in 30mph zones. Only 48% of accidents occur at junctions. This is most likely due to the younger children cycling on the pavement and keeping to 20mph roads.

7.25 For KS3&4 children, 74% of accidents happened at junctions; the majority of these were because the drivers failed to see the cyclists; this is in line with all cycle collisions.

7.26 Not many accidents happen outside schools for any age group.

7.27 For KS3&4 children, there were 34 accidents in 20mph roads and 86 in 30mph roads. As is consistent with cycle casualties for all ages, the majority occur on the main 30mph roads.

#### Helmet Use

7.28 In only 1 of 23 accidents (involving 5 female and 18 males at KS1 & 2) it was recorded that the casualty was wearing a helmet. For KS3 & 4 child cyclists involved in accidents only one in 129 wore a helmet.

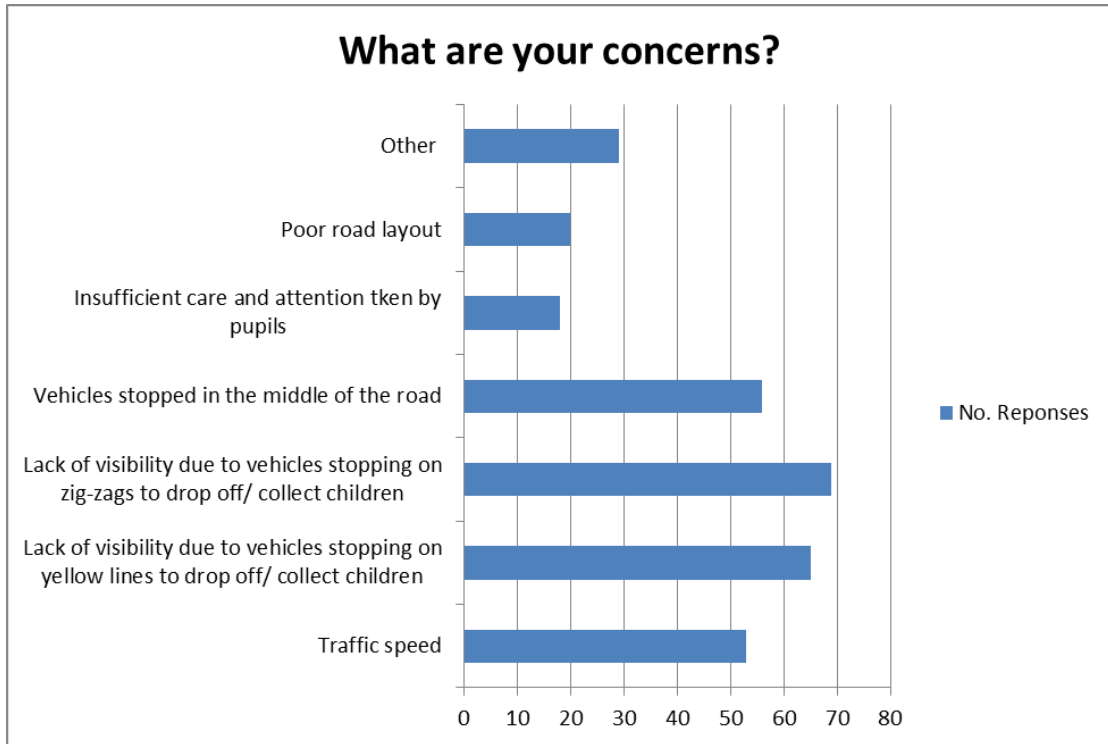
7.29 The Headteacher at Springfield School reported that the School Planner refers to the wearing of cycle helmets.

7.30 The headteacher of Isambard Brunel Junior School said that pupils who cycle to school are required to wear helmets.

#### Consultation.

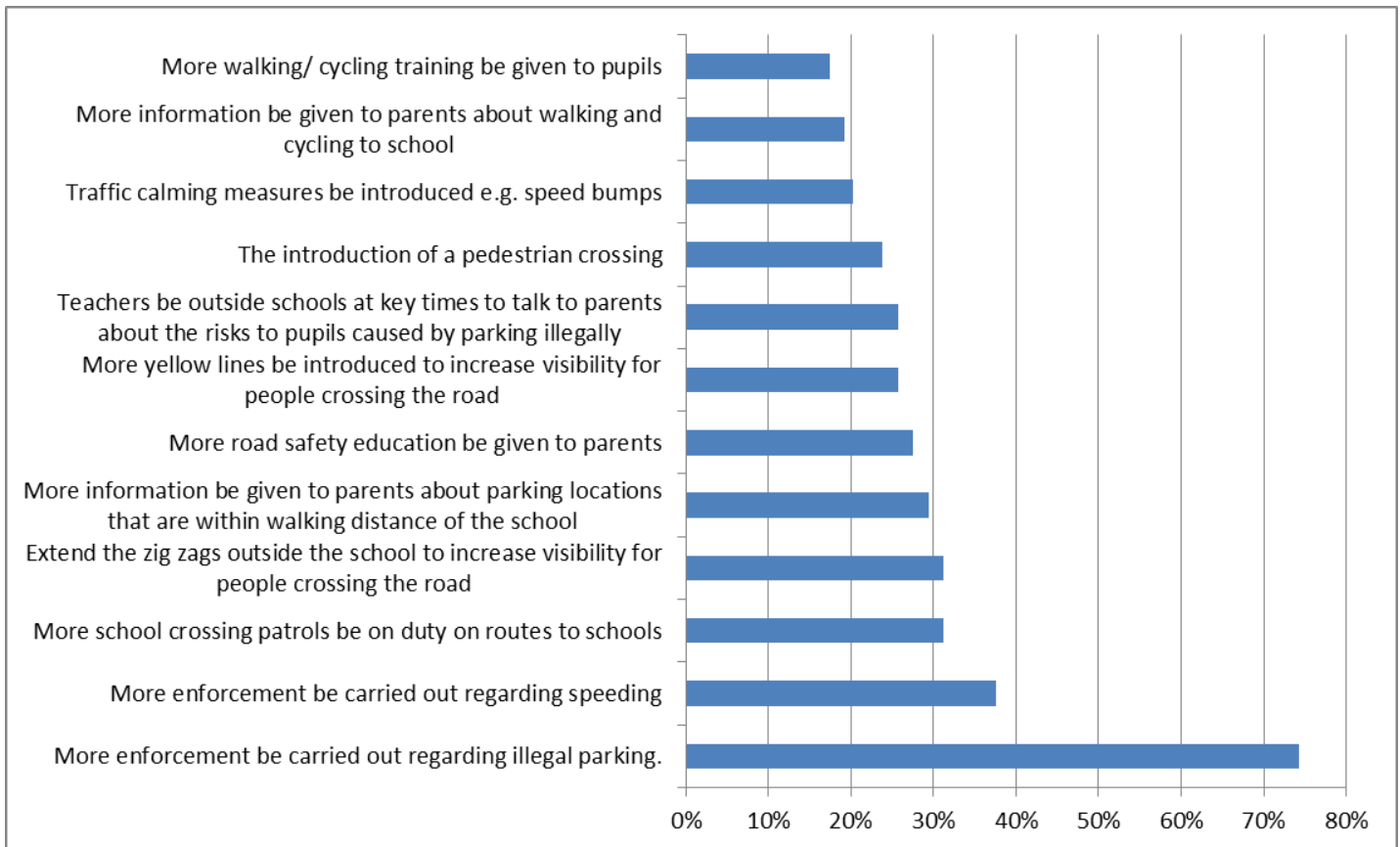
7.31 A consultation was carried out between 30 November and 15 December 2014 to seek the views of parents, governors and teachers at local schools. The conclusions can be summarised thus:

- There were 155 respondents: 112 parents; 37 governors; 1 teacher; 1 head teacher and 4 - did not say.
- Most (14.7%) had children in years 2 and 4.
- 43% walk every day. 23% walk most days.
- 20% drive every day and 3% cycle every day.
- 47 respondents were answering about primary schools, 40 for junior, 32 for infant and 6 all-through.
- 44% of respondents said that there was a SCP linked to the school. 12.86% of respondents did not know.
- 84.17% of respondents said that they felt pupils are at risk on the roads immediately outside their children's school at the start and/or end of the school day. When rating their concern on a scale of 1-7 (1 representing a low level and 7 - the highest) 67% rated the level of their concern at 5 or above. The average was 5.4.



NB: respondents were invited to tick all that applied.

When asked what they thought could be done to improve road safety outside schools, the responses were:





When asked who they consider responsible for pupils' safety outside school, 85.59% said parents, 70.27% the council and 53.15% law enforcement. Only 45.05% said it was the school's responsibility.

Here is a summary of the concerns raised by parents:

- Parking on corners, zebra crossings, in disabled bays without displaying blue badges, in the yellow cross-hatch 'emergency vehicles only' space, blocking driveways, on zig-zags, the middle of the road and on yellow lines.
- Some drivers double and even triple park
- Lack of visibility
- Verbal abuse from drivers who are challenged about their parking.
- Heavy volumes of traffic
- Careless driving - reversing at speed and mounting the pavement
- Drivers don't indicate properly
- Lack of attention by pupils crossing the road
- Cycle paths are inconsistent, poorly marked, rarely enforced and not designed for parents to cycle alongside children.
- Cycling on pavements putting pedestrians at risk
- Public transport is expensive, slow.
- Cars jumping the red lights regularly at the Waverley Road/ Albert Road junction.
- Lack of SCPs particularly in Waverley Road and not just at junctions

Several respondents reported regularly witnessing near misses involving children.

Suggestions to improve the situation included:

- More enforcement (the majority of respondents wanted to see more enforcement)
- Install red lines as a deterrent
- Lower the speed limit in Waverley Road
- Extend the yellow lines in Taswell Road to the junction.
- Remind all parents of the school travel policy every year
- Create a safe walking zone outside the school
- Extend the double yellow lines on corners to improve visibility
- Create more joined up cycle routes and lanes
- More park & ride to reduce the number of cars in the city
- Install a pedestrian crossing on Pembroke Road
- Enforce the 20mph speed limit where in force

#### Council Support.

7.32 The Road Safety & Active Travel Manager explained that the Road Safety Team in the Environment & Transport Directorate comprises two officers: one full-time and one job share. Other officers assist them on top of their usual duties to be able to cover such a large remit. The School Travel Advisor post was funded by the Local Sustainable Traffic Fund until the end of March.

7.33 The School Travel Programme will reduce after March 2015 due to the end of the Local Sustainable Transport Framework. This will mean that the ability to monitor School Travel Plans and modal shift will significantly reduce. Resources are stretched in all areas. There is no revenue budget for road safety campaigns for the remainder of 2014/15. Cycle training is currently funded until 2014/15. In December 2014 the council was notified that 15/16 funding would be available but at a reduced level. There has been a diminishing Local Transport Plan allocation of engineering solutions. The 15/16 allocation has yet to be determined.

Issues Reported by Schools

7.34 Portsmouth headteachers and governors were invited to give their views on issues that affect their schools either in person or in writing:

<p><u>College Park Infant School.</u></p> <ul style="list-style-type: none"> <li>• Two very large schools on one road (Lyndhurst and College Park) - nearly 900 children/ families coming to school daily, not to mention Mayfield All Through School at the end of the road less than 500m away. Immense amount of foot and road traffic twice a day. Congestion worse on wet days.</li> <li>• School gate/ entrance used as a pull-in because Crofton Road is quite narrow with parked cars on either side.</li> </ul>
<p><u>Cottage Grove Primary School</u></p> <ul style="list-style-type: none"> <li>• Parents parking in Mosaic Lane and driving along this narrow lane amongst pedestrians as this is the main pedestrian entrance to the school.</li> <li>• Dog fouling on Belmont Street pavement.</li> <li>• Drivers driving too quickly along Belmont Street.</li> </ul>
<p><u>Fernhurst School.</u></p> <ul style="list-style-type: none"> <li>• Volume of traffic Parking/pulling up on zigzag lines.</li> </ul>
<p><u>Isambard Brunel Junior School</u></p> <ul style="list-style-type: none"> <li>• Cars waiting on “school keep clear” lines to collect and/or drop off children</li> <li>• Delivery vans doing the same</li> <li>• School meals caterers doing the same</li> <li>• Quantity of traffic at start/end of school day – the school is bordered by a one way street and two residential roads</li> <li>• There is no signage informing drivers that the school is there. It was requested, but the council refused. It is required as vehicles often go past the gate without noticing the school, have to turn around.</li> <li>• Some speeding because people miss the turning.</li> </ul>

#### Milton Cross Academy

- A pedestrian crossing on Cotton Road was requested to assist the 500 or so pupils who cross it.
- There is a blind corner leading into the estate.
- There are no school signs to slow traffic which comes from three directions.
- The zig-zags are respected but people do park on the double yellow lines.

#### Penhale School

- No dropped kerb on one side of Penhale road where the lollipop man operates. This causes problems for wheelchair and pram users
- Speeding cars, maybe a need for speed humps on both Penhale road & Lincoln road?
- Electronic speed board (indicating to slow down) if driving too fast.
- Lack of parking spaces for parents causes, cars to stop on zig-zag lines / in middle of road to drop children off.

#### Springfield School

- Visitors comment on how they often miss the narrow entrance to Scholars' Walk from Central Road. They are concentrating on looking for the entrance instead of watching the road.
- Pupils using bikes can be over confident in their ability to be aware of other road users.
- Pupils can lack road awareness when they have their heads stuck into their smart phones as they walk along and/or headphones on.
- 

#### St Edmund's Catholic School

- Cars parked on the corner on double yellow lines.
- Cars stopping in the middle of the road to pick up children thereby stopping the flow of traffic causing stationary traffic.
- Parents parking on zigzag lines.
- Cars parking on the corner on double yellow lines.

7.35 The Cabinet Member for Traffic & Transportation informed the panel that parking contraventions around schools is a significant problem and the solutions revolve around the physical structure (yellow lines, warning signs etc) and education.

7.36 The Cabinet Member for Children & Education explained that all 15 schools that he had visited took road safety seriously with different initiatives in places to raise awareness.

7.37 The headteacher of Isambard Brunel Junior School informed the panel that road safety is discussed at the schools' forum that he attends.

#### **8. To assess the role of education in improving the safety of pupils.**

8.1 The Assistant Head of Service, Transport and Environment emphasised the importance of intensive child pedestrian training and engagement to teach

children to look properly when crossing a road and to use crossings along the main roads.

The Council

8.2 The road safety team has responsibility for road casualty reduction, modal shift, rights of way, school crossing patrols, home to school transport for children with Statemented Educational Needs, traffic safety, signs & lines and Traffic Regulation Orders. The support provided to schools includes talks at assemblies, safer routes to schools, pedestrian training, workshops, park and stride, assistance setting up walking buses, the STARS programme for primary aged children for the implementation and accreditation of School Travel Plans. Some schools do not engage with the road safety team. This might be because they are dealing with the issue themselves.

