
NOTICE OF MEETING

CABINET

TUESDAY, 2 NOVEMBER 2021 AT 12PM

COUNCIL CHAMBER, SECOND FLOOR, THE GUILDHALL

Telephone enquiries to Democratic Services 023 9283 4060

Email: Democratic@portsmouthcc.gov.uk

Information with regard to public access due to Covid precautions.

- Attendees will be requested to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting.
- If symptomatic you must not attend and self-isolate following the stay at home guidance issued by Public Health England.
- All attendees are required to wear a face covering while moving around within the Guildhall (requirement of the venue)
- Attendees will be required to take a temperature check on arrival (requirement of the venue)
- Although it will no longer be a requirement attendees may choose to keep a social distance and take opportunities to prevent the spread of infection
- Hand sanitiser is provided at the entrance and throughout the Guildhall. All attendees are encouraged to make use of hand sanitiser on entry to the Guildhall and are requested to follow the one way system in place.
- Attendees are encouraged book in to the venue (QR code). An NHS test and trace log will be retained and maintained for 21 days for those that cannot or have not downloaded the app.
- Those not participating in the meeting and wish to view proceedings are encouraged to do so remotely via the livestream link

Membership

Councillor Gerald Vernon-Jackson CBE (Chair)

Councillor Suzy Horton (Vice-Chair)

Councillor Chris Attwell

Councillor Dave Ashmore

Councillor Kimberly Barrett

Councillor Ben Dowling

Councillor Jason Fazackarley

Councillor Hugh Mason

Councillor Darren Sanders

Councillor Lynne Stagg

(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

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.

A G E N D A

- 1 Apologies for Absence**
- 2 Declarations of Interests**
- 3 Holiday Activities & Food Fun Pompey Programme (Pages 5 - 10)**

Purpose.

To provide information about the HAF Fun Pompey programme that has been running in the city in the Easter and Summer holidays 2021 and will also run at Christmas 2021.

RECOMMENDED that the Cabinet note the report.

- 4 Rapid Electric Vehicle Charging Infrastructure for Taxis and Private Hire Vehicles. (Pages 11 - 32)**

Purpose

1.1 To identify four locations for rapid electric vehicle (EV) charging hubs within Portsmouth, for the use of taxi and private hire vehicles (PHV). This is in order to provide charging infrastructure to encourage uptake of zero emission capable vehicles in light of ongoing high levels of air pollution in the city and forthcoming changes to taxi and PHV licensing requirements.

1.2 Although there are a number of existing rapid charging sites within the city; Portsmouth City Council (the Council) intends to improve this provision for taxis and PHVs. For this reason, research was undertaken to identify locations that would be of most practical for the trade to use.

1.3 Using data gathered through surveys with the trade, four sites have been identified in which to host up to ten charging points; all of which are proposed to be sited in car parks within the Council's control.

1.4 In addition to the survey undertaken, the proposed locations have been presented to Licencing Committee to seek the trade's views on them.

1.5 Up to three chargers will be sited in each carpark, subject to technical and financial feasibility. This is to allow the maximum available capacity for a taxi or PHV to charge and will allow an economy of scale to be achieved at each site.

RECOMMENDED:

2.1 That the Cabinet approves the installation of rapid charging systems at each of the below four sites, identified through trade surveys, subject to technical and financial feasibility:

- a) Stubbington Avenue Car Park – 1no. charger (Stubbington avenue Car Park, 2 Stubbington Ave, North End, Portsmouth PO2 0HS)**
- b) D-Day car park – 3no. chargers (The Esplanade Car Park, Southsea, PO5 3AD)**
- c) London Road – 3no. chargers (London Road Car Park, 10 London Rd, Cosham, Portsmouth PO6 3EL)**
- d) The Park and Ride – up to 3no. chargers (Park and Ride Portsmouth, Tipner Ln, Portsmouth PO2 8AN)**

2.2 That the Cabinet instructs officers to proceed with the installation of the points in order that infrastructure be put in place to assist Taxis and Private Hire Vehicles to switch to using zero emission capable vehicles.

2.3 That the Cabinet delegate authority to the Cabinet Member for Traffic and Transportation to approve final locations of chargers, based on feedback from the taxi and PHV trade, should any of the sites listed in paragraph 2.1 prove to be unfeasible.

2.4 That the Cabinet delegate authority to the Cabinet Member for Traffic and Transportation to open the chargers to wider vehicle use; should ongoing monitoring of the assets be shown to have very low usage by the taxi and PHV trade.

5 Warmer Homes Project update (Pages 33 - 44)

Purpose

1. To update Cabinet on the delivery of the Warmer Homes project, funded by the Department of Business Energy and Industrial Strategy (BEIS), which enables free energy efficiency interventions to be made into private residents' homes.
2. To detail the latest progress made and grant monies spent, in Portsmouth and other local authority consortium partners' areas; the numbers and types of interventions made, including solar panels, air source heat pumps and insulation measures.
3. To show in detail at the time of writing the report the monetary, carbon and energy savings that have been made by the project; as well as highlighting a number of case studies.
4. To identify lessons learned from the delivery of the Warmer Homes project to date in order to streamline and improve the delivery of additionally secured and future funding opportunities.
5. To provide assurance that domestic energy retrofit, as a priority area for the Council, is providing demonstrable benefits to the city; and that the remaining period of the project will enable help to be provided to more households to reduce their carbon emissions and energy expenditure.

RECOMMENDED that the Cabinet note the report.

6 Portsmouth Youth Offending Team (PYOT) Annual Youth Justice Strategic Plan 2021-2023 (Pages 45 - 72)

Purpose.

To share with Cabinet and Full Council details of the Portsmouth Youth Offending Team Partnership Management Board's (PYOT) Strategic Youth Justice Plan 2021-23 (Appendix 1) and seek approval for that Plan.

Recommendations

- 1. Cabinet approve the plan and the priorities set out within it.**
- 2. Cabinet recommends the plan is approved by full Council.**

7 Bike Hangar Pilot Scheme - Phase 1 review and recommendations for Phase 2

This report will follow.

26 October 2021

Coronavirus Risk Assessment for the Council Chamber, Guildhall

Date: 21 October 2021 (based on Government Autumn and Winter Plan and associated Guidance published September 2021)

Review date: Next time Government guidance is updated

Author: Lynda Martin, Corporate Health and Safety Manager, Portsmouth City Council
Coronavirus Risk Assessment for the Council Chamber, Guildhall

Manager's Name and Job Title completing Risk Assessment:	Lynda Martin Corporate Health and Safety Manager	Risk Assessment Dept:	Corporate Services	Date:	21 October 2021	Signature:	<i>Lynda Martin</i>
		Location:	Council Chamber, Guildhall				

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
Risk of exposure to Covid-19 virus - Ventilation	Staff, contractors and attendees	<ul style="list-style-type: none"> • The capacity for the Guildhall Council Chamber for all attendees (including members of the public) has been calculated to be maximum of 30 people to accommodate 2 m social distancing. • Improvements in ventilation permits up to an additional 30 attendees. Members of the public will be advised to follow Covid safety recommendations. If 2m social distancing cannot be maintained then face coverings should continue to be worn and should only be removed when addressing the meeting. • The actions taken to maximise ventilation in the Guildhall Council Chamber includes: <ul style="list-style-type: none"> ○ The removal of internal casement secondary glazing windows. ○ Large casement windows will be opened. ○ Pedestal fans - positioned in each of the wing areas and along the back wall behind the pillars, maximum speed and modulation setting. ○ High level doors and window - the double doors to the high level galleries and the gallery corridor window will be opened. 	Security staff will be available to ensure numbers are not exceeded. Staff will ensure windows are open and fans switched on.	In place
Risk of transmission of virus - Risk mitigation	Staff, contractors and attendees	<ul style="list-style-type: none"> • The Guildhall takes its responsibility to help limit the risk of infection seriously and has the following measures and requirements in place, attendees should: <ul style="list-style-type: none"> • Be double vaccinated. • Have a negative Asymptomatic / lateral flow device within 48 hours of a meeting. • Wear face coverings at all times, unless exempt. • Follow Track & Trace requirements - track and trace QR posters will be displayed to allow check in. • Not attend if their result is positive attendees must and follow government guidance regarding isolation: https://www.gov.uk/government/publications/covid-19-stay-at-home-guidance/stay-at-home-guidance-for-households-with-possible-coronavirus-covid-19-infection. 	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place
Risk of transmission of virus - Hygiene and prevention		<ul style="list-style-type: none"> • Wash hands for 20 seconds using soap and water or hand sanitiser. • Maintain good hygiene particularly when entering or leaving. • Hand sanitiser will be located at the entrance of the building. • Hand sanitiser and wipes will be located in the meeting room. • Additional cleaning measures are in place, door handles, surfaces, etc. • No refreshments will be provided. Attendees should bring their own water bottles/drinks. • All attendees should bring and use their own pens/stationery. • Doorways marked, where possible, with entry and exit channels. 	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
		<ul style="list-style-type: none"> Only one person should use the lift at a time. Attendees should follow entry/exit signage to and around the building. Each speaker to have their own microphone. No sharing of microphones. 		
PPE	Staff, contractors and attendees	<ul style="list-style-type: none"> All attendees must wear a face covering and are encouraged to bring their own. Face coverings to be available at the entrance to the Guildhall if required. Gloves, anti-bacterial wipes and bin bags to be provide to all events staff. Sanitiser available at the entrance and exit of the building and in reception areas. <p>The following guidance on using face coverings should be followed:</p> <ul style="list-style-type: none"> Wash/sanitise hands prior to fitting the face covering Avoid touching face or mask, to not contaminate the covering Change face covering if it becomes damp or contaminated Continue to wash hands regularly 	Posters displayed Guidance provided in advance of meeting to all attendees.	In place
Financial Risk	Staff, contractors and attendees	<ul style="list-style-type: none"> The council meeting may need to be cancelled at short notice if the Covid-19 situation changes due to local outbreaks, local sustained community transmission, or a serious and imminent threat to public health. Contact details of all attendees held by the event manager to enable easy efficient cancellation. Technology in place to move to virtual council meeting if required and permitted by legislation. 	Financial commitments minimised wherever possible. PCC Insurance department aware of council meeting.	In place

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Updates	<ul style="list-style-type: none"> This risk assessment is a live document and will be updated as new information becomes available. All managers should feel free to adapt the measures contained within this risk assessment when assessing the risks for their own department's work activities/ premises.
Further information	<ul style="list-style-type: none"> Further government information on support during the coronavirus pandemic can be found here HSE guidance, on working safely during the coronavirus pandemic can be found here Staff wellbeing advice during the coronavirus pandemic can be found here

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Agenda Item 3



THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting:	Cabinet
Subject:	HAF Fun Pompey
Date of meeting:	2 November 2021
Report by:	Alison Critchley
Wards affected:	All

1. Requested by: Cllr Suzy Horton

2. Purpose

2.1 To provide information about the HAF Fun Pompey programme that has been running in the City in the Easter and Summer Holidays 2021 and will also run at Christmas 2021.

3. Introduction

3.1 At the end of 2020 the government announced that the Holiday Activities and Food (HAF) programme, through which children from disadvantaged families receive healthy food and an enriching programme of activities was to be expanded nationally in 2021.

3.2 Grant allocations were announced on 8 February 2021, with Portsmouth being allocated £95,840 in the 2020/21 financial year to pay for the Easter programme and £857,220 in the 2021/22 to meet the costs of the Summer and Christmas programmes. An additional £15,800 from the Winter Covid Grant Scheme was added to the Easter programme to provide additional food support.

3.3 In Portsmouth we branded this as HAF Fun Pompey, with the following specific aims:

- 3.3.1 to find ways of encouraging more healthy eating;
- 3.3.2 to facilitate more active and enriching opportunities;
- 3.3.3 to make communities more resilient; create opportunities to promote and support wellbeing and character of the whole family;
- 3.3.4 to make communities safer, more sociable and combat isolation;
- 3.3.5 to have greater knowledge of what our communities and our families need; have those conversations with the beneficiaries.
- 3.3.6 to be more engaged with school and other local services.