Cycle Training (Bikeability).

8.3 A representative from Pedal Power Training Ltd asked the panel to note the following points:

8.4 Pedal Power Training provides a Department for Transport approved bicycle training called Bikeability which replaced the Cycling Proficiency Scheme and covers three levels of training: 1) Two hours in the playground for year 5 pupils to cover the basics. 2) Local roads in the school environment (if suitable) to encourage cycling to school and 3) Complex road junctions, hazard perception and route planning. Levels 2 and 3 are also provided to years 6 and 7.

The Number of Children Trained

	<b>Year 5</b>	<b>Year 6</b>	<b>Year 7</b>	<b>Total</b>
April 2012-13	452	558	25	1035
April 2013-14	984	448	62	1494
April 2014- January 15	563	526	51	1140

8.5 This academic year (September 2014- January 2015) 653 pupils attended. So far this financial year (April 2014- January 2015) 1,140 pupils have been trained with an additional 480 already booked on courses to be delivered between January 2015 - July 2015.

School Bookings

	<b>Schools booked</b>	<b>Courses booked</b>
April 2012-13	27	41
April 2013-14	31	52
April 2014- January 15	29	55

8.6 In addition to learning a basic life skill, bikeability and scooterability training improves pupils' health and wellbeing and their road sense. However, some secondary schools do not want to be involved because their focus is on academic achievement. Additionally, it can be very difficult to identify the appropriate person at the school to book cycle training. The road

infrastructure around schools can be a barrier to pupils cycling to and from school.

- 8.7 Unlike in Portsmouth, some bikeability schemes in London do not promote the wearing of helmets because they believe that children do not want to wear them. It was recommended to the panel that the council should ensure that all pictures of cyclists in its literature wear helmets.
- 8.8 Training can be tailored to fit schools' needs with weekend, holiday and evening courses available. Three or four courses are provided at Court Lane School because of its size.
- 8.9 The headteacher at Isambard Brunel Junior School informed the panel that the bikeability scheme and the introduction of school bike permits have had some impact. The number of cyclists has increased although bike storage is tricky. It is difficult to fit in bikeability training sessions within school times or at the weekend. This could be possibly be included as part of a safety themed day.
- 8.10 The headteacher of St Edmunds Catholic School explained that if the school were to turn away pupil cyclists who do not have lights or reflective jackets, some would not return because they cannot afford to buy it.
- 8.11 The Assistant Head of Springfield School noted that child cyclists can over estimate their awareness of other road users.
- 8.12 The Road Safety & Active Travel Manager explained that the community cycle hubs in somerstown provides basic maintenance free of charge.

#### Scooterbility

- 8.13 Between April 2014 and 2015, 34 schools received scooterbility training, 66 courses were booked and 4,973 children were trained. One hour scooter workshops are also provided which cover control skills, pavement etiquette, driveways and pedestrian safety.

#### Junior Road Safety Officers Scheme.

- 8.14 The Assistant Head of Service, Traffic & Transportation explained that the Junior Road Safety Officers (JRSOs) scheme, run by the council is available to all primary schools and works well. Once enrolled, schools receive a resources information pack and appoint JRSOs the numbers can vary with a minimum of 4 pupils sometimes 2 from each year group in primary schools. Two JRSOs from years 3-6 meet with the Road Safety Officer to discuss their responsibilities which include creating a noticeboard, going on a community speedwatch operation and speaking at assemblies to raise awareness of road safety at the school. JRSOs can also participate in the Champion of Champions event which is run in conjunction with Hampshire Fire Service and neighbouring local authorities. Ten schools currently participate in this scheme.

#### Pedestrian Training.

- 8.15 The Assistant Head of Springfield School explained that pupils can lack road awareness when they are absorbed in their smart phones and/ or have their

headphones on whilst walking. Pupils are reminded of the importance of road safety in a number of ways:

- Assemblies
- A year 7 focus day every June
- The British Transport Police and the council attend Year 8 Personal, Social, Health and Economic Education (PSHE) lessons.
- Hampshire Fire & Rescue Service attend Year 10 PSHE lessons.

8.16 With Winter approaching, it would be useful to run competitions to raise awareness. Prizes could include cinema gift cards and Amazon vouchers and issue reflective covers for rucksacks, stickers, bike helmets and lights.

8.17 The headteacher at Isambard Brunel Junior School explained that nearly all his pupils walk to and from school, however many do not pay adequate attention as they are engrossed in their mobile phones. Although staff and pupils are informed about road safety, many pupils feel that they are indestructible and do not always pay attention to their surroundings.

8.18 The Road Safety & Active Travel Manager added that there had been interest at the recent launch of the Walk on Wednesdays campaign.

8.19 The headteacher at Fernhurst Junior School explained that the school supports walk to school week/Wednesday/ every day.

8.20 The Road Safety Officer explained that as in the majority of accidents involving child pedestrians, the driver is not at fault teaching children road sense is essential. The amount of yellow lines has reduced and subsequently children often cross the road from behind parked cars.

### Street Skills

8.21 The Road Safety & Active Travel Manager explained that the free road safety in-school programme for years 7-10 provided to schools by the road safety team includes road safety assemblies, workshops, events and videos to demonstrate why it's important to pay attention at the roadside and how to stay safe. Each year group's programme is tailored to their needs: the year 7 programme focusses on journey planning, bikeability training and cycle challenge; year 8 on the 'be safe, be seen' message; Year 9 on distractions and year 10 on young drivers.

8.22 Most schools include information about road safety in their newsletters. Schools do not always want road safety officers to attend parent evenings.

### Park and Stride

8.23 The Road Safety & Active Travel Manager explained that My Journey<sup>1</sup> and the council produced a letter and Park & Stride maps which are given to parents by Community Wardens to people who park on zig zag lines outside schools. The letter informs parents about the importance of keeping the area outside school entrances clear of parked cars and asks them to park a little distance from the school and walk the remaining part of the journey. The maps show three areas to park in which are within 1, 3 and 5 minutes walking

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<sup>1</sup> [www.myjourneyportsmouth.com/](http://www.myjourneyportsmouth.com/)

distance. It also warns parents of the enforcement action that will be taken if drivers are caught parking on zig zag lines: warning letters and ultimately court summons. (More details of this scheme can be found in section 8.25).

8.24 The headteacher at Isambard Brunel Junior School noted that the Park and Stride<sup>2</sup> scheme had been promoted at assemblies and staff had distributed the council-produced map. This had had limited impact so far. Those who walk tend to always walk and those who drive tend to always drive. The issue is exacerbated by those parents who drop children off early in order to get to work and the increasing number of children coming to school from addresses in Southsea due to a shortage of junior places there.

8.25 The Cabinet Member for Children & Education explained that a different approach to educating pupils and parents depending on the phase is required. Infant school pupils tend to be dropped off and collected by car. Junior school pupils walk part or all the way to school. Secondary parents rarely walk their children to school. Parents of primary school pupils tend to park outside the school. Primary pupils are very much influenced by their parents' attitude and behaviour so it is important that they do not learn that inconsiderate or parking contraventions is acceptable.

8.26 The Road Safety & Travel Manager explained that infant school parents are more ready to engage with school and council staff.

8.27 The Senior Community Warden explained that community wardens speak to drivers who park on zig zag lines and give them park and stride maps which show areas nearby where they could park. Their details are sent to the road safety team who send them a warning letter.

8.28 The Road Safety Officer explained that letters are sent to people who park on yellow lines and zig zag lines outside schools explaining that these are there to protect children. After the second infringement, a road safety officer visits the offender to discuss the issue and advises that if there is another incident they may be taken to court. The database of repeat offenders includes a disproportionate number of foreign drivers mainly with middle-eastern heritage and taxis drivers. The nationality of drivers is not captured in accident data. When the scheme was originally devised, it was agreed that drivers would be taken to court if there were three separate infringements. However, the police have indicated that they do not want this to happen due to a lack of evidence.

#### Walking Buses.

8.29 The Cabinet Member for Children & Education explained that Walking Buses seem to be very effective but rely on parents taking the initiative.

8.29 The Road Safety & Active Travel Manager explained that details of walking buses are always offered to parents of new pupils but it is very difficult to set up walking buses as these tend to be labour-intensive and parents often leave when their children leave the school. There are currently two walking buses in operation.

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<sup>2</sup> [www.livingstreets.org.uk/sites/default/files/content/library/NWM/Park%20and%20Stride%20final.pdf](http://www.livingstreets.org.uk/sites/default/files/content/library/NWM/Park%20and%20Stride%20final.pdf)

### Campaigns

- 8.30 The message at the Road Safety Week which ran 17 - 23 November 2014 promoted the message 'be safe, be seen'. Free reflective rucksack covers were given out. There are also other similar campaigns throughout the year.
- 8.31 The Road Safety Officer recommended a drip-feed, consistent approach to educating parents undertaken by a full time officer dedicated to this role. He advised that education should start from the first parents' evening' with the emphasis on child safety.

### **9. To assess the role of enforcement of the current traffic regulations.**

- 9.1 The Parking Manager explained that the police, Community Wardens and Civil Enforcement Officers have various powers to enforce the regulations regarding parking on double-yellow lines and zig-zag lines. The priority for enforcement is to ensure road safety especially for the most vulnerable in society.

### Signage.

- 9.2 Signage regarding parking restrictions must be clear as any appeal hearing would consider whether it is reasonable to expect the appellant to understand that they were contravening the council's policy. The legislation regarding parking signs is very strict. Care must be taken not to put signs up outside schools as these could render all the restrictions null and void.
- 9.3 The headteacher at Springfield School informed the panel that his request for a sign to make drivers aware of the school was refused by the council.
- 9.4 The Road Safety & Active Travel Manager informed the panel that a map of all signage and road markings associated with school safety was recently carried out and subsequently work had begun to improve/ install additional markings etc. where funding permits.
- 9.5 The Assistant Head of Environment & Transportation explained that the Department for Transport encourages local authorities to de-clutter roads and reduce the number of signs. However, they will be installed where required.
- 9.6 Councillor Lynne Stagg explained that the electronic vehicle activated signs display approaching vehicles' speed tend to be ignored after two weeks so are moved around the city regularly.

### Blocking a dropped kerb.

- 9.7 The Parking Manager informed the panel that if a parked vehicle obstructs a dropped kerb, the police or the council can issue a ticket.

### Parking on Pavements.

- 9.8 A Pavement Parking Bill Members' Bill is currently passing through Parliament and is due to have its second reading debate on in the House of Commons on 9 January 2015<sup>3</sup>. This bill aims to make provision for the safety, convenience and free movement on pavements of disabled people, older people, people

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<sup>3</sup> <http://services.parliament.uk/bills/2014-15/pavementparking.html>



accompanying young children, and other pavement users; to clarify, strengthen and simplify the law relating to parking on pavements in England and Wales; and for connected purposes.

Parking on zig-zag lines.

- 9.9 The Assistant Head of Service, Traffic & Transportation explained that the most common problem encountered is parking on zig-zag lines outside schools. He had also witnessed parents parked on double yellow lines and cycling on pavements.
- 9.10 The Parking Manager explained that some schools put cones out on the zig zag lines but the council cannot condone that action.
- 9.11 The Cabinet Member for Transport & Transportation felt that it is difficult to ensure that people comply with the current rules and restrictions. A large number of schools have a problem with parking contraventions in their immediate vicinity which poses a huge safety hazard.
- 9.12 The Cabinet Member for Children & Education explained that during an enforcement campaign, parking improves but this tends to only last the duration of the campaign.
- 9.13 The headteacher of Isambard Brunel Junior School explained that whenever possible he speaks to drivers parked on zig-zags and double yellow lines and asks them to move on. This has been effective; very rarely is the same driver spoken to twice but it does depend on the headteacher's availability. Other parents support this approach. Hampshire Constabulary offered to train key school staff to aid enforcement by showing them how to take photographs of cars parked on yellow lines or zig zag lines to send to the council. This offer has not yet been taken up.
- 9.14 The Parking Manager explained that parents dropping off and collecting infant school pupils are more likely to park on zig-zag lines. Zig zag campaigns involve various stakeholders and are labour-intensive. The Parking Manager explained that the council could consider extending the zig-zag zone.
- 9.15 The Road Safety & Active Travel Manager explained that in order to extend them, a Traffic Regulation Order must be published. There are minimum lengths for each section of zig-zag lines, so it might not be easy to simply extend them a short distance. Some lines were recently shortened because they did not comply with legislation. An extension might lead to more people parking on them.
- 9.16 A PCSO from the Cosham, Drayton and Farlington Safer Neighbourhood Team explained that she had experienced a lot of verbal abuse from parents when carrying out her duties outside schools. She regularly sees parents stop outside schools just long enough to throw their children out of the car. The police would not be able to commit to a rota to cover schools every school day with Community Wardens, Civil and Enforcement Officers (CEOs) because of other duties.

9.17 A Police Constable from the same Safer Neighbourhood Team explained that enforcement operations are carried out with the parking enforcement and road safety teams. Parents' behaviour is generally good during these but afterwards parents revert to their normal behaviour. Parents feel that they don't have time to park in the correct place especially those who arrive from 8.50am onwards. He has witnessed children being ejected from cars. He noted that there are more parking infractions in inclement weather. He felt that ultimately parents are responsible for their children's safety. In the past, naming and shaming parents led to pupils being bullied.

9.18 The Chief Constable and senior officers will review the role of the police and the deployment of resources in April.

9.19 The Road Safety Officer explained that although joint operations are effective, enforcement is not effective in changing long-term behaviour.

#### Speed.

9.20 The Business Director of Milton Cross Academy explained that staff assist at the gates but the traffic comes from three directions and there is nothing to slow it down.

#### Speedwatch.

9.21 PC Stephen Ellis explained that speedwatch campaigns are carried out with residents in roads where there is a proven issue. There is only one road in Cosham, Drayton and Farlington where the police can use a radar gun (Havant Road). Prior to the campaign, the police walk the road to ensure that every sign is located in the corrected position and is the correct height, colour, font and size in accordance with government legislation. A small number of PCs are trained on the procedure for using speed guns which were stored at Fratton Police Station. It is not known where these are currently stored.

9.22 The Road Safety Officer explained that Portsmouth has 172 miles of roads with speed limits of 20mph (94% of residential roads) and 80 miles with 30mph limits. Accident black spots are not in 20mph areas. Outside schools at the start and end of the day, the traffic may be slow-moving, so speed is not an issue.

9.23 Drivers caught speeding are sometimes offered the option of attending a speed awareness course run by the council rather than have points on their licence. This is offered to drivers who were only exceeding the limit by a small margin.