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)



3.4 The maps above show proportions of children eligible for free school meals (areas highlighted red have higher proportions of children eligible for free school meals), the location of providers at Easter 2021, and that in Summer 2021. Our aim has been to have complete coverage across Portsmouth, recognising that there are children eligible for free school meals living across the City, but to target provision in areas with higher proportions of children eligible for free school meals.

3.5 Across the Easter programme we worked with 14 providers to make available 3,371 days of activities for children eligible for free school meals at venues across the City, with provision focused in areas with higher numbers of children eligible for free school meals.

3.6 Over the school summer holidays we worked to substantially increase provision, working with 36 providers to make available 13,925 days' worth of provision.

3.7 We are currently reviewing applications to provide HAF activities during the Christmas Holidays. Not all providers are able to offer provision at this time, and some venues will be closed, but we hope to work with around 20 providers.

Uptake and feedback from children and families

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3.8 Over 90% of places were booked in advance, and overall we had attendance of 82% for the summer term provision. The 82% figure is higher than the national average reflecting the fact that where provision is free families may decide not to take up their places at the last minute. Some providers were able to manage this skilfully by over-booking or having waiting lists, which is something we would want to expand to other providers in future years.

3.9 We estimate that over 3,000 attended HAF provision, which would be over 37.5% of the free school meals eligible population of around 8,000 pupils. The detailed breakdown below shows 3123, although we know that some children attended places with more than one provider so there will be some overlap.

Breakdown of children and young people attending HAF provision		
	Primary Aged	Secondary Aged
FSM eligible, no SEND	2306	487
FSM eligible, with SEND	195	55
Non-FSM eligible (agency referred), no SEND	53	16
Non FSM eligible (agency referred), with SEND	8	3
TOTALS	2562	561

3.10 We were pleased to be able to have over 500 secondary aged pupils take part in the programme, as this group is traditionally harder to reach. 261 places were taken up by children with SEND, representing around 8% of the places offered. These included places for children with special needs in "mainstream" as well as specialist settings.

3.11 Some providers offered additional places that were either free or parent funded alongside HAF funded places. These provided a further 660 places, mainly for primary aged children.

3.12 It was clear from feedback from providers, children, and families that this free HAF provision was reaching children who would not normally benefit from paid for holiday provision.

Feedback

3.13 The range of activities that young people participated in, and the enjoyment and learning that they got from the HAF Fun Pompey Programme, is best captured in the short film that is on the HAF Fun Pompey website (<https://youtu.be/605-FqmPc8Y>)

3.14 The case studies below illustrate how the provision met our six key aims.

To find ways of encouraging more healthily eating;
At one of our community projects, they made overnight oats for the next day's breakfast (after one participant said they have McDonalds every morning!) and salmon and

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cucumber wraps to take home. All the children loved making the food and 'getting their hands dirty'; some tried salmon for the first time, one child gave it 9.5/10.

To facilitate more active and enriching opportunities;

At our watersports centre one young man explained how he got his cousin to drive him because his Mum and Dad were still in bed but he said: "I didn't want to miss it - normally I don't get out of bed until 2pm but this has changed my thoughts of what I should be doing and my love of the water will make me a gold medallist in years to come.

To make communities more resilient; create opportunities to promote and support wellbeing and character of the whole family;

At the Artwork end of week showcase a highlight was watching one family support their daughter. They had a toddler with them who wasn't the easiest to keep still. The staff offered some colouring but the mum ended up having to take him out to watch the performance through the large window which was very conveniently alongside the hall. Having been very anxious before the performance the young girl who was performing transformed in the spotlight. Seeing her toddler sibling run up to her straight after the bows was a joy to see. They were all very proud.

To make communities safer, more sociable and combat isolation;

At a wrap-around it was a joy to see a large group of children (HAF and paid places) enjoying all the experiences presented to them, whether it be basketball or an open bus to the local lido. It is a fantastic example of an inclusive setting where children of all abilities, needs and backgrounds can come together for a collective childhood summer experience

To have greater knowledge of what our communities and our families need; have those conversations with the beneficiaries.

We had some wonderful feedback from a Young Carer's mum who said because her daughter was engaged with all these (HAF) activities it enabled me to build the relationship more with her son with additional needs at home - they had quality time together which they haven't had in a long time. The Young Carer has had historic issues with their weight and is embarrassed with how they look. But Mum has reported back that as direct impact of HAF their attitudes have changed and they now say "can we not buy that type of food, can I make lunch next time". They are now informing what they buy and make at home. They have had a clear change in their perception of food and a lot more confidence.

To be more engaged with school and other local services.

At the girls only swimming at the first session one 7 year old girl was in tears as she didn't feel comfortable and didn't have a friend with her but by the final session she was the chattiest young lady and showing off her skills and what she can now do in the water. It was wonderful to see her confidence grow and she told her Mum she has to

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keep swimming. The leisure centre are also introducing girls only swimming into their regular timetable following the success of the HAF project.

Financial information

3.15 We are currently finalising the DFE return setting out the costs of the summer programme, and reviewing proposals from providers for the Christmas programme. We expect to have spent of the order of £840,000 of the £953,000 allocated to Portsmouth (88%), £140,000 to the Easter programme, £560,000 for the Summer, and around £140,000 for Christmas 2021.

Key learning

3.16 This is the first year that Portsmouth has been funded to deliver a Holiday Activities and Food programme. We have moved quickly to work with a very wide range of partners to put on a diverse and well-received programme of activities for Portsmouth children and young people, and establish a strong sense of partnership and common purpose with and between partners.

3.17 DFE have yet to confirm whether and how much HAF funding Portsmouth will receive, but we stand ready to move quickly should funding be confirmed as part of the government's Autumn budget.

3.18 Assuming some funding is provided there will be scope to further develop and increase the opportunities for children and families in Portsmouth, working both with external providers and a range of internal and external partners including schools, Play Youth and Community, Portsmouth Museums, leisure, arts and cultural venues.

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Signed by Mike Stoneman (Deputy Director)

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Agenda Item 4



Portsmouth
CITY COUNCIL

Title of meeting:	Full Cabinet
Date of meeting:	2 nd November 2021
Subject:	Rapid Electric Vehicle Charging Infrastructure for Taxis and Private Hire Vehicles.
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To identify four locations for rapid electric vehicle (EV) charging hubs within Portsmouth, for the use of taxi and private hire vehicles (PHV). This is in order to provide charging infrastructure to encourage uptake of zero emission capable vehicles in light of ongoing high levels of air pollution in the city and forthcoming changes to taxi and PHV licensing requirements.
- 1.2 Although there are a number of existing rapid charging sites within the city; Portsmouth City Council (the Council) intends to improve this provision for taxis and PHVs. For this reason, research was undertaken to identify locations that would be of most practical for the trade to use.
- 1.3 Using data gathered through surveys with the trade, four sites have been identified in which to host up to ten charging points; all of which are proposed to be sited in car parks within the Council's control.
- 1.4 In addition to the survey undertaken, the proposed locations have been presented to Licencing Committee to seek the trade's views on them.
- 1.5 Up to three chargers will be sited in each car park, subject to technical and financial feasibility. This is to allow the maximum available capacity for a taxi or PHV to charge and will allow an economy of scale to be achieved at each site.

2. Recommendations

- 2.1 That the Cabinet approves the installation of rapid charging systems at each of the below four sites, identified through trade surveys; subject to technical and financial feasibility:

- a. Stubbington Avenue Car Park – 1no. charger (Stubbington avenue Car Park, 2 Stubbington Ave, North End, Portsmouth PO2 0HS)
- b. D-Day car park – 3no. chargers (The Esplanade Car Park, Southsea, PO5 3AD)
- c. London Road – 3no. chargers (London Road Car Park, 10 London Rd, Cosham, Portsmouth PO6 3EL)
- d. The Park and Ride – up to 3no. chargers (Park and Ride Portsmouth, Tipner Ln, Portsmouth PO2 8AN)

2.2 That the Cabinet instructs officers to proceed with the installation of the points in order that infrastructure be put in place to assist Taxis and Private Hire Vehicles to switch to using zero emission capable vehicles.

2.3 That the Cabinet delegate authority to the Cabinet Member for Traffic and Transportation to approve final locations of chargers, based on feedback from the taxi and PHV trade, should any of the sites listed in paragraph 2.1 prove to be unfeasible.

2.4 That the Cabinet delegate authority to the Cabinet Member for Traffic and Transportation to open the chargers to wider vehicle use; should ongoing monitoring of the assets be shown to have very low usage by the taxi and PHV trade.

3. Background

3.1 The Portsmouth Transport Strategy (Local Transport Plan 4) sets the strategic direction for all forms of transport in the city. The strategy, as adopted at Full Council on 13th October 2021, identifies 'delivering cleaner air' as one of its main strategic objectives. The supporting implementation plan identifies a range of measures that will be delivered to reach this objective, including delivery of infrastructure for alternatively fuelled vehicles.

3.2 The need to deliver infrastructure for lower emission and zero tailpipe emissions, as outlined in LTP4 is urgent. Air pollution continues to be the largest risk to environmental health in the UK. Epidemiological studies have shown that long-term exposure to air pollution reduces life expectancy and exasperates pre-existing conditions such as respiratory and cardiovascular diseases. In Portsmouth in 2018, around 117 premature deaths were attributable to particulate air pollution.

3.3 Due to ongoing high concentrations of nitrogen dioxide Portsmouth City Council (PCC) has been issued with ministerial directions from central government requiring the authority to take measures to bring air pollution to within legal limits in the shortest possible time.

3.4 Following detailed technical study of air pollution in the city, central government has mandated PCC to introduce a Class B charging Clean Air Zone (CAZ). This CAZ will result in daily charges being issued to 'non-compliant' vehicles that



drive within the zone from 29th November 2021. Non-compliant vehicles are buses, coaches, taxis and private hire vehicles that are older than Euro 6 if diesel and older than Euro 4 if petrol.

- 3.5 The taxi and PHV trade in Portsmouth have been supported to upgrade their vehicles so that they become CAZ-compliant through grant funding. Drivers and owners of standard vehicles have been offered a grant of up to £1,500 per vehicle and for wheelchair accessible vehicles this grant is up to £5,000 per vehicle. There has been no requirement for replacement vehicles to be zero emission capable, only that they are CAZ compliant.
- 3.6 Drivers and owners of taxi and PHVs have been able to take advantage of the Clean Air Fund (CAF) grants have been able to use this funding alongside government plug in grant funding for the purchase or certain electric vehicles.
- 3.7 In December 2020 a decision was made by PCCs Licensing Committee to introduce a tightening of taxi licensing requirements in order to help drive the switch to lower emission vehicles in the city. From 2025 all taxi and private hire vehicles licensed for the first time will need to be zero emission capable. In order to support the taxi and PHV trade to meet this requirement there is a need for rapid EV charging points in the city to allow drivers to charge quickly.
- 3.8 Due to this change in licensing policy central government's Joint Air Quality Unit awarded PCC £499,279 for the delivery of rapid EV charging points.
- 3.9 Encouraging the increased adoption of EVs has significant advantages for Portsmouth over petrol and diesel alternatives. EVs emit less air pollution, fewer carbon emissions and less noise pollution than vehicles with internal combustion engines. EV uptake is due to increase significantly in coming years, as new cars with internal combustion engines are phased out up to 2030.
- 3.10 The rapid chargers will help to build-out existing and proposed EV charging infrastructure in able to support the increasing penetration of EVs across Portsmouth. This includes almost 100 on-street chargers being installed under the On-street Residential Chargepoint Scheme (ORCS).
- 3.11 Surveys have been undertaken with the taxi and PHV trade in order to understand which locations would be most convenient for them to use. The four locations recommended within this report reflect this and give coverage, using Council-controlled car parks, to the locations that the trade identified (Appendix A).
- 3.12 The 50kW Tritium chargers will allow a typical EV to fully charge from empty within an hour. An operation and maintenance contract has been agreed to run with a supplier who will be responsible for setting the charging tariff and maintaining the equipment for at least three years.