#### Civil Enforcement Officers (CEOs).

9.24 The Parking Manager explained that there are currently 32.5 full time equivalent CEOs and recruitment is underway for three more. These extra staff would have a positive impact on safety around schools because there would be a larger resource to draw from. In order to prioritise resources, schools are divided into three priorities according to risk: high; medium and low. High priority schools receive twice as many visits as medium and low get half as many as medium. Most high priority schools are on primary routes

with 30mph speed limits. These groupings are determined by the parking service in conjunction with the Road Safety & Active Travel Team. A high priority school will receive approximately 20 visits by CEOs per term. Every morning and afternoon, 60-70% of CEOs patrol outside a school. There are not sufficient CEOs to attend every school at opening and closing times. The principle of enforcement is that people do not know when CEOs will be patrolling. When they attend there are significantly fewer incidents of parking contraventions. It would be more effective if schools could self-enforce this issue.

9.25 CEOs work one of two shifts with one team working in the morning and one team in the evening. It is very difficult to ensure a balance of enforcement costs and income generation. Most CEOs are self-funded. Five CEOs now use bicycles to get around the city more quickly.

9.26 The majority of physical and verbal attacks on CEOs occur outside schools. In 2013 there were 30 aggravated incidents of which 12 took place outside schools. There are 4-5 assaults reported per year and daily verbal abuse. Many incidents are unreported. The nature of the job is made clear to candidates during the recruitment process. Most CEOs who quit do so in the first few months, predominantly because of abuse or the weather.

9.27 The Business Director of Milton Cross Academy explained that School Crossing Patrols and CEOs carry out splendid jobs in often difficult circumstances.

#### Penalty Charge Notices.

9.28 The Parking Manager explained that on average it takes an experienced CEO 20-25 seconds to issue a Penalty Charge Notice (PCN). This depends on visibility as there is a lot of information to input into the handheld device as the officer walks towards the vehicle. On average two PCNs are issued a day and 12 school visits a day.

9.29 The Cabinet Member for Traffic & Transportation explained that there are strict criteria regarding the issuing of PCNs. No targets are set for their issue as that would be illegal.

9.30 The Parking Manager explained that if drivers stop in the middle of the road, tickets can be issued for double-parking because they are more than 30cm from the kerb. All council deployed vehicles have been clearly warned that they must park legally or will be issued with PCNs

#### Loading Bans and double yellow line parking

9.31 The Enforcement Officer explained that loading/ unloading and delivering/ collecting goods is allowed in most places where restrictions apply. However, these activities are not allowed where loading prohibitions apply, for example:

- 1) Where there are kerb stripes;
- 2) Where there is a temporary ban on loading; or
- 3) On bus stop clearways or school keep clear markings.

Loading / unloading is generally restricted as follows:

- (a) In loading bays – as time plate stipulates
- (b) Designated parking places - 20 minutes

(c) On yellow lines - 20 minutes as long as there are visible signs of loading/unloading taking place.

9.35 A vehicle may only remain in place for as long as it takes to perform the loading or unloading operations, generally defined as being the movement of goods to or from the vehicle, the checking of said goods and the completion of any necessary paperwork. The purchase of goods is not covered by the exemption, for example parking in order to go shopping, purchasing a newspaper or obtaining cash from an ATM.

9.36 There is no right to park for the maximum time. In order to qualify for exemption, vehicles should be parked adjacent to the premises being delivered to; although where this is not possible discretion will be given to allow the vehicle to park in the vicinity of the premises. Where loading/unloading is allowed a CEO will observe the vehicle for a period of time to ascertain whether loading/unloading is being carried out. If a goods vehicle is being observed then it is recommended that the observation time is longer. If loading or unloading is seen after a PCN is issued, this will be noted by the CEO in the pocket book.

9.37 Disabled Badge holders can park on single or double yellow lines for up to three hours, except where there is a ban on loading or unloading. The blue badge and clock showing the time of arrival must be displayed.

#### Other areas to patrol.

9.38 The Parking Manager explained that feedback indicates that the public feel there are many areas that are not enforced as well as they could be. The most obvious example is residential parking zones.

#### Enforcement vehicles fitted with cameras.

9.39 The Cabinet Member for Traffic & Environment explained that a mobile camera vehicle could be useful to combat parking contraventions particularly outside schools and bus stops. The Secretary of State for Communities and Local Government is due to decide (when?) whether local authorities can use them.

9.40 The Parking Manager explained that the British Parking Association stated that the use of cameras for parking enforcement outside schools is very effective. The cameras would be mounted on a vehicle and cost approximately £40,000. The cost would be recouped in a very short time. Parking legislation was discussed at its meeting in November 2014 (add details). He had prepared a report about on the potential benefits of using enforcement vehicles fitted with cameras for the Cabinet. (details to be added)

9.41 The Parking Manager referred members to an article on road safety around schools that was published in Parking News in February 2015. It reported that 1,000 children a month are injured outside schools. The article identified the main cause as being illegal parking by parents on the school runs and assessed possible solutions carried out by local authorities including:

- Park and stride schemes allowing parents to park on both private and council-run pay and display site near to schools between set hours.

- Walking bus system where large groups of children are escorted to school on foot.
- Unattended digital CCTV systems. These are rapidly becoming the preferred solution; however some opposition has been voiced about these. The Deregulation Bill currently passing through parliament aims to ban the use of CCTV for parking enforcement although schools are exempt.
- Camera cars. These are mainly used in sensitive areas or where on-foot enforcement is not deemed practical and have proved successful. However, these can add to the problem, by reducing the available parking available to parents near schools.
- Tended CCTV cameras - can be costly.
- Regular foot patrols by CEOs. These are mainly effective when there is a continuous and visible presence. When they move to another area, the offending often restarts.

#### Involvement with schools

9.42 Education and infrastructure are key to improving road safety. His team have been invited to three schools' parents' evenings to explain parking regulations around schools.

9.43 The PCSO currently works with many schools in her area but this may change after April when her duties will be reviewed.

9.44 The PC from the Cosham, Drayton & Farlington Safer Neighbourhood Team explained that he is part of the Cosham, Drayton & Farlington team safer neighbourhood team which works well with many schools, particularly Portsdown primary Solent and Court Lane.

#### Parking and residents.

9.46 Parking issues are often discussed at residents' meetings.

9.47 Councillor Lynne Stagg explained that parents park in residential roads around Copnor Junior School and often block driveways. The headteacher had put up notices asking drivers to respect residents but the problem continues. Some parents can be abusive when asked to move.

On 9 October 2014 the Chair accompanied a CEO on patrol outside a Paulsgrove primary school in the morning and observed that at first, parents dropping off their children did not seem to notice the officer but after three tickets had been issued and several drivers cautioned, parents stopped parking illegally.

At the end of the school day when the Chair visited without an enforcement officer, there seemed to be a total disregard to all the parking and stopping regulations that were in force outside the school. Additionally, it was very obvious that the majority of vehicles were not observing the 20mph speed limit which is in place but sadly not enforced.

**10. To evaluate the effectiveness of the road safety measures that are currently in place outside schools.**

High grip surfaces.

10.1 The Parking Manager explained that high grip surfaces may be used on the approach to signalised junctions/crossings and/or in schemes where there are concerns regarding speed and braking ability. Speed outside schools is often reduced at school times due to the increase in parental traffic so might not make any difference.

Staggering start and finish times.

10.2 The Parking Manager explained that in response to concerns from parents regarding the high volume of pupils entering and leaving pupils at the same time, the start and finish times of the Mayfield Infant and Secondary schools were staggered.

School Crossing Patrols.

10.3 The Cabinet Member for Traffic & Transportation explained that Portsmouth City Council has a higher number of School Crossing Patrol Officers (53) than other local authorities. A recruitment drive to fill the 23 vacancies did not see the expected results. The possibility of splitting the roles so that people can work either mornings or afternoons is being investigated to improve recruitment.

Upgrades.

10.4 The Assistant Head of Environment & Transport explained that upgrades to key routes could be considered in order to provide a better chance of avoiding children crossing from behind parked cars. This would use LTP or other as yet identified funding sources to increase the number of safer routes to school schemes such as the ones outside Mayfield and Northern Parade (Doyle Avenue) to reduce parking, slow speeds or install build-outs to assist pupil movements to school.

Views from schools

College Park Infant School.

- A review of SCPs is still underway so there has been no impact as yet although some parental concerns had been expressed.
- Encouraged drivers to park a few streets a few streets away.
- Walk to School weeks.
- Staggered start/ finish times of the days with the other schools.
- Supportive relationship with SCPs.
- Council reviewed placement of SCPs.

Suggestion: one-way system (on Crofton and Lyndhurst Roads - just the parts adjacent to College Park and Lyndhurst Schools) with appropriate speed calming measures.

Fernhurst Junior School

- Provided huts for parents in wet weather and a bike store.
- Take part in bikability/ scootability

- Junior Road Safety Officers in place
- Reminders in newsletters [road safety] gets better, need to keep reminding people
- Good numbers walking and cycling
- 20 mile zone
- PSCO and road safety have patrolled in the past
- Improvement in parking after visits
- Speed has come down, again need to keep on reminding [people]
- This is going to be an ongoing issue, just need to keep going it, run the campaigns at regular intervals.

Isambard Brunel Junior School.

Removal of some of the safety barriers bordering “school keep clear” lines to give more places to cross. Good impact – school was concerned this would create more problems with cars stopping on zig-zag lines but this has not been the case and there are indeed more places for children to cross safely

School crossing patrol - good impact but limited resources mean that patrols are infrequent

The 20mph speed restriction works.

Suggestions: Increase patrols by other agencies other than traffic wardens such as PCSOs and community wardens particularly at start and end of school day.

Springfield School

The school asked for a directional sign to address this but this has been refused.

Suggestion Better signage for the school from Havant Rd, Station Rd, Lower Drayton Lane, Grove Rd & Central Rd. One of the largest secondary schools in the city is down a minor road with very little evidence from the northern approaches that it is there at all.

St Edmund's Catholic School

Since this half term [Autumn 2014] four student council pupils have regularly been on duty on the gate asking people who park on the zig zag lines to move on.

There are always two members of staff and one SMT member helping the pupils cross the road.

Suggestions:

- Make the road one way.
- Extend the zig zag lines the full length of the school.
- School sign or slow sign visible to alert drivers.
- The zig zags outside the school were recently extended and as a result road safety has improved.
- The student council is outside at the start and end of the school day waving 'no stopping' posters that they designed to encourage people who have stopped or parked inconsiderately or illegally to move on. This had

been very successful.

- The headteacher had written to the council to request that the road be made into a one way system. Road safety has improved since the one way system was put in place outside St Paul's Primary School. Traffic speed has not increased.
- Many schools in Hampshire have electronic signs which flash up the speed of vehicles approaching schools at key times. Not all schools in Portsmouth have school signs outside them.
- The headteacher is confident that the school is doing everything it can to ensure the safety of its pupils and will make it work.

#### Raised tables.

10.5 The Assistant Head of Service, Transport and Environment explained that a raised table was recently introduced in Doyle Avenue to reduce traffic speed.

#### Crossings.

10.6 The Assistant Head of Service, Transport and Environment explained that staff in the Traffic Management Centre control the timings of the crossings particularly at rush hour.

#### Railings

10.7 The Assistant Head of Service, Transport and Environment explained that outside some schools there are railings on one on one side and zig-zags on the other. The layout of each school could be assessed to determine whether the introduction of railings would help improve safety.

10.8 The Assistant Head of Service, Transport and Environment explained that Solent Junior School had railings installed during the summer holidays to improve the safety of pupils. During the first week of term, the parking service received 14 complaints from mothers who were angry because they had to get out of the car to lift the child over the railings.

#### Shared pavement for cycles and pedestrians.

10.9 The Business Director of Milton Cross explained that up to 100 pupils cycle to and from school every day. Bikeability sessions were held at the school but pupils were not taken onto Milton Road as it is considered dangerous. There have been complaints about pupils riding on the pavement along Milton Road. When stopped by the police, the children are asked to walk their bicycles to the nearest cycle lane. This is despite the pavement being marked on the council's cycle plan as a shared space for pedestrians and cyclists. Furthermore, there is a bus shelter midway along the shared pavement which is frustrating. The cycle lane is not ideal as it is not signposted nor clearly marked and does not continue very far.

10.10 The Assistant Head of Service, Transport and Environment explained the Miltoncross school safety improvement works and signage commitments to be completed as part of LTP Capital Budget 2015/16. There is currently no cycle link into the school from either the south or north. At the request of the school and the governors, this first phase would seek to link the school to the



southern housing around Warren Avenue. The scheme will include alterations to bus shelters to facilitate the route along Milton Road.

10.11 A formal cycle link will improve safety for cyclists. This link will encourage additional cycling promoting a healthy and active lifestyle, improved quality of life and wellbeing and helping improve the environment. It is important that issues impacting on children's travel to school are addressed. It is particularly important if they are safety issues or if they reduce the likelihood of active travel and therefore a healthy lifestyle which contributes to reducing obesity levels.

10.12 The Cabinet Member for Traffic & Transportation responded that it might be possible to move the bus shelter a few feet when it is due to be upgraded by the bus company.

### **11. Equalities Impact Assessment.**

An equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

### **12. Legal Comments.**

Legal commentary is contained within the body of the report.

### **13. Finance Comments.**

13.1 There are 14 recommendations presented in this report in section four. Of these recommendations the following eight would not require any additional resource to be implemented; 4, 9,10,11,12,13,14.

13.2 The remaining seven recommendations do have resourcing implications. Other than recommendation eight (which has a finite cost of less than £500) all have resource implications that would be dependent on the amount of activity, resource or other volume related measure that would be required.

13.3 For example, the first and second recommendations are for more to be done to encourage schools to participate in education programmes, bikeability training and road safety outside their schools. Currently the resource to fulfil this is two FTE. An additional person to increase capacity would require additional funding of approximately £40k (including all pension and other related costs).

13.3 The third recommendation states that 'all the required improvements identified during the assessment of signage and road markings associated with school safety be carried out'. Whilst there is a sum of £150k set aside within the LTP programme for these types of works, once this was fully utilised a further source of funding would need to be identified.

In summary funding sources would need to be identified for all of the recommendations that require additional resource. This may result in recommendations coming forward to reprioritise or delay expenditure for activities that are currently being funded.