- 3.13 A contractor has been appointed to deliver the rapid charging points and is currently undertaking a technical and economic feasibility of the locations identified.

4. Reasons for recommendations

- 4.1 Locating rapid EV charging points will ensure that there is appropriate infrastructure in place for existing taxi and PHV EVs; and support the uptake of EV by more of the trade.
- 4.2 The locations identified reflect those which will be most beneficial to the taxi and PHV trade; according to feedback from survey and Licencing Committee and subject to constraints of land availability and power supply. The hub model will ensure EVs are most likely to get an available charger; and allows for more chargers to be installed than if they were located individually.
- 4.3 The insights that onward monitoring of these chargers will give can be used to inform future projects and infrastructure, both for taxis and PHVs, and the wider rollout of EV charging across the city.

5. Integrated impact assessment

- 5.1 Please see Appendix B.

6. Legal implications

- 6.1 The Ministerial Direction dated 25 March 2020 requires the Council to implement the local plan for NO₂ compliance to ensure compliance with the legal limit value for NO₂ is achieved within the Council's area in the shortest possible time, and by 2022 the latest. Under section 85(7) of the Environment Act 1995, it is the duty of the Council to comply with any direction given to it. It is believed that the installation of the EV charging infrastructure would assist in achieving compliance with the aforementioned Ministerial Direction.
- 6.2 The proposed purchase of the EV charging infrastructure and subsequent maintenance services are subject to the Council's Contract Procedure Rules and the Public Contract Regulations 2015 as well as other rules and legislation governing public procurement. The Council is also under a general duty of Best Value under the Local Government Act 1999 (as amended). The officers shall ensure that appropriate procurement processes are followed and duties complied with.

7. Director of Finance's comments

- 7.1 As mentioned in the main body of the report the Council will fund the installation of these 4 Rapid Charging points from funds provided through the Clean Air Fund totalling almost £500,000. This will pay for the supply and installation of the charge points and a three year warranty.

7.2 Once the initial 3 year period is over the Council will need to identify funding to continue to maintain the sites, the next three years will inform a how well used they are and during this period the Transport team will seek to identify a sustainable model for the maintenance of these sites.

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Signed by: Tristan Samuels, Director of Regeneration

Appendices:

- Appendix A – Map of locations identified through trade engagement
- Appendix B – Integrated Impact Assessment

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:

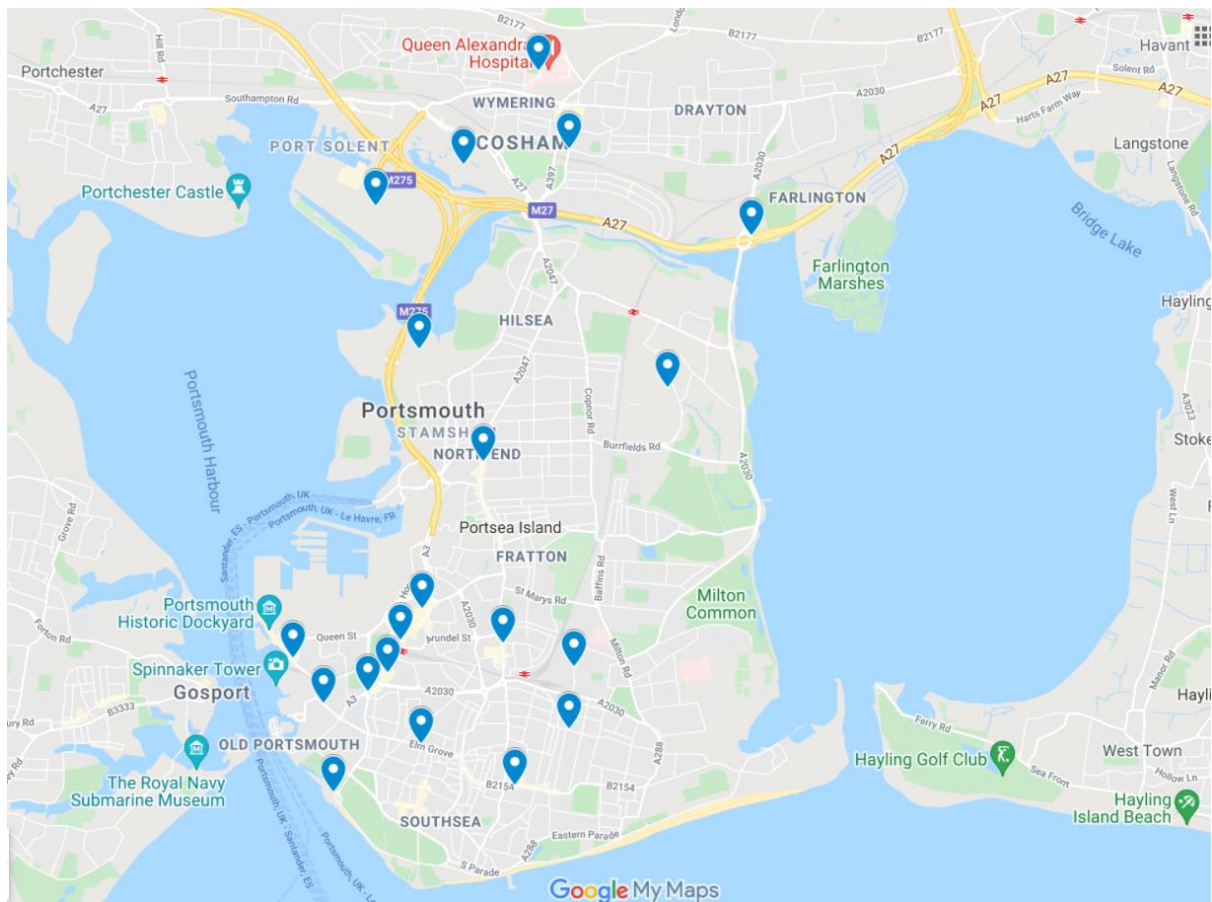
Title of document	Location
Cabinet Report 29/10/2019 Local Air Quality Plan Outline Business Case	https://democracy.portsmouth.gov.uk/documents/s24649/Cabinet%2029.10.19-%20Local%20Air%20Quality%20Plan%20OBC%20cover%20report.pdf
Cabinet Report 06/10/2020 Clean Air Zone: Consultation Feedback	https://democracy.portsmouth.gov.uk/documents/s28269/Cabinet%2006%20Oct%2020%20-%20Clean%20Air%20Zone%20report.pdf
Licensing Committee Report 18/12/20 Amendments to Statement of Licensing Policy	https://democracy.portsmouth.gov.uk/documents/s29255/Taxi%20Licensing%20Committee%20Report.pdf
Full Council Report 13/10/21 LTP4 Report	https://democracy.portsmouth.gov.uk/mgAi.aspx?ID=17400#mqDocuments
Licensing Committee Report 15/10/21 Electric Vehicle Charging Points	https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=125&MId=4824&Ver=4

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

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Signed by:

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Appendix A – Map of locations identified through trade engagement



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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity This can be found in Section A5

Directorate:

Regeneration

Service, function:

Transport Planning

Title of policy, service, function, project or strategy (new or old) :

Rapid EV Chargers for taxi/PHV

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- Changed

What is the aim of your policy, service, function, project or strategy?

To provide rapid chargers for taxi/PHV use as part of works associated with the Clean Air Zone.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

The taxi/PHV trade were consulted as part of a communications exercise to understand the preferred placement of the rapid EV chargers in Portsmouth. Rapid chargers take roughly an hour to fully charge a vehicle from empty. It was therefore important to understand if taxi/PHV drivers were inclined to prefer the rapids to be placed in areas that allowed for 30 minute 'break' periods in their shifts, findings were mixed, but clear patterns were evident for locations in areas of high demand such as the city centre and North End.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Charging cables auto lock to prevent removal. Chargepoints have internal software that can remotely track status such as damage (criminal or otherwise) .Rapid chargers are due to be primarily installed in public car parks, which have CCTV and monitoring equipment.

How will you measure/check the impact of your proposal?

Reports of criminal damage will be monitored, current on-street charge point schemes have yet to register any issues relating to criminal damage.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

n/a

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The charging infrastructure will support taxis and PHV vehicles to move to EV. Moving to EV from internal combustion-powered vehicles reduces harmful PM2.5, Sulphur Dioxide and NOx emissions. This will help to improve air quality in the city.

How are you going to measure/check the impact of your proposal?

The numbers of vehicles within the trade that move to EV and the regularity with which the charging infrastructure is used.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The physical rapid charger infrastructure will be installed in locations that do not block or restrict pedestrian traffic, and will not limit the size of foot ways within car parks.

How are you going to measure/check the impact of your proposal?

Ongoing assessment of resident and taxi/PHV trade feedback.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By encouraging the uptake of electric vehicles this scheme will aid in the reduction of exhaust emissions in the city.

How are you going to measure/check the impact of your proposal?

Ongoing measurement of NOx and other air pollutants' levels in the city; as well as the uptake of EVs within the trade and usage of the charging infrastructure.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Although the scheme will not reduce energy use; it will have the effect of enabling a change in energy use from petrol and/or diesel, to electricity. Electricity is a much cleaner fuel source, both from a carbon and air quality point of view.

How are you going to measure/check the impact of your proposal?

Back office online facilities enable PCC officers to monitor usage of charge points across the city

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?



In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Encouraging uptake of electric vehicles will reduce exhaust emission, helping to mitigate climate change. Burning of diesel and petrol in vehicles contributes significant levels of carbon dioxide, nitrous oxides and sulphur dioxide to the atmosphere, which are all greenhouse gases.

How are you going to measure/check the impact of your proposal?

Monitoring the uptake of EVs by the trade and the usage of the charging infrastructure.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?



In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This scheme has been designed to have minimal impact on the streets of Portsmouth

How are you going to measure/check the impact of your proposal?

n/a

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Encouraging electric vehicle ownership will reduce exhaust emission in the city, improving air quality. Shifting from fossil fuels to EV significantly reduces carbon dioxide, nitrous oxides, sulphur dioxide and particulate matter produced by vehicles.

How are you going to measure/check the impact of your proposal?

Ongoing measurement of air pollution in the city and monitoring the usage of the charging infrastructure.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Electric vehicles are personal vehicles and therefore not considered more or less safe to other road users

How are you going to measure/check the impact of your proposal?
collision data is monitored continually.

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

n/a

How are you going to measure/check the impact of your proposal?
n/a

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Charging infrastructure will be installed in such a way as to maintain aesthetic integrity of historic and heritage areas, if those locations are chosen for installation. Having this infrastructure will encourage the uptake of electric taxi/PHV which will in turn improve air quality by reducing exhaust emission. Improved air quality will make Portsmouth a more desirable place to live and work.

How are you going to measure/check the impact of your proposal?
Liaison between car park management and transport planning/energy teams will be maintained throughout installation process to ensure that impact of infrastructure is minimalised.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

n/a

How are you going to measure/check the impact of your proposal?

n/a

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Schemes such as this show that Portsmouth is a forward facing city, looking to to support innovative and environmentally friendly technology, encouraging growth and regeneration.

How are you going to measure/check the impact of your proposal?
Maintaining liaison with the taxi/PHV trade to understand impact on electric vehicle uptake in the city.

Q8 - Who was involved in the Integrated impact assessment?