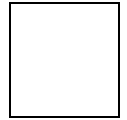
<b>Meeting Date</b>	<b>Witnesses</b>	<b>Documents Received.</b>
3 October 2014	<ul style="list-style-type: none"> <li>• Marc Griffin, Assistant Head of Service, Environment and Transport.</li> <li>• Michael Robinson, Parking Manager</li> <li>• Darren Fells, Pedal Power Training Ltd.</li> </ul>	<ul style="list-style-type: none"> <li>• Child KS1-2 and KS3-4 pedestrian casualty locations during school times 2009-13.</li> <li>• Safety Outside Schools Presentation by the Assistant Head of Service.</li> <li>• Pedal Power Training Presentation.</li> </ul>
24 October 2014	<ul style="list-style-type: none"> <li>• Councillor Ken Ellcome, Cabinet Member for Traffic &amp; Transportation.</li> <li>• Steve Smith, Governor at Moorings Way Infant School.</li> <li>• Peter Laggan, Business Director, Milton Cross Academy.</li> <li>• John Lomas, Assistant Head, Springfield School.</li> </ul>	<ul style="list-style-type: none"> <li>• Written views from Isambard Brunel Junior School.</li> <li>• Written views from Springfield School.</li> <li>• Enforcement of rules regarding school zig-zag lines in order of priority.</li> <li>• Types of injuries for child pedestrians and cyclists 2009-2013.</li> <li>• List of schools that have Junior Road Safety Officers.</li> <li>• Term time casualty data.</li> </ul>
17 November 2014	<ul style="list-style-type: none"> <li>• Councillor Neill Young, Cabinet Member for Children &amp; Young People</li> <li>• Amber Kerens-Bathmaker, Road Safety &amp; Active Travel Manager, Transport and Environment</li> <li>• Jan Thomas, Senior Community Warden.</li> </ul>	<ul style="list-style-type: none"> <li>• Written views from Fernhurst Junior School, St Edmund's Catholic School and College Park Infant School</li> <li>• Road safety programme for Years 7 to 10.</li> <li>• Junior Road Safety Officer Scheme - introduction given to parents.</li> <li>• Park and Stride map.</li> <li>• Junior assembly/ year group road safety presentation.</li> </ul>
26 January 2015	<ul style="list-style-type: none"> <li>• PCSO Krissy Howard</li> <li>• PC Stephen Ellis</li> <li>• Oliver Willcocks, Road Safety Officer</li> </ul>	<ul style="list-style-type: none"> <li>• Penhale Infant School</li> <li>• Cottage Grove Primary School</li> <li>• CEO visits to schools 13 October 2014 - 14 November 2014.</li> </ul>
23 March 2015	To sign off the report.	<ul style="list-style-type: none"> <li>• A summary of February 2015 - article of an article about road safety.</li> <li>• Information on loading bays and parking on double yellow lines by the Enforcement Supervisor.</li> </ul>



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# Agenda Item 5

Agenda item:



**Title of meeting:** Cabinet  
**Subject:** North Portsea Flood Defences - Construction Phase 1  
**Date of meeting:** 3<sup>rd</sup> July 2015  
**Report by:** Director of Transport and Environment & Business Support  
**Wards affected:** Baffins, Copnor and Hilsea.

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## 1. Purpose

- 1.1 To inform Cabinet of progress on the North Portsea Flood Defences as work moves into the construction of Phase 1, Anchorage Park.

## 2. Recommendations

- 2.1 For Cabinet to note the contents of the report.

## 3. Background Information

- 3.1 Approval of construction funding for North Portsea Island Flood Defence refurbishment has been awarded by the Environment Agency, in a letter to the Chief Executive dated 16<sup>th</sup> January 2015, for the sum of £43,992,000.

The work is programmed to be undertaken over 7 to 10 years and is phased to ensure minimum disruption to the city and residents. Opportunities to accelerate the scheme will be reviewed, by Council Officers and the Environment Agency, where appropriate within their existing six year programme.

- 3.2 Prior to the award, Detailed Design of the first phase of construction at Anchorage Park had been undertaken to ensure work could commence upon the successful appointment of a preferred contractor.
- 3.3 Site set up by the preferred contractor commenced on May 7<sup>th</sup> 2015. Timber haul routes and site compounds have been built.
- 3.4 The close proximity to residential property means the on-site team and PCC officers have to respond both quickly and sensitively to requests, queries and challenges from residents despite an extensive and successful consultation exercise in which all 3 ward councillors participated. Councillor New, as both ward councillor and Cabinet Member for Environment and Safety has been

able to provide any additional support and context when that has been required. Drop in surgeries, for residents to speak to the on-site team, on Wednesdays and Thursdays began on 1<sup>st</sup> July 2015

- 3.5 The duration of this first phase of work is estimated to last around five months and should be completed in October 2015. During this construction window the project team will have placed nearly 150,000 tonnes of material, completed bridge enhancements to the Eastern Road, provided enhanced landscaping, and increased access to public open space, as well as delivering much needed flood protection for the residents and businesses of Anchorage Park.
- 3.6 Environmental enhancement through the removal of Great Salterns Quay is due to start next year. At the same time, detailed design will be undertaken on further phases of work around Tipner Lake and the Mountbatten Centre with a view to beginning these future packages of construction over the next few years.
- 3.7 A further report will be brought to Cabinet later this year to update members on construction and to provide detail on subsequent construction phases commencing in 2016.

#### **4.0 Equality Impact Assessment**

- 4.1 An Equalities Impact Assessment already exists for this project. There are no changes arising from this report that would alter the impact of the service on any equalities groups.

#### **5.0 Legal Implications**

There are no legal implications arising from the recommendations in this report

#### **6.0 Finance comments**

- 6.1 Portsmouth City Council is the Accountable body for these funds and as such will provide financial oversight and assurance at all times. Any grant claims will be verified by PCC finance and will be approved by the Director of Finance and IT and S151 Officer.

.....  
Signed by Alan Cufley, Director of Transport, Environment & Business Support

#### **Appendices:**

#### **Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
none	

The recommendation set out above were approved/approved as amended / deferred / rejected by ..... on.....

Signed by.....  
 Councillor Donna Jones, Leader of the Council

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**Title of meeting:** Cabinet

**Subject:** Southsea Flood Defences

**Date of meeting:** 3<sup>rd</sup> July 2015

**Report by:** Director of Transport, Environment and Business Support

**Wards affected:** St Thomas, St Jude, Eastney and Craneswater

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## 1. Purpose

- 1.1 The purpose of this report is to inform Cabinet of progress, and seek approval for governance arrangements, on the Southsea Flood Defence Project

## 2. Recommendations

- 2.1.1 To approve the appointment of the Director of Transport, Environment and Business Support as the Senior Responsible Owner for the project.
- 2.1.2 To note that the scheme of delegations accommodates the Project by delegating, to the Director of Transport, Environment and Business Support, the responsibility for the delivery of the scheme with the control and oversight of the Deputy Chief Executive (and City Solicitor) and the Head of Finance & s151 officer.
- 2.1.3 To note that the Cabinet Member for Environment and Community Safety will be consulted throughout the project.

## 3. Background Information

- 3.1 Latest discussions with the Environment Agency indicate that, due to the capital value of this scheme associated with different phases (£117 million whole life cost), project approval is required from DEFRA and HM Treasury.

This process requires the appointment of a Senior Responsible Owner for the project who takes ownership and accountability for delivery of the scheme on behalf of Portsmouth City Council as the operating authority. The position of SRO gives accountability for the scheme to DEFRA and the Treasury as well as any relevant Parliamentary Select Committees.

The Environment Agency has requested that ownership of the Project is delegated to the Council at Director level. In this case, the scheme of delegations makes this the Director for Transport, Environment and Business Support. Given the sums involved the activity will be under the supervision of the Deputy Chief Executive (and City Solicitor), and Director of Finance & Information Services.

- 3.2 Due to the scale and nature of the scheme, the EA, as the technical approvers of the project, requires the business case to be considered and scrutinised by their Large Project Review Group (LPRG). Our early engagement with this forum has already commenced.

Although there may be additional levels of scrutiny, officers anticipate this approach will mean that any future delays, in the form of approvals from DEFRA or Treasury, can be kept to a minimum.

Cabinet should be aware that usual PCC internal Governance arrangements will be followed with appropriate representation from services on a Board chaired by the Director of TEBS

- 3.3 An Environmental Scoping Report has been submitted to the city council's City Development service as part of the consultation process and a formal response to this document will be expected in the near future.
- 3.4 A public consultation exercise has guided outline design for the scheme. In general, reaction to the necessary works has been positive and has allowed consultees to express views and preferences on various proposals. A report outlining the results of the public consultation can be made available to Members if they would wish to understand more of the public reaction to the scheme.
- 3.5 Members will note that discussions are ongoing within the Council regarding the heritage and multi-user aspects of the scheme and how further detailed design of the basic core scheme can recognise the aspirations from the Sea Front Master Plan and turn them into reality. The Project Team fully understand the complexities of the work over the forthcoming years and will ensure this vital project either incorporates or enables the Council's published vision for Southsea Seafront. Outline drawings which have been produced as part of this process are very much a starting point for the project, and will no doubt change as it proceeds to detailed design stage.

#### **4. Funding considerations**

- 4.1 A bid for preliminary capital funding from the Council was approved last year and has provided the opportunity to look at further enhancement for the flood defences at key locations over and above monies provided by central Government.
- 4.2 It is important for Cabinet to acknowledge there are two additional funding elements which need to be considered to ensure the success of this scheme.

4.3 In the first instance, DEFRA has indicated that a 'contribution' is required from the city council to guarantee central government money for construction.

Secondly, in order to get the wider enhanced esplanade that drives inward investment and regeneration, further funding in addition to the contribution expected by DEFRA will need to be found to achieve these enhancements.

4.4 Whilst no firm commitment has been given by project officers to anyone regarding additional funding, it is important for Cabinet to give early and serious consideration as to how this additional investment should be achieved over the lifetime of the project.

**5.0 Equality Impact Assessment**

5.1 An Equalities Impact Assessment already exists for this project. There are no changes arising from this report that would alter the impact of the service on any equalities groups.

**6.0 Legal Implications**

There are no legal implications arising from the recommendations in this report

**7.0 Finance comments**

8.1 Portsmouth City Council is the Accountable body for these funds and as such will provide financial oversight and assurance at all times. Any grant claims will be verified by PCC finance and will be approved by the Director of Finance and IT and S151 Officer.

.....  
Signed by Alan Cufley, Director of Transport, Environment and Business Support

**Appendices:**

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
none	

The recommendation set out above were approved/approved as amended / deferred / rejected by ..... on.....

Signed by.....

Councillor Donna Jones, Leader of the Council

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<b>Title of meeting:</b>	Cabinet and Council
<b>Date of meeting:</b>	3 and 7 July 2015
<b>Subject:</b>	Friendship Agreement with Zhuhai
<b>Report by:</b>	Michael Lawther, City Solicitor
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	Yes

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**1. Purpose of report**

- 1.1. To seek the Cabinet's views on the friendship agreement entered into between Portsmouth (1) and Zhuhai (2) on 25 March 2014.

**2. Recommendation**

- 2.1. Cabinet ask Council to approve the friendship agreement with Zhuhai.

**3. Background**

- 3.1. On 25 March 2014 the City of Portsmouth entered into an agreement with the City of Zhuhai that a relationship of friendship would be established.
- 3.2. At Full Council on 10 February 2015, a notice of motion proposed that the Council ratify the friendship agreement signed by Cllr Lynne Stagg, the then Lord Mayor, between the city of Portsmouth and the Chinese city of Zhuhai, Guangdong Province.
- 3.3. It was also proposed that the Council records its appreciation of the work of the Chinese community of Portsmouth in developing the friendship of the two cities to the benefit of the people of both.
- 3.4. Following the notice of motion, it was resolved by Council that this matter be referred to Cabinet for full discussion.
- 3.5. The agreement for Zhuhai provides that:
- 3.5.1. The two sides will carry out, in accordance with the principles of equality and mutual benefit, exchanges and co-operation between the two cities in various forms in the fields of economy, trade, science and technology, education, culture, tourism etc. to promote common prosperity and development.

- 3.5.2. The city leaders and relevant departments of the two sides shall maintain regular contact, promote exchange visits and further co-operation, to facilitate consultations on the exchanges and co-operation as well as matters of common concern.
- 3.5.3. The two sides shall promote project co-operation between social organisations and businesses to facilitate tangible results.
- 3.5.4. The two sides are responsible for their own expenses incurred in the activities of exchanges and co-operation, unless it is agreed

3.6. Existing relationships

- 3.6.1. Currently, Portsmouth benefits from relationships with the following cities:

Twin cities:

Caen (France);  
Duisburg (Germany);  
Haifa (Israel)

Sister cities:

Maizuru (Japan);  
Portsmouth (Virginia, USA);  
Sydney (Australia)

Friendship cities:

Lakewood (Colorado, USA);  
Portsmouth (New Hampshire, USA);  
Zha Lai Te Qi (China).

- 3.6.2. There are now over 2000 friendship links between the UK and other countries including France, Germany, China, the USA, Africa, the Caribbean and India.
- 3.6.3. Friendship agreements are not binding on either party but seek to encourage mutual understanding and co-operation for the benefit of all concerned. The relationships do not have fixed objectives but seek to foster co-operation, in a flexible manner, both at the level of large-scale funded business projects and community development.

**4. Reasons for recommendations**

Set out in paragraph 5 below are the benefits and objectives which can be achieved through friendship agreements. The agreement with Zhuhai clearly provides such benefits and should therefore be endorsed by the Cabinet.

**5. Existing and ongoing benefits**

5.1. Any activities which promote understanding between the nation states and their constituent parts must be of overall benefit. Portsmouth's existing friendship links have already increased understanding between partners, with useful exchanges of ideas, skills and cultural understanding taking place together with business development in existing and new markets.

5.1.1. *Tourism markets*

Friendship Agreements promote existing tourism and open up new opportunities thereby having a direct positive effect on the local economy via visitor market growth.

5.1.2. *Unlocking funding for business*

Friendship arrangements provide a potential source of funding partners to progress working projects and develop opportunities for growth in new business markets.

5.1.3. *Increasing international awareness for economic growth*

As the Council is increasingly required to operate in an interconnected and interdependent world, friendship links increase our awareness of European and international standards and enable authorities to look outside traditional structures for opportunities for economic growth.

5.1.4. *Improving service delivery and problem solving*

Overseas links enable the Council to learn from best practice by improving the quality and cost-effectiveness of our services. It enables Portsmouth to compare both the approach and resolution to problems and fosters ongoing learning between staff.

5.1.5. *Staff development*

Resolving issues in a different environment produces a unique training opportunity for all levels of staff in different departments across both front line services and support staff. It also helps officers work more effectively with ethnically diverse constituents within their own local context.

5.1.6. *Member development*

International relationships offer personal development opportunities to members as they gain insights from their international counterparts.

5.1.7. *Promoting tolerance*

Local authority friendship agreements bring different countries and cultures together promoting mutual respect and understanding, both on an international and local community level.

5.1.8. *Social cohesion*

Portsmouth is a multi-cultural community. International friendships can be used to increase involvement of ethnic minorities, young people and other disadvantaged groups who would not always be involved in the work of their local council.

5.1.9. *Youth experience*

Young people can gain vital practical skills from their involvement in exchange programs and increase their experience and preparation for the workplace. They also grow in self-esteem as they explore social and political issues outside their immediate environment.

5.1.10. *Community well-being*

Sharing policy on difficult issues such as unemployment and drug and alcohol addiction has the potential to bring breakthrough at a local level.

5.1.11. *Education*

Friendship agreements bring a real-life context for learning, both formally and informally and activities can be developed in conjunction with the National Curriculum framework.

5.1.12. *Global difference*

Friendship Agreements can have a direct impact on the United Nations Millennium Development Goals Post-2015 Development Agenda (scheduled to be adopted September 2015) in areas of public health and education.

**6. Equality impact assessment (EIA)**

6.1. Please refer to comments within section 5 of this report.

**7. Legal Implications**

7.1. The City Solicitor's comments are incorporated within this report.

**8. Finance Comments**

8.1. Not applicable.



.....  
Signed by: City Solicitor

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

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# Agenda Item 7



Portsmouth  
CITY COUNCIL

**Title of meeting:** Cabinet and Council  
**Date of meeting:** 3 and 7 July 2015  
**Subject:** Animal Welfare  
**Report by:** Michael Lawther, City Solicitor  
**Wards affected:** All  
**Key decision:** No  
**Full Council decision:** Yes

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## 1. Purpose of report

- 1.1. To advise members of the Council's position with regard to the animal welfare charter presented to Council in a notice of motion on 17 March 2015.

## 2. Recommendation

- 2.1. Cabinet ask Council to note the position as set out below.

## 3. Background

- 3.1. At Full Council on 17 March 2015, following a notice of motion, it was resolved by Council that where appropriate, an animal welfare charter be adopted. Each of the Council services who have responsibility for the activity identified in the charter have been asked for their response and these are set out below together with the current level of compliance with the charter.

	<i>Charter proposal</i>	<i>Service response</i>
1	To oppose vivisection by ensuring that chemicals used on Portsmouth City Council premises have not been tested on animals through clauses in future tenders for cleaning services and to support moves to ban all experimental procedures concerned with cosmetics and the use of animals for other purposes where non-animal methodologies exist.	All teams use approved supplier Whiteman and Parish for cleaning materials. Whiteman and Parish confirm they only use ethically sourced products that are not tested on animals.
2	To ban circuses on Portsmouth City Council owned land that	Circuses are currently permitted on City Council land provided the acts



	<p>feature animals other than horses, ponies, guard dogs or domesticated animals.</p>	<p>are undertaken by horses, ponies or dogs only. Performing birds are not permitted.</p> <p>The Council is unable to further licence these activities as the Council's powers do not extend to the use of animals in performance however where entertainment consists of live or recorded music after 23:00 hours to an audience of over 500 persons there are some licensing requirements on land which the Council does not own.</p>
3	<p>To discourage the use of animals as prizes on land owned by Portsmouth City Council</p>	<p>See point 2 above. It is not considered possible for the Licensing Authority to make representations on the grant of a licence on the grounds of animal welfare as this does not meet the statutory criteria for a relevant representation (prevention of crime and disorder, public safety, prevention of public nuisance and protection of children from harm). The Council could impose covenants to ensure compliance on land which it owns which is subject to a lease or licence. This may reduce the commercial value of some land.</p>
4	<p>To work with partners in the city, such as the RSPCA and local vets, to encourage responsible pet ownership via measures including:</p> <ul style="list-style-type: none"><li>• Promoting the neutering of households pets.</li><li>• Encouraging practices such as micro-chipping, worming, de-fleeing, regular vaccinations, nail clipping and dental hygiene.</li><li>• Educating residents about responsible ownership of</li></ul>	<p>The City Council runs Dog Kennels at Great Salterns Farm on Burrfields Road, Portsmouth.</p> <p>The Council does not have authority to enforce or prosecute in respect of animal welfare. As a Local Authority the Chartered Institute of Environmental Health (CIEH) model licence conditions are followed together with guidance for Dog Boarding establishments and the kennel facility was built and is maintained and operated in line with this guidance.</p>

	<p>exotic animals and the challenges they pose.</p> <ul style="list-style-type: none"> <li>• Supporting community action events held by the RSPCA and other animal welfare organisations</li> <li>• Supporting educational campaigns to promote responsible dog ownership and knowledge of the bylaws and Central Government legislation.</li> </ul>	<p>All of our kennel procedures and practices are in line with the CIEH model, in particular we adhere to the 5 welfare needs as highlighted in the Animal Welfare Act 2006. These include</p> <ul style="list-style-type: none"> <li>• Somewhere suitable to live</li> <li>• A proper diet</li> <li>• Ability to express normal behaviour;</li> <li>• A need to be housed with or apart from other animals</li> <li>• Protection from and treatment for illness and injury</li> </ul>
5	To condemn the production, sale and consumption of foie gras.	No connection with Council services. The Council has no power to regulate such sales other than through covenants imposed through any land leased or licensed. This may reduce the commercial value of some land.
6	Support the ban on the sale of wild animal skins	No connection with Council services. The Council has no power to regulate such sales other than through covenants imposed through any land leased or licensed. This may reduce the commercial value of some land.
7	Ensure the sale of animals or livestock on PCC land is strictly prohibited; permit the show or display of animals on PCC land only with prior written consent (animals may be subject to inspection by PCC appointed vets or animal welfare organisations) and ensure compliance with animal gatherings legislation where animals are brought together for a show or exhibition on PCC land.	No connection with Council services. The Council has no power to regulate such sales other than through covenants imposed through any land leased or licensed. This may reduce the commercial value of some land.
8	To work to ensure any Mayoral and ceremonial robes do not contain real fur.	All ceremonial robes are comprised of fake fur.

9	To use only humane methods of pest control for managing populations of birds and small mammals and ensure all pest control treatments by the City Council are carried out humanely by trained and experienced personnel	Pest Control team use poisons as part of an effective pest control service provided to residents and businesses within the city. This may be considered a breach of humane pest control methods.
10	To work with partners to promote information initiatives designed to educate residents about humane methods of pest control at home.	No education currently provided.
11	To promote the safe disposal of everyday items that pose a danger to animals, including plastic bags, balloons, tin cans, glass bottles and elastic bands	No education currently provided.

#### 4. Equality impact assessment (EIA)

4.1. An equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

#### 5. Legal Implications

5.1. The City Solicitor's comments so far as they are relevant are incorporated within this report.

#### 6. Finance Comments

6.1. Not applicable.

.....  
 Signed by: City Solicitor

#### Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

# Agenda Item 8



**Portsmouth**  
CITY COUNCIL

**Title of meeting:** Cabinet / City Council  
**Date of meeting:** 3<sup>rd</sup> July / 7<sup>th</sup> July 2015  
**Subject:** Property Investment Strategy  
**Report by:** Director of Property  
**Wards affected:** All  
**Key decision:** Yes  
**Full Council decision:** Yes

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## **1. Purpose of report**

- 1.1 This report presents the Investment Property Strategy 2015/16 - 2019/20 and seeks to create a £30m Property Investment Fund resourced from prudential borrowing, that will enable the Council to exploit commercial property acquisition opportunities, with a view to generating long term rental income streams to support the delivery of Council services in the future and reduce dependence on Government grant.

## **2. Recommendations**

- 2.1 That Cabinet agree the following recommendations:
- i. Acknowledge and endorse the Investment Property Strategy 2015/16 - 2019/20, attached at appendix 1 to be used as a guide to investments.
  - ii. Empowers the Corporate Asset Development Board to recommend and reject the purchase of investments including the sanctioning of formal offers and counter offers (due to the need for timely decision making in this type of industry and the need to respond to opportunities quickly).
  - iii. Agrees to give delegated authority to the Director of Property and the Director of Finance & Section 151 Officer, taking advice from the City Solicitor, and in consultation with the Leader of the City Council and the Cabinet Member for PRED, to approve the completion of investment purchases. This to be conditional upon the City Council approving the budget pursuant to 2.2 below.

2.2 That Cabinet recommends to the City Council that:

Authority is delegated to the Director of Finance and Section 151 Officer in consultation with the Leader of the Council and the Cabinet Member for PRED to:

- i. Amend the Corporate Capital Programme to create a Property Investment Fund of up to £30m financed from Prudential borrowing in 2015/16 and future years, to acquire additional investment property.
- ii. Borrow as required for investment property purchases subject to a robust financial appraisal approved by the Director of Finance & S151 Officer that meets the criteria contained within the Property Investment Strategy and has proper regard to the following:
  - The relevant capital and revenue costs and income resulting from the investment over the whole life of the asset.
  - The extent to which the investment is expected to deliver a secure ongoing income stream.
  - The level of expected return on the investment.
  - The payback period of the capital investment.

### **3. Background**

3.1 As part of the Financial Strategy presented to Council on 12 November 2013, and reiterated in the Budget Report on 10 February 2015, it was recognised and agreed that the Council would seek to become less dependent on Central Government grant.

3.2 One of the routes to achieving this was to become a more entrepreneurial Council and seek to exploit commercial property acquisition opportunities with a view to generating long term rental income streams, in order to support the delivery of Council services in the future as well as have more influence over how the Council shapes the local and sub-regional economy.

3.3 Full Council approved the sum of £100,000 to be released from the MTRS Reserve to establish a Property Investment Strategy and fund appropriate property acquisition costs. This included the appointment of an Investment & Acquisitions Surveyor, to identify potential investment opportunities and assess their likely financial returns.

#### **Property Investment Strategy**

3.4 The Property Investment Strategy 2015/16 - 2019/20 (Appendix 1) focuses on the acquisition of property as an investment and sits within the wider Corporate



Asset Development Strategy and aims to provide a viable and sustainable framework for the acquisition of property investments.

3.5 The purpose of the strategy is to set out:

- The Council's objectives for acquiring property investments
- The criteria for identifying appropriate investment acquisitions
- The risks to the Council of such activity and how they might be managed
- The acquisition process (governance arrangements).

3.6 The Local Government Act 1972 gives the Council powers to acquire any property or rights which facilitate, or is conducive or incidental to, the discharge of any of its functions.

3.7 It is recommended that Members acknowledge and endorse the Property Investment Strategy 2015/16 - 2019/20, as set out in Appendix 1 to be used as a guide to investments.

3.8 Officers will prepare and present an annual report to Cabinet on the effectiveness of the Property Investment Strategy 2015/16 - 2019/20.

### **Property Investment Fund**

3.9 The existing acquisition approval process requires funding to be allocated in accordance with the Council's democratic timetable on a site by site basis. This can be a time consuming process and is likely to result in a number of potentially lucrative investment opportunities being missed.

3.10 As an entrepreneurial Council, it is essential that we are able to respond more promptly, in order to exploit any commercial property acquisition opportunities that may arise.

3.11 As a result, it is recommended that a new scheme, Property Investment Fund, be added to the Capital Programme 2015/16, with a scheme value of £30m against which investment property acquisitions can be funded. It is also recommended that when setting the Council's Capital Programme in the future, an allocation for such purchases is also included as standard, similarly funded from prudential borrowing.

3.12 Access to the funding and approval to complete any acquisitions will require the completion of a robust financial appraisal approved by the Director of Finance & S151 Officer that meets the criteria contained within the Property Investment Strategy 2015/16 - 2019/20.

3.13 In order to ensure that we are able to compete responsively in this market, the ability to react to a favourable financial appraisal is essential, and as a result it is recommended that delegated authority be given to the Director of Property and the Director of Finance & Section 151 Officer, in consultation with the Leader of the City Council and the Cabinet Member for PRED, to approve the

completion of investment purchases upon the completion of a robust financial appraisal and in accordance with the Property Investment Strategy 2015/16 - 2019/20.

### **Capacity to deliver**

3.14 The work will call upon the following skills areas:

- a) Building surveys
- b) Valuations (including valuation review)
- c) Environmental/constraints
- d) Legal and financial

3.15 In order to complete the necessary due diligence on purchase and actions necessary to complete purchases and sales, an appropriate resourcing strategy will need to be agreed with the directorate-leads in which the internal expertise currently sits.

## **4. Reasons for recommendations**

4.1 Full Council on 10 February 2015, approved the Financial Strategy that recognised that the Council would seek to become less dependent on Central Government grant. One of the routes to achieving this was to become a more entrepreneurial Council and seek to exploit commercial property acquisition opportunities with a view to generating long term rental income streams, in order to support the delivery of Council services in the future as well as have more influence over how the Council shapes the local and sub-regional economy.

## **5. Equality impact assessment (EIA)**

5.1 An EIA has been undertaken for investment property purchases and there is no adverse effect.

## **6. Legal implications**

6.1 The Council is empowered to buy and sell land pursuant to section 120 of the Local Government Act 1972. Section 1 of the Local Government Act 2003 provides a power to the Council to borrow for the purposes of any enactment.

6.2 In order to lawfully implement the investment strategy, each proposal (including the funding strategy for purchases) should be reviewed as part of a decision to purchase or sell, and tested for value for money, and regulatory compliance.

## 7. Finance comments

- 7.1 The Council's investment portfolio which contains a variety of property types and tenures, currently returns a gross annual revenue income stream of approximately £5.75 million per annum within the PRED portfolio.
- 7.2 This report seeks to set an ongoing Property Investment Strategy which allows the Council to adopt a much more proactive and commercial approach to managing its investment property portfolio, with a view to increase the income to the Council and reduce its dependence on Government grant.
- 7.3 It must be recognised that, as discussed in the report, any request to draw down on the requested £30m Property Investment Fund will require the completion of a robust and detailed financial appraisal approved by the Director of Finance & S151 Officer, that not only delivers best value but also meets the criteria contained within the Property Investment Strategy 2015/16 - 2019/20 and has proper regard to the following:
- The relevant capital and revenue costs and income resulting from the investment over the whole life of the asset.
  - The extent to which the investment is expected to deliver a secure ongoing income stream.
  - The level of expected return on the investment.
  - The payback period of the capital investment.
- 7.4 In order to ensure that the Council is able to compete responsively in this market, the ability to react to a favourable financial appraisal is essential, and as a result it is recommended that delegated authority be given to the Director of Property and the Director of Finance & Section 151 Officer, in consultation with the Leader of the City Council and the Cabinet Member for PRED, to approve the completion of investment purchases upon the completion of a financial appraisal as set out in paragraph 3.12, and in accordance with the Property Investment Strategy 2015/16 - 2019/20.

.....  
Signed by:

### Appendices:

- 1 - Investment Property Strategy 2015/16 - 2019/20

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:

# Property Services Directorate

## Property Investment Strategy

2015/16 - 2019/20



June 2015

## **Contents**

- 1. Introduction**
- 2. Background**
- 3. Objectives**
- 4. Portfolio Structure**
- 5. Investment Portfolio Principles & Decision Making Criteria**
- 6. Appendix 1 - Risks and their Management**
- 7. Appendix 2 - Portfolio Acquisition Methodology**

## 1. Introduction

1.1 All City Council owned land and property is held as a corporate resource. Government advice recommends that all local authorities should have an agreed strategy and operation policy for developing, disposing and acquiring land and property.

1.2 All property will be held for a clearly defined purpose, whether that is to support and sustain services, provide revenue or to enhance the Council's strategic role as a place shaper. This strategy focuses **on the acquisition of property as an investment** and sits within the wider Corporate Asset Development strategy.