Daniel Hughes - Technical Transport Planner

This IIA has been approved by: Andrew Waggott - Energy Services Team Manager

Contact number: 023 9283 4729

Date: 11/10/2021

Agenda Item 5



Portsmouth
CITY COUNCIL

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting:	Cabinet
Subject:	Warmer Homes Project
Date of meeting:	2 nd November 2021
Report by:	James Hill - Director of Housing, Neighbourhood and Building Services
Author:	Andrew Waggott - Energy Services Team Manager
Wards affected:	All

1. **Requested by** the Leader of the Council, the Cabinet Member for Community Safety & Environment and the Cabinet Member for Climate Change and the Green Recovery

2. Purpose

- 2.1 To update Cabinet on the delivery of the Warmer Homes project, funded by the Department of Business Energy and Industrial Strategy (BEIS), which enables free energy efficiency interventions to be made into private residents' homes.
- 2.2 To detail the latest progress made and grant monies spent, in Portsmouth and other local authority consortium partners' areas; the numbers and types of interventions made, including solar panels, air source heat pumps and insulation measures.
- 2.3 To show in detail at the time of writing the report the monetary, carbon and energy savings that have been made by the project; as well as highlighting a number of case studies.
- 2.4 To identify lessons learned from the delivery of the Warmer Homes project to date in order to streamline and improve the delivery of additionally secured and future funding opportunities.
- 2.5 To provide assurance that domestic energy retrofit, as a priority area for the Council, is providing demonstrable benefits to the city; and that the remaining period of the project will enable help to be provided to more households to reduce their carbon emissions and energy expenditure.

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3. Information Requested

- 3.1 The Leader of the Council, the Cabinet Member for Climate Change and the Green Recovery and the Cabinet Member for Community Safety and Environment have requested an update to the progress of the Warmer Homes scheme, funded by the Green Homes Grant Local Authority Delivery (LAD).

4. Background:

- 4.1 Warmer Homes is a project launched in early 2021 funded by Green Homes Grant Local Authority Delivery (LAD) funding from BEIS. An initial £3.1 million was awarded in Phase 1A, before the council was successful a subsequent round of funding under Phase 1B with a value of £6.2 million. The total £9.3 million makes Warmer Homes the second largest LAD-funded scheme in England.
- 4.2 The Warmer Homes consortium, although led by Portsmouth City Council, encompasses a wider partnership of 20 local authorities; primarily made up of councils in Hampshire and West Sussex. The consortium includes Gosport, Havant, East Hampshire, Eastleigh, Winchester, Basingstoke and Deane and other councils across the wider south of England.
- 4.3 The launch for 1A funding was in February 2021, with the project being targeted at external solid wall insulation (EWI) and air source heat pumps (ASHP). 1B funding was launched in March 2021 and included solar panels as an additional measure.
- 4.4 Across both the 1A and 1B phases, the Warmer Homes project set out to achieve 1,200 installations throughout the entire consortium area. Although no specific targets were set for individual local authority areas, it was anticipated that Portsmouth would receive a relatively large number of installations, because of the high level of marketing and communications activity being undertaken by the proactive Switched On Portsmouth team.
- 4.5 The funding can be used to fully fund measures up to a value of £10,000; although it was anticipated that some measures, such as solar panels, would cost less than this.
- 4.6 Funding criteria included households with a total annual income of less than £30,000 and an Energy Performance Certificate (EPC) rating of a 'D' or lower.
- 4.6.1 The targets for individual measures included within the Council's original bids were:
- i. 360 households to receive solid wall insulation
 - ii. 765 households to receive solar panels
 - iii. 75 households to receive air source heat pumps

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4.6.2 The 1A funded elements of the scheme concluded in September 2021; and after an initial extension, the 1B project was extended to a deadline of March 2022.

4.7 In October 2021, an award of a further £8.6 million was made to the Council under 1B funding, in order to further increase the amount of funding available. This funding extension, mainly aimed at solar panel installations, is to be spent before the end of March 2022; and will enable a further 1,155 households to benefit across the whole scheme area, which is addition to the figures shown above in section 4.6.

4.8 The Council has bid for further funding to extend the Warmer Homes project beyond March 2022 from the Sustainable Warmth Grant. This funding is an extension of LAD funding, combined with additional funding for off-gas properties; the Home Upgrade Grant Scheme (HUGS). If successful, the Warmer Homes project would be extended until March 2023, and could in some circumstances fund up to £25,000 to an individual home.

4.9 The Council has reviewed the Government's recently published *Heat and Buildings Strategy* and *Net Zero Strategy*. It is encouraging that domestic heat decarbonisation is seen as a key priority, and that policy direction has been set with regards a phase out of gas boilers; however, it is clear that there is a significant funding gap to enable households to cost effectively move from a gas boiler to a heat pump solution.

5. Key Impacts

5.1 Warmer Homes, having had its deadline extended from September 2021 to March 2022, is still a live project. As such, all figures are accurate at the time of writing this report, although installations are currently proceeding at a rate of around 15 households per day.

5.2 The table below shows the numbers of households supported by the Warmer Homes scheme to 22nd October 2021 and the types of measures installed:

Households with Measures Installed	Portsmouth Total	Total Across All Authorities
Solid Wall Insulation	35	274
Air Source Heat Pump	1	2
Solar Panels	201	398
All Measures	237	731

5.3 Using industry standard figures, it is possible to extrapolate the impact to households of these measures by cost and carbon:

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5.3.1 Average annual savings in household energy bills of around £350; totalling £255,850 to date.

5.3.2 Average year one mitigation of 1.3 tonnes of carbon emissions; totalling 950 tonnes to date.

5.4 Although easy to analyse the numbers above as statistics, it is important that the human impact of these measures be detailed. Appendix A highlights a number of case studies showing the transformative effect that large energy efficiency interventions can have on households.

5.5 £4.6 million spent on capital measures into properties, with the majority of spend going to SMEs in the local supply chain. Please see Appendix B for a case study on how this funding has helped to support local companies.

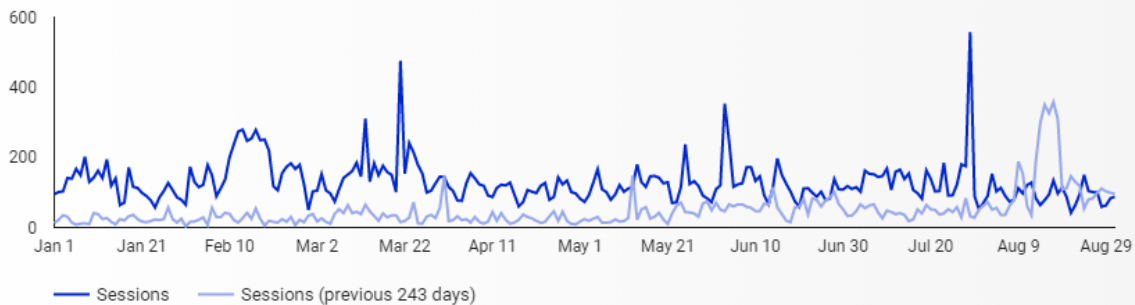
6. Secondary Impacts

6.1 As well as the primary deliverables detailed in Section 5; the Warmer Homes project has also been successful in delivering a number of other beneficial outcomes to the Council and its partners.