## 2. Background

2.1 The Property Investment Strategy aims to provide a viable and sustainable framework for the acquisition of property investments. The purpose of the strategy is to set out:

- The Council's objectives for acquiring property investments
- Criteria for investment acquisition
- Risks to the Council
- The acquisition & disposal process (governance arrangements)

2.2 The Local Government Act 1972 gives the Council powers to acquire any property or rights which facilitate, or is conducive or incidental to, the discharge of any of its functions.

2.3 As described in the budget report to Council on 13th November 2013, the mandate to become less dependent on Government grant was given. At paragraph 8.24, the report is explicit for Portsmouth City Council to become a more entrepreneurial council with one strategy being 'to exploit commercial property acquisition opportunities with a view to generating long term rental income streams to support the delivery of council services in the future.

2.4 The outline Medium Term Financial Strategy - 2104/15 & Beyond confirms that we should 'seek out commercial property opportunities to increase the Council's property portfolio'.

### **3. Objectives**

- A. Acquire properties that provide long term investment in accordance with corporate objectives
- B. Maximise return whilst minimising risk through prudential management processes as described in this document
- C. Prioritise properties that yield optimal rental growth and stable income
- D. Protect capital invested in acquired properties

### **4. Portfolio Structure**

- 4.1 To achieve the budget reports recommendations the acquisition strategy will create a balanced commercial property portfolio that provides long term rental returns and growth. A core portfolio of property assets will be sought with a view to diversification on individual assets by sector (industrial, offices and retail), location and risk. A direct investment Core and Core Plus approach has been adopted.

#### **Portfolio Mix**

#### **4.2 Core & Core+ Opportunities 70 - 80% of total portfolio**

##### **4.2.1 Description of Core**

"The best property for the sector in an ideal location with long term income to high quality tenants, yields will be equal to or slightly above prime for the sector"

Rental yield (financial return on the capital investment as a percentage) will be lower than the general market but capital and rental growth should be steady and medium-long term risk of void periods and tenant default reduced.



#### **4.2.2 Description of Core-Plus**

"Similar properties to Core but in slightly less favourable locations, perhaps with shorter leases and lesser tenant covenants returns will be appropriate for the sector and risk"

Rental yield will be higher reflecting the increase in risk.

The Core and Core Plus mix is essential in providing a balanced but diversified portfolio

#### **4.3 Specialist Sector & Residential Opportunities 20 - 30% of total portfolio**

**4.3.1** Specialist sector investments such as hotels, public houses, student accommodation, and health care facilities may be considered on merit but do not form part of the "Core" search criteria.

**4.3.2** Given the depreciating specialist infrastructure and changes in trends such assets may require substantial future capital expenditure in order to maintain the value of the interest; the risk from this should be fully explored and understood before purchase.

**4.3.3** Residential provides a good income diversifier given its limited correlation to commercial property. Returns have been stable over the long term although the level of tenant and property management needs to be carefully considered and allowed for in all appraisals.

**4.3.4** The returns on this element of the portfolio will be varied but should in principle be at the upper level or above those of the Core properties.

#### **4.4 Value Add**

**4.4.1** Value add (vacant or short leases), re-development opportunity or distressed property requiring extensive capital expenditure can reap high capital and yield returns but do not form part of this strategy.

## **4.5 Holding Period**

- 4.5.1** It is usual for an investment "holding period" before sale to be defined from purchase; this is to counter any significant depreciation eroding value or before the need for re-development arises. The holding period will be determined for each individual property at the appraisal stage.

## **5 Investment Portfolio Principles & Decision Making Criteria**

- 5.1** Given the varied sector dynamics the criteria of each asset whether core specialised or residential will vary although should follow first principles in that;
- 5.2** All investments considered must initially provide income (yield) equal to or above the councils required rate of return (RRR) defined by the cost of capital borrowing for purchase.
- 5.3** Individual properties will be fully financially and physically appraised using industry standard techniques to ensure the return is acceptable for the level of overall risk. This will be specific to each and every property proposed for purchase.
- 5.4** Further performance measure, portfolio analysis and valuation will be undertaken during the holding period to allow for buy/sell/hold decision making.
- 5.5** To minimise management and risk; preference will be for single occupancy investments although multi-let properties or multi-unit schemes may be considered.
- 5.6** Location will be dictated by opportunity to acquire investments that meet the strategy, proximity to the city of Portsmouth will be a deciding factor when all other attributes are equal.
- 5.7** Only Investments with full repairing and insuring (FRI) terms or FRI by way of service charge, meaning that all costs relating to occupation and repairs are borne by the occupier(s) during the lease term will be considered.
- 5.8** Lease length will be determined by market sector forces but the premise will be to maximise.
- 5.9** Market rent (MR) should be equal to or above passing rent.

- 5.10** Market sectors and locations with rental growth and good letting prospects will be actively sought.
- 5.11** Buildings should have sound structure and designed for use, with good transport links and accessibility.
- 5.12** Lot size (price paid) should account for the volume of time, labour and cost of individual acquisitions, the level of financial return, the funds overall size, the existing portfolio mix, market dynamics (competition and volume of buyers), sector dynamics and asset/portfolio management decisions.
- 5.13** The core initial lot size target is £2 million+ for any one individual property. This may change as time progresses and the portfolio grows.
- 5.14** Market exit (sale) will be intrinsic to the assessment of risk for each individual property.
- 5.15** The decision to sell stock during the holding period may be triggered by a variety of factors and is not limited to lease events, market forces, portfolio mix, or changes in strategy. The portfolio will be open to continued appraisal and active management with a view to minimising risk and increasing returns.
- 5.16** The strength of tenant covenant will be concurrent with the overall balance of risk for any given property and in line with the key objectives.
- 5.17** Minimum acceptable financial strength for any given tenant will be determined through financial appraisal of company accounts and the use of appropriate methods of risk assessment and credit scoring.
- 5.18** The choice of investment will take into account non-financial; ethical and legal considerations in particular relating to the intended use of the building and its current or future occupants.

## **Appendix 1 - Risks and their Management**

### **Market forces**

To limit risk the criteria for purchase and due diligence will be followed for all transactions; however fluctuations in demand and supply of the individual market and the wider economy will see the value of the investment and the income rise and fall, the council may not recoup the original amount invested in full.

### **Liquidity**

The process of buying and selling commercial property, in relation to some other forms of investment, is complex and can result in transactional delay and uncertainty which carries risk from market shift, abortive transactional costs and in-ability to realise "sale" capital quickly.

This can be managed and improved through good portfolio management and where possible by adopting the IPF's best practice "Readiness for sale - A guide for streamlining commercial property transactions".

### **Opportunity**

The availability of stock is generally limited; there will be times where lack of or lost opportunities through negotiation and competition will frustrate the process. This is often exacerbated by a general lack of transparency and openness in the market creating barriers to entry. It is therefore a possibility that a proportion of the fund remains un-invested during these periods.

To counter this; the role of the "Investment Acquisitions Manager " will be to seek out as many appropriate opportunities as possible, build relationships and communicate to the market the council's requirement and ability to perform.

### **Management**

The portfolio will have the risk of void periods in occupation or tenants may default on payment of rent. The loss of income is a direct result however voids create further holding (and re-letting) costs which if vacant for a prolonged period of time can be substantial. Active portfolio management will be undertaken during the holding period to reduce such risks where possible.

## Appendix 2 - Portfolio Acquisition Methodology

Acquisitions will be made in accordance with the guiding principles (principle 4 - acquisitions) within the Asset Development strategy.

Identification, consideration and recommendation of assets suitable for acquisition will be Undertaken by a suitably qualified and experienced 'Investment Acquisition Manager' working within the Corporate Assets Team.

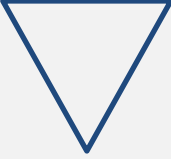
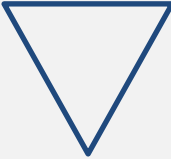
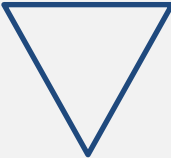
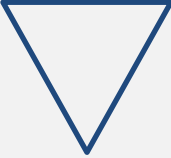
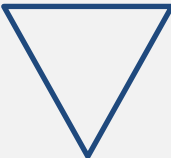
As property acquisitions require timely decisive decision making, it is recommended that the Corporate Asset Development Board review, challenge and recommend or reject the purchase of investments identified to include the sanctioning of formal offers and counter offers which will be guided by the Council's Required Rate of Return.

All investments considered for purchase will undergo qualitative and quantitative appraisal to establish portfolio suitability which will consider rental levels, location, property type, rent review and lease expiry pattern, tenant(s), industry sector, tenure, lease covenants, market exit constraints and physical and environmental factors. In addition 3<sup>rd</sup> party advice may be called upon where specialist market knowledge is required.

The "Investment Acquisition Manager" will undertake a search of the market which will include approaches and introductions of opportunities direct from the sellers their agents and third parties.

Introductions from third party agents will be accepted on a first come first serve basis by verbal or written communication to the "Investment Acquisition Manager". If after the introduction the council wish to pursue the purchase further written agreement on the "basis of engagement" and fees will be required.

# Portfolio Acquisition & Disposal flow

Selling		Buying	
<ul style="list-style-type: none"> <li>• Instruct advisors formulate asking terms and marketing strategy</li> <li>• Review property information anticipate issues devise strategy</li> <li>• Procure energy performance certificate</li> </ul>	<p>Offer to market - Heads of Terms</p> 	<ul style="list-style-type: none"> <li>• Appraise property</li> <li>• Offers &amp; counter offers</li> <li>• Agree HOTs</li> <li>• Secure source of funds</li> </ul>	
<ul style="list-style-type: none"> <li>• Consider carrying out and providing searches</li> <li>• Make available pre contract legal pack and access to data</li> <li>• Negotiate contract</li> </ul>	<p>Pre - Contract</p> 	<ul style="list-style-type: none"> <li>• Instruct legal team</li> <li>• Investigate title</li> <li>• Conduct surveys and reports</li> <li>• Negotiate contract</li> </ul>	
	<p>Exchange</p> 	<ul style="list-style-type: none"> <li>• Pay deposit</li> </ul>	
<b>Parties committed to purchase</b>			
<ul style="list-style-type: none"> <li>• Continue to manage property (in accordance with contract)</li> <li>• Preparation of completion statement</li> <li>• Prepare requisitions on title</li> </ul>	<p>Pre - Completion</p> 	<ul style="list-style-type: none"> <li>• Pre completion searches</li> <li>• Finalise mechanics for drawdown/transfer of completion monies</li> </ul>	
<ul style="list-style-type: none"> <li>• Discharge borrowing liability</li> </ul>	<p>Completion</p> 	<ul style="list-style-type: none"> <li>• Pay completion monies</li> <li>• Assume liability for property</li> </ul>	
	<p>Post - Completion</p>	<ul style="list-style-type: none"> <li>• SDLT / Land registration</li> <li>• Collation of property information</li> <li>• Portfolio management</li> </ul>	

# Agenda Item 9



Portsmouth  
CITY COUNCIL

Agenda item:

**Title of meeting:** Cabinet  
Full Council

**Date of meeting:** 3<sup>rd</sup> July 2015  
7<sup>th</sup> July 2015

**Subject:** Developing proposals for devolved powers and responsibilities

**Report From:** Chief Executive

**Report by:** Paddy May, Corporate Strategy Manager

**Wards affected:** All

**Key decision:** No

**Full Council decision:** YES

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## 1. Purpose of report

- 1.1. To obtain approval from Members to develop a proposal, with the other Hampshire and Isle of Wight Councils, to bring about devolution of powers and responsibilities from Central Government to the wider Hampshire area and as part of this create an appropriate governance structure that will provide for binding decisions to be made at this level.

## 2. Recommendations

- 2.1. Cabinet is recommended to agree that:

- The Leader of the Council and Chief Executive continue to work with other authorities in the wider Hampshire area to develop a proposal for submission to Government to achieve devolved powers and responsibilities from Central Government that will lead to better outcomes for local people.
- This submission should include a proposal for a new governance arrangement, covering the geographical area of Hampshire and the Isle of Wight that would enable binding decisions to be made.
- Delegated authority is given to the Chief Executive, after consultation with the Group Leaders, to approve the initial proposal for submission to Central Government.
- Given the potential significance of the proposals, that this report be presented to Full Council.

### 3. Background

- 3.1. Following the Scottish Independence referendum, English devolution became a significant issue and the importance of this issue increased during the General Election campaign. The "Manchester Deal" signalled what was possible, in terms of devolution to local areas, and following the General Election the new Secretary of State has signalled his willingness to receive devolution proposals from local areas across the country.
- 3.2. It is worth stressing that the proposals should form the basis of a deal between local areas and Central Government. This means that as well as seeking devolved responsibilities and powers from central government there is a need to provide something back to central government as part of a deal. Any proposal would be about bringing new powers and responsibilities to the wider Hampshire area but we will be expected to deliver appropriate governance arrangements and help achieve government priorities on issues such as delivering new houses.
- 3.3. Part 6 of the Local Democracy, Economic Development & Construction Act 2009 contains powers which enable the Secretary of State to make an order establishing a combined authority for an area which meets certain specified conditions. A combined authority is a corporate body which enables local authorities to work jointly to deliver improvements in economic development, regeneration and transport across a functional economic area. The Secretary of State has to be satisfied that the creation of the combined authority will improve the efficiency and effectiveness of transport and economic development in the area. It is worth stressing that a Combined Authority is not the creation of a new super authority which takes over all the functions and structures of the authority within that area.
- 3.4. The government has indicated that it would welcome devolution proposals that include the development of a combined authority because they believe that these are appropriate governance structures to undertake a greater set of functions within their local area. However it would be possible to negotiate alternative governance models that met the requirement of government to have binding decisions made.
- 3.5. The Cities and Local Government Devolution Bill was introduced in the House of Lords on 28 May 2015. This signals the Government's commitment to devolution. This Bill proposes amongst other things that:
  - There can be an elected mayor for a combined authority area who would exercise certain powers and chair the authority
  - An elected mayor for a combined authority area can undertake the role of the Police and Crime Commissioner for that area
  - The current statutory limitations on the functions of a combined authority (namely economic development, regeneration and transport) be removed - this means that a combined authority area.
- 3.6. Whilst the Government have made it clear that City areas seeking devolution deals will be expected to agree to the creation of an Elected Mayor, it is currently thought that there will be no such requirement for devolution deals for the type of proposal which is being contemplated for the wider Hampshire area. Certainly the



Cornwall proposal contains no such commitment and advice has been given that it is unlikely that such a stipulation would be made for the wider Hampshire area.

3.7. The area covered by the Hampshire and Isle of Wight Local Government Association (HIOWA) is complex in governance terms, with one County, eleven District Councils, two Unitary Cities and the Isle of Wight – a unitary County Council. There is, however, a good track record of joint working within this area and the area includes exemplary partnerships such as the Partnership for Urban South Hampshire (PUSH) and many examples of our local Councils working jointly with colleagues in other parts of the public and private sectors. There has been much discussion within the HIOWA area about developing a model with a suitable governance structure as the basis for a devolution proposal to present to Government.

3.8. It is worth emphasising that whilst much of the discussion so far has been about the structure that we would wish to present to government, our actual submitted proposal needs to have a focus on:

- what it is we want to achieve
- what we want devolved
- why this will help
- what problems this will sort out for Central Government. These problems are likely to be around, for example, using public resources more efficiently and providing more housing within an area.

#### **4. Developing a proposal for a Hampshire & Isle of Wight Combined Authority**

4.1. There is no doubt that the Government's commitment to devolution offers an opportunity for the HIOWA Councils to gain greater local control over services and, potentially, devolved budgets in a number of key areas from Central Government. The Cities & Local Government Devolution Bill outlines a menu of options for devolution. There does appear to be a good deal of flexibility and local choice in the governance model brought forward, and the devolution package sought. But it is crucial that any proposal put to Government is supported by all councils in the area.

4.2. In response to this opportunity the HIOWA Leaders have recently agreed in principle to developing a proposal to create a new governance structure that will create a devolved administration that covers the boundaries of Hampshire County Council (and the district councils within that area), Southampton City Council, Portsmouth City Council and the Isle of Wight Council. An illustrative diagram has been attached as Appendix 1 which shows how the governance of this could work. However, the details of any governance arrangements will be subject to discussion and negotiation locally and would need to be agreed with local partners (e.g. LEPs) and with Central Government.

4.3. As stressed earlier in this report it will be important that our proposal concentrates on the policy issues that we would wish to see devolved and why this will be better for local people whilst also helping Central Government deliver their priorities. To this end there are a broad range of matters which may be included in the "ask" we make of Government (a list of possible examples is

attached as Appendix 2), and the HIOWA Leaders discussed, amongst other things:

- Local control over funding for skills, post-sixteen education, apprenticeships and lifelong learning;
- More local control over national infrastructure spending on transport and housing;
- A HIOWA wide “Better Care Fund” to better integrate health and social care across local government and the NHS;
- Freedom to borrow against the forecast proceeds of local growth (to support enabling infrastructure);
- A comprehensive public sector land bank, making surplus NHS and MOD land available for housing;
- Ability to use public procurement and national business support budgets to support local business growth; and
- Greater retention of growth in business rates.

4.4 The aim is to make a submission regarding our intent for the wider Hampshire area, so that an initial submission can be made to Government around the end of July. Our experience from other work, such as the City Deal, suggests that the negotiations around our proposal will lead to an iterative process with further submissions required before we end up with a potential deal. We will keep Members informed as this process develops. It is also worth stressing that any deal does not have to signify the end of the journey or the final "destination". The widely acclaimed Manchester devolution deal was actually the result of a series of negotiations and deals and is still on-going.

4.5 Perhaps as important as the opportunities for devolution are the wider discussions surrounding a new governance structure and what that might offer HIOWA Councils to explore opportunities for closer working, shared service or service integration. All councils face the challenges posed by the ongoing pressures on budgets and, whilst there is a good record for sharing to drive efficiencies, we all need to recognise we could do more. Developing further our partnerships through a new governance arrangement could help reinvigorate that work.

4.6 There is already a rich mix of partnerships across the HIOWA area, and the formal governance structures arising from a new proposal could provide an umbrella for those partnerships to grow and develop. Thus, less formal joint working between clusters of authorities or bi-lateral relationships between councils should be encouraged alongside the formal governance structures set up as part of the devolved administration.

4.7 A central feature of HIOWA has been its willingness to work alongside non-council partners including: Hampshire Police, the voluntary and community sector, the business community and the Armed Forces. It is clear that Leaders do not want to see any new governance structure lead to the loss of these relationships. As they seek to develop an appropriate local response to the devolution agenda they will not want to lose those links.

**5. Reasons for recommendations**

- 5.1. If we are to take advantage of the devolution agenda it is important that the Leader of the Council and the Chief Executive are given the opportunity to continue to work with the other authorities in the wider Hampshire area to develop a proposal for submission by the end of July. This will enable Portsmouth City Council to influence the shape of any proposal and to take advantage of anything agreed through the deal. Central Government will expect our proposal to include a new governance arrangement that will enable binding decisions to be made at the wider Hampshire level. Subject to any agreement these binding decisions are likely to be about the new powers and responsibilities that will be devolved from central government.
- 5.2. It is expected that an initial proposal will be made by the end of July and so a mechanism needs to be developed to allow approval of this initial proposal. This report is therefore seeking for delegated authority to be given to the Chief Executive to approve the initial proposal, in consultation with the Group Leaders. It is worth stressing that this will be an iterative process and so Members will have further opportunities to consider and shape the joint proposal. Given the potential significance of the proposals, that this report be presented to Full Council.

**6. Equality impact assessment (EIA)**

- 6.1 A preliminary EIA has been completed, indicating that there is no requirement for a full EIA at this stage.

**7. City Solicitor comments**

- 7.1 Two key proposed changes to the law around Combined Authorities will substantially empower those seeking to enter into such arrangements. Based on the current drafting of the Cities and Local Government Devolution Bill, and the draft Legislative Reform (Combined Authorities and Economic Prosperity Boards) (England) Order 2015 the changes will:
- Require the consent of local authorities making those arrangements
  - Enable local authorities that do not have contiguous boundaries to form Combined Authorities where the Secretary of State considers they can collaborate effectively in specified statutory functions.
  - Enable Combined Authorities to take on a broad range of functions, including functions which not only currently reside within individual local authorities, but also a range of public authority functions which go beyond those enjoyed by local authorities, and also to transfer property interests to the Combined Authority relating to those functions.
  - Allow the secretary of state to levy by way precept for its funding
  - Allow the secretary of state to make regulations to make changes to the governance arrangements in respect of matters to be transferred to a Combined Authority.
  - Provide that the consent of relevant local authorities and public bodies is needed in respect of any changes.
  - Provide for an elected mayor for the combined authority's area who would exercise specified functions individually and chair the authority;

- Provide for the possibility for the mayor additionally to undertake the functions of Police and Crime Commissioner for the combined authority area (in place of the Police and Crime Commissioner);
- Remove the current statutory limitation on functions that can be conferred on a combined authority (currently economic development, regeneration, and transport); and
- Provide for streamlined local governance as agreed by councils.

**8. Head of finance’s comments**

8.1 There are no additional financial implications arising directly from the recommendations contained within this report. Proposals along with the identification of any associated financial implications will be reported to a future Cabinet meeting.

.....  
Signed by: David Williams, Chief Executive

**Appendices:**

- Appendix 1 - Illustrative governance arrangements
- Appendix 2 - Potential devolution asks that could be worked into a proposal

**Background list of documents: Section 100D of the Local Government Act 1972**

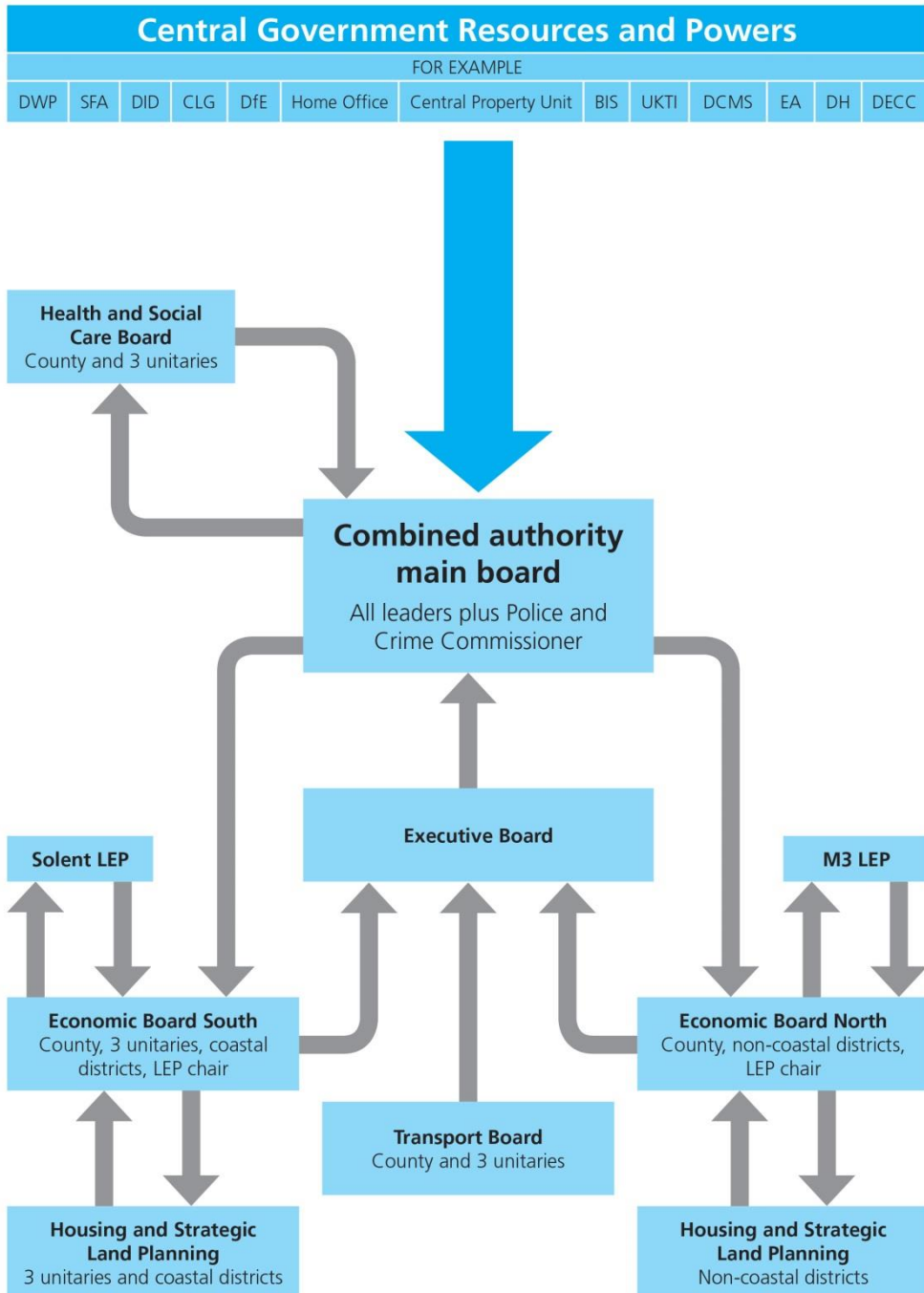
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by: Name and Title

**Illustrative governance arrangements**





**Potential devolution asks that could be worked into the proposal**

Issue with current centralised system which could be mitigated through local solutions	Measures already requested/agreed by existing combined authorities <b>Key</b> M – Greater Manchester Combined Authority S – Sheffield City Region L – West Yorkshire Combined Authority / Leeds City Region LEP proposal	Potential additional requests for the wider Hampshire area	Outcomes
<b><u>Funding/Finance</u></b>			
<ul style="list-style-type: none"> <li>• Inability to plan long-term and fund local economic growth.</li> <li>• Lack of incentives and flexibilities for investment in business growth.</li> <li>• Funding remains within silos therefore aggregated economic benefits are not realised.</li> <li>• Inability to set local Council Tax with limitations from 2% referendum.</li> <li>• Limited ability for joint and integrated commissioning for economic growth and wider outcomes.</li> </ul>	<p>A single area budget including the following elements initially:</p> <ul style="list-style-type: none"> <li>• Long term funding based on % of GVA growth incentivising local investment in economic growth.</li> <li>• 100% retained business rates.</li> <li>• Unfreezing council tax.</li> <li>• Pooling the funding and assets of national and local public sector agencies. (L)</li> </ul>	<ul style="list-style-type: none"> <li>• Devolution of proportionate local Growth Deal to local area for flexible use, rather than via competitive bidding with other areas based on national criteria</li> <li>• Central Government staff/resources TUPE'd to support local delivery needs</li> <li>• Transport funding issues: <ul style="list-style-type: none"> <li>• 100% business rate capture for developments enabled by LTA investment in transport infrastructure i.e. in designated transport development areas.</li> <li>• A devolved multiyear transport settlement.</li> <li>• A devolved multiyear transport settlement.</li> </ul> </li> <li>• City centre enterprise hubs to be designated in wider Hampshire area</li> </ul>	<ul style="list-style-type: none"> <li>• Longer-term planning.</li> <li>• Localised incentives for businesses.</li> <li>• Aggregated/joint budgets and improved outcomes.</li> <li>• Council tax flexibilities to meet growth demands and opportunities.</li> <li>• Additional local resources helping to create financial sustainability for Councils across the functioning economic area.</li> </ul>



Issue with current centralised system which could be mitigated through local solutions	Measures already requested/agreed by existing combined authorities <b>Key</b> M – Greater Manchester Combined Authority S – Sheffield City Region L – West Yorkshire Combined Authority / Leeds City Region LEP proposal	Potential additional requests for the wider Hampshire area	Outcomes
		<p>City centres.</p> <ul style="list-style-type: none"> <li>• Devolved fund for regeneration capital projects that can be used to match EU and pump prime development</li> <li>• Arrangements for combined waste disposal</li> </ul>	
<b>Housing</b>			
<ul style="list-style-type: none"> <li>• Government has limited the amount of borrowing headroom for the Housing Revenue Account (HRA). This particularly restricts the HRA to deliver a comprehensive range of projects (improving existing stock and providing new homes) in the early years of the HRA Business Plan since self-financing started in April 2012.</li> <li>• Strict rules around the use of Right to Buy receipts. Since 2012 councils have been allowed to keep some RTB receipts. Rules around spend include requirement to spend within 3 years, RTB receipts can fund only</li> </ul>	<p>Control of a new Housing Investment Fund. <b>(M)</b></p> <p>Powers for the City Region to determine its own housing strategies. <b>(L)</b></p> <p>Form a Joint Assets Board to collaborate on disposing of public sector assets. <b>(S)</b></p> <p>Devolution of a single consolidated 'housing budget' – including HCA assets and other returnable HCA funds such as Get Britain Building local investments if matched with recycled funds from, for example, the European Union. This would double house building by 2021, developing over 10,000 new homes pa, creating significantly more affordable houses, and reducing the City Region Housing Benefit bill that currently</p>	<ul style="list-style-type: none"> <li>• Lifting of the HRA borrowing headroom and lifting of the rules for spending Right to Buy Receipts</li> <li>• Powers to create a spatial strategy document</li> </ul>	<ul style="list-style-type: none"> <li>• More homes built</li> <li>• More new affordable homes provided particularly in areas designated for Estate Regeneration – This renewal will help areas of deprivation so helping councils to reduce other service costs.</li> <li>• Assistance to universities to create purpose built student accommodation thereby relieving the pressure on the private rented sector and reducing housing costs</li> </ul>



Issue with current centralised system which could be mitigated through local solutions	Measures already requested/agreed by existing combined authorities <b>Key</b> M – Greater Manchester Combined Authority S – Sheffield City Region L – West Yorkshire Combined Authority / Leeds City Region LEP proposal	Potential additional requests for the wider Hampshire area	Outcomes
<p>30% of a new home. RTB receipts have to fund additional homes and so cannot always be used for estate regeneration, and RTB receipts cannot be used to fund a project together with HCA grant.</p>	<p>stands at nearly £1 billion pa. <b>(L)</b></p> <p>Local flexibility to develop financial instruments that reduce the risks associated with development, stimulate housing starts and stimulate institutional investment in housing of all tenures. This would include exploring regulatory flexibilities around innovative use of the Housing Revenue Account headroom across the Region. <b>(L)</b></p> <p>New models of strategic local housing development and the ability to devise a more targeted local 'Help to Buy' scheme appropriate for the Region. <b>(L)</b></p> <p>Testing new alliances with housing associations to make the transition from 'benefits to bricks' by investing housing benefit in new forms of community housing, linked to a double payoff in terms of jobs, skills and enterprise opportunities for people otherwise stuck in benefit dependency and/or in-work poverty, including community support networks for elderly residents. <b>(L)</b></p>		





Issue with current centralised system which could be mitigated through local solutions	Measures already requested/agreed by existing combined authorities <b>Key</b> M – Greater Manchester Combined Authority S – Sheffield City Region L – West Yorkshire Combined Authority / Leeds City Region LEP proposal	Potential additional requests for the wider Hampshire area	Outcomes
<b>Transport</b>			
<ul style="list-style-type: none"> <li>Local transport Authority (LTA) boundaries are not coterminous with travel to work areas. Whilst achieving full coterminous boundaries for all policy areas may be optimistic, with regard to transport the lack of common boundaries is leading to:               <ol style="list-style-type: none"> <li>Fragmentation in policy setting.</li> <li>Short- termist and opportunistic land use and transport practices that may conflict e.g. out of town development vs city centre leading to congested motorways, decentralised and declining city cores and unsustainable growth</li> <li>Duplication of resources with the wider region</li> <li>Delivery failure e.g. different approaches to traffic management that can result in a lack of integration across boundaries e.g. signal operation via different contracts</li> </ol> </li> <li>Inefficiency - The region's ability to make the best use of national and devolved transport funding and other funding opportunities is constrained. Cumbersome</li> </ul>	<p>Devolved relevant funding on local transport for the region. <b>(M)</b></p> <p>Powers to put in place an integrated transport system for the Region (such as found in London and major European city regions). <b>(L)</b></p> <p>Franchised bus services. <b>(L/M)</b></p> <p>Government funding for bus system including Bus Service Operators Grant and Statutory concessionary travel scheme. <b>(M)</b></p> <p>Integrating smart ticketing across all local modes of transport. <b>(L)</b></p> <p>Urgently exploring devolving rail stations. <b>(S)</b></p> <p>Ability to manage strategic highway and rail networks aligned with local growth priorities. <b>(L)</b></p> <p>Options for giving more control over local transport schemes. <b>(S)</b></p> <p>Powers to intervene in the market to develop digital infrastructure including</p>	<ul style="list-style-type: none"> <li>Financial contribution from HA and NR towards a strategic high level transport transformation study including fixed link to Gosport, IoW, east/ west connectivity, mass transit and facilitating quality and intensified urban living.</li> <li>Change to legislation to allow road levy and parking income to be used more flexibly on transport projects.</li> </ul>	<ul style="list-style-type: none"> <li>Reduced fragmentation and conflict on policy issues. Better use of scarce local and national Government resources and expertise. Facilitates shared service working. Better delivery of area wide projects including traffic management practices.</li> <li>Improved working between LEPs and LTAs by creating opportunities for discussions at same boundary levels leading to streamlining of processes and opportunities for combining strategic budgets, better delivery programmes and access to other funding opportunities.</li> <li>Better strategic level working with national transport agencies and other LEP areas</li> </ul>



Issue with current centralised system which could be mitigated through local solutions	Measures already requested/agreed by existing combined authorities <b>Key</b> M – Greater Manchester Combined Authority S – Sheffield City Region L – West Yorkshire Combined Authority / Leeds City Region LEP proposal	Potential additional requests for the wider Hampshire area	Outcomes
<p>bidding processes for small posts of money erode current capacity. This could be better used to pool funding</p> <ul style="list-style-type: none"> <li>• Duplication - National approaches to allocating smaller pots of funding like transport challenge funds (e.g, recent road maintenance fund) require significant Central Government resources to manage their allocation. In addition the smaller the pot and the more complex the bidding process, the more waste this creates in local government in bidding effort.</li> <li>• Current legislation presents issues on creating effective boundaries. This is being changed. Critical to the solent is the need for part districts and part county areas to be involved. Flexibility may also be required to have a different transport boundary within a combined authority or EPB where for example one party has an</li> </ul>	<p>broadband and promote its take up and greater influence over the integration of digital infrastructure – including within local planning systems. <b>(L)</b></p> <p>Improved liaison with Highways Agency. <b>(S)</b></p> <p>Control of a reformed earn back deal. <b>(M)</b></p>		



Issue with current centralised system which could be mitigated through local solutions	Measures already requested/agreed by existing combined authorities <b>Key</b> M – Greater Manchester Combined Authority S – Sheffield City Region L – West Yorkshire Combined Authority / Leeds City Region LEP proposal	Potential additional requests for the wider Hampshire area	Outcomes
<p>internal political difficulty with dividing up part of its area to go into a combined authority.</p> <ul style="list-style-type: none"> <li>Declining budgets for transport mean smaller transport authorities may be unable to adequately resource the transport function in a proper way that achieves the region's economic growth outcomes.</li> </ul>			
<b><u>Learning, Skills &amp; Employment (with links to welfare)</u></b>			
<ul style="list-style-type: none"> <li>Skills and employment funding mechanisms are not integrated and have national formulae which do not take account of local need.</li> <li>National skills and employment funding incentive outcomes do not fully match local priority.</li> <li>Skills and employment commissioner is not responsive to local employers and learners needs.</li> <li>Skills and employment commissioning needs to integrate with wider public</li> </ul>	<p>A single long term Skills and Labour Market Agreement devolving skills and employment funding and programmes to the Region, enabling work with businesses, schools, colleges, universities, learning providers, and local communities to support more people into work, and ensure that people are being trained in the skills that are needed in the local economy. <b>(L)</b></p> <p>Devolution of funding for skills programmes, to enable employers to gain more direct influence over the skills system. <b>(L)</b></p> <p>Devolved fund for Higher Level skills,</p>	<ul style="list-style-type: none"> <li>Additional local and devolved funding for education – Early Years; school place sufficiency funding/schools capital; EFA budgets for vocational curriculum and IAG; SEND devolved funds to allow for local commissioning and efficiencies.</li> <li>Troubled Families allocation to be devolved proportionally to allow for greater local responsiveness and synergies.</li> <li>Work Programme Funding devolvement.</li> </ul>	<ul style="list-style-type: none"> <li>Local employment, skills and learning funding are integrated and promote outcomes needed by local residents and businesses.</li> <li>Greater take-up of employment, skills and learning at all levels.</li> <li>Greater employer ownership and contributions.</li> <li>Learners and employers</li> </ul>



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<p>funding (health, social, criminal justice etc...) and private sector employer contributions, all of which can only be levered at local level.</p> <ul style="list-style-type: none"> <li>National Programmes (e.g. Employer Ownership of Skills) are not adequately taken up by local employers due to the lack of relevance to local area, need for local brokerage rigid bidding processes.</li> <li>National funding priorities create competition amongst skills training providers rather than collaboration to meet local demographic demands.</li> <li>Skills capital funding is not linked to revenue to support take up of provision.</li> <li>Information, advice and guidance in schools and colleges and vocational education is not adequately linked to local labour market demand and local provision.</li> <li>Welfare, skills and employment support are fragmented, with different outcomes, whereas employment and</li> </ul>	<p>education and innovation facilities to create a strong network of universities, colleges and UTCs which inspire and nurture talent for advanced industries. <b>(M)</b></p> <p>Bursary endowment fund to co-sponsor level 5, 6 and post-graduate degrees in technologies linked to future growth industries. <b>(L)</b></p> <p>Incentives for schools to further engage with employers, inspirational role models and mentors to inspire higher aspiration and achievement, instil employability attributes, and provide meaningful guidance as well as career tasters. Every pupil supported to make well informed choices from primary through until they transfer to an apprenticeship, further or higher education, with equal status of funding and outcomes. <b>(L)</b></p> <p>Devolved funds to offer all unemployed young people under 24 a guaranteed apprenticeship, work placement or paid internship for six months after they have completed their education. <b>(L)</b></p> <p>Devolution of employment programmes for all ages. <b>(L)</b></p>	<ul style="list-style-type: none"> <li>Jobcentre Plus and Flexible Support Funding to be delivered to maximise Community budget, joint commissioning and delivery against local priorities.</li> <li>Devolved Employer Ownership allocation to meet local employer demand.</li> <li>Devolved Adult Skills budget to enable cross college curriculum development.</li> <li>Devolved Community Learning budget to provide greater strategic prioritisation to meet demographic, economic and geographical needs.</li> <li>Apprenticeships grant devolution to local area to combine with local resources.</li> </ul>	<p>wider needs are met through combined delivery.</p> <ul style="list-style-type: none"> <li>Greater strategic collaboration by providers.</li> <li>Capital and revenue investment considered concurrently.</li> <li>Information, advice and guidance more closely linked to labour market demand increasing informed choice for young people and adults.</li> <li>Programmes for unemployed people better aligned with local economic growth and wider welfare, health and local agenda.</li> <li>Increase relevance and take-up of apprenticeships.</li> <li>A NEET free functioning economic area</li> </ul>



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<p>skills support must integrate to meet individuals' needs.</p> <ul style="list-style-type: none"> <li>• Education from early years through to HE needs to focus on local opportunities for life and work. Current system fragments and is not related to economy.</li> <li>• Adequate apprenticeship support and promotion is not available for SMES through national system.</li> <li>• Apprenticeships grants need to be linked with other local incentives.</li> <li>• Employment programmes are too focused on specific criteria (age, health, length of unemployment) and claimants fall between criteria or have multiple issues that are not addressed.</li> </ul>	<p>Local commissioning of integrated training, welfare and adult education measures to help people progress out of low pay and in work benefit dependency into better jobs. <b>(L)</b></p> <p>Responsibility for adult skills funding and provision <b>(S/M)</b></p> <ul style="list-style-type: none"> <li>- Adult Skills Budget (exc participation funding for apprenticeships and traineeships)</li> <li>- Apprenticeship Grant for Employers (make own priorities with share of £85m national pot)</li> </ul> <p>Reshape and restructure FE provision so that new system in place by 2017. <b>(S/M)</b></p> <p>Develop proposals for how BIS Adult Skills funding works across city region. <b>(S)</b></p> <p>Apprenticeship Brokerage activities targeted at SMEs. <b>(S)</b></p> <p>Work jointly with the National Careers Service on the Inspiration agenda. <b>(S)</b></p> <p>Joint commissioner with DWP of the next phase of the Work Programme. <b>(S/M)</b></p>		<ul style="list-style-type: none"> <li>• Reduced welfare bill for the wider Hampshire area</li> <li>• Better links to Universities and UTCs helping to deal with the South Hampshire Skills Issues and providing innovation to the functioning economic areas within the wider Hampshire area</li> </ul>



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	<p>Pilot Work Programme Returners' Programme expansion Rewarded by Payment by Results. <b>(M)</b></p> <p>Pilot to support older workers with long term health conditions back into work. <b>(M)</b></p> <p>Improve outcomes for ESA claimants – DWP enter discussions over public sector reform pilot from 2015. <b>(S)</b></p>		
<b>Business Support</b>			
<ul style="list-style-type: none"> <li>Support to businesses is fragmented. Businesses need access to all services through holistic local offer.</li> <li>Funding streams are segregated, aggregation of funds and outcomes is not possible with national system.</li> <li>Inward investment needs dedicated local resource in order to maximise geographical focus and match with other local fund resources.</li> <li>Innovation funds for businesses need</li> </ul>	<p>Export Advice –Work/Influence with UKTI. <b>(S/M)</b></p> <p>Growth Accelerator and Manufacturing Advice Service. <b>(S/M)</b></p> <p>Develop devolved approach to business support from 2017. <b>(S/M)</b></p> <p>Devolve Innovation Funding supported by incentives for universities and other centres of expertise to work more proactively with SMEs. <b>(L)</b></p> <p>Programme of investment and activity to</p>	<ul style="list-style-type: none"> <li>Devolve proportionate Regional Growth Fund allocation for local determination to meet demands against strategic priorities.</li> </ul>	<ul style="list-style-type: none"> <li>Support to businesses tailored locally to meet all aspects of need (business planning, skills, capital, etc...)</li> <li>Greater investment resources dedicated to needs of local area.</li> <li>Greater employer ownership of innovation.</li> <li>A focus on our marine</li> </ul>



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to be more business led, rather than based on offer of providers.	<p>promote commercialisation of innovation. <b>(L)</b></p> <p>Extend the devolution of RGF via Combined Authorities to enable funding of more SMEs with lower entry threshold projects from £10k to £1m which reward investment in technology, supply chain development and innovation and export, to create more new and sustainable jobs with high leverage and improved value for money. <b>(L)</b></p> <p>Devolve export and an element of business support funding to enable business- led Export and Enterprise Challenge programmes. <b>(L)</b></p> <p>Devolution of an agreed proportion of the communications / SME engagement budgets of national business support programmes to support the sustainability of the Business Growth Hub as the primary vehicle for SMEs to access growth- focussed support around the three 'I's of Innovation, Investment and Internationalisation. <b>(L)</b></p> <p>Leeds City Region should oversee existing national business support schemes,</p>		cluster where we have a recognised competitive advantage



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	<p style="text-align: center;"><b>Key</b></p> <p>M – Greater Manchester Combined Authority            S – Sheffield City Region            L – West Yorkshire Combined Authority / Leeds City Region LEP proposal</p>		
	<p>including Manufacturing Advisory Service and Growth Accelerator, and the existing arrangements for promoting trade and investment through UKTI should be strengthened. <b>(L)</b></p>		
<b>Planning</b>			
	<p>Powers over strategic planning including powers to create a statutory spatial strategy for the city region. <b>(M)</b></p>	<ul style="list-style-type: none"> <li>• Powers to create a spatial strategy document</li> </ul>	
<b>Health &amp; Social Care</b>			
	<p>Business plan for the integration of health and social care. <b>(M)</b></p> <p>A collaborative approach to commissioning of non-specialist health services. <b>(L)</b></p>	<ul style="list-style-type: none"> <li>• Develop a business plan for the integration of health and social care across the Wider Hampshire area, based on control of existing health and social care budgets.</li> </ul>	<ul style="list-style-type: none"> <li>• Better (2 way) links to public health and the wider sub-regional health economy.</li> </ul>