6.2 The LAD funding allowed for a significant marketing budget to be utilised for a range of activities to encourage uptake of the scheme. This helped to significantly build the brand recognition of Switched On Portsmouth through posters, lamppost banners, social media advertising and other collateral.

6.3 Promotion of Warmer Homes led to an increased demand of the overall Switched On Portsmouth service. This included successful applicants who were also found to be eligible for a home energy visit and additional small measures; but also those who, ineligible for Warmer Homes, none the less contacted the service and received other support. These impacts are detailed further in the Switched On Portsmouth Impact Report (2020-21).

What do website visits look like over time?



6.4 The funding helped to develop the Council's supply chain within the local area; helping to improve readiness to deliver further domestic energy efficiency projects of this nature.

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- 6.5 Improvements were made to the Switched On Portsmouth website (www.switchedonportsmouth.co.uk) including content, videos and wire frame.
- 6.6 The cross-local authority consortium has helped to foster relationships with a number of other councils. It was this partnership which allowed for the successful ambitious Sustainable Warmth Grant bid to be made; strengthening the bid by giving greater scope and scale to the potential spend.
- 6.7 Improvements have been made to the Council's understanding of how best to target properties most efficiently for schemes such as Warmer Homes. This includes improved data and analytics including best advertising channels and property characteristics derived from Lidar, GIS and EPC data.

7. Lessons Learned

- 7.1 Warmer Homes is the first time that the Council has delivered a multi-authority energy efficiency project of this scope and scale against such tight timescales. As such, there are significant opportunities to learn lessons through its implementation; to improve the efficiency of the roll out of the extension of LAD 1B funding and the Sustainable Warmth Grant, as well as potential future programmes.
- 7.2 Energy efficiency is a national issue, and the Council is keen to share the learning from their experiences of delivering one of the largest LAD-funded schemes in the country. A lesson-learned report has been shared with BEIS to critically analyse the successes and barriers of the Warmer Homes project in order to help the funders and other authorities in future funding rounds.
- 7.3 Targeting properties on the basis of EPC data alone is problematic, as it only provides basic property characteristics such as 'solid wall'; which often fall out of the scheme on the basis of the household costs being too high. Work is being undertaken using funding won from the South West Energy Hub's Capacity Building Grant to improve analytics of Lidar and GIS data for improved targeting of properties.
- 7.4 Initial uptake of the project was lower than expected and the scheme was marketed more cautiously in the early stages than was actually appropriate given the timescales. Marketing could have been implemented earlier and more extensively; and will be in future schemes.
- 7.5 Initial customer uptake was hampered by the Covid lockdown and reluctance of households to have contractors enter their homes. The supply chain was also affected by the pandemic, either through materials shortages and/or staff isolation.

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- 7.6 Many of those who could have been helped with the scheme, assumed that it was a scam or 'too good to be true'. Significant efforts needed to be made to overcome this through brand recognition and communicating case studies.
- 7.7 Earlier development and engagement could have been made with the supply chain, particularly where grant funding led to a significant over demand of work versus supply. Measures such as external wall insulation were extremely difficult to get delivered due to supply chain issues. A longer timescale on 1B and Sustainable Warmth Grant, as well as the development already done, will significantly improve delivery of this future funding.

8. Next Steps

- 8.1 The Council will continue to treat the delivery of domestic energy retrofit as a priority area of activity, as identified in the *Energy and Water at Home Strategy (2020-25)* and *Home Energy Support Service*. This is both to alleviate fuel poverty, reduce household bills, create local green jobs and reduce carbon emissions.
- 8.2 The Switched On Portsmouth team will continue to deliver the Warmer Homes project under funding from the extension of LAD 1B and Sustainable Warmth Grant; taking into account the lessons learned from the project so far.
- 8.3 The Switched On Portsmouth team will on behalf of the Council, continue to build on its partnership relationship with other local authorities within the Warmer Homes consortium to ensure success of the Warmer Homes project and future schemes involved domestic energy retrofit.
- 8.4 The Switched On Portsmouth team will on behalf of the Council, continue to build on the Warmer Homes project by exploring new funding opportunities as they arise.
- 8.5 The Switched On Portsmouth team will continue to build a brand and reputation for delivering support in Portsmouth; both through Warmer Homes and the other services on offer to households in the city.

.....
Signed by James Hill - Director of Housing, Neighbourhood and Building Services

Appendices:

- Appendix A: Case Studies of Residents supported under Warmer Homes
- Appendix B: Case Study of Local Installer working on Warmer Homes

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

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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 Energy and Water at Home Strategy (2020-25); March 2020	https://democracy.portsmouth.gov.uk/documents/s26302/Energy%20and%20Water%20at%20Home%20Strategy%20report%20with%20appendices.pdf
Home Energy Support Service – Update to the Report of October 2020 (January 2021)	https://democracy.portsmouth.gov.uk/documents/s29329/Home%20Energy%20Support%20Service%20progress%20update%20from%20October.pdf
Switched On Portsmouth Impact Report (2020-21)	https://switchedonportsmouth.co.uk/wp-content/uploads/2021/08/20_21-Switched-On-Impact-Report_WebReady.pdf

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Appendix A: Case Studies of Residents supported under Warmer Homes

Resident of Henderson Park

The resident is an elderly gentleman who lives in a park home at Henderson Park. He applied to the scheme after receiving a letter from Switched On Portsmouth, which invited eligible residents to apply.

His home was in poor condition, but remedial works were able to be funded through the scheme in order to facilitate the installation of the insulation. His home is an aluminium caravan with ply extensions that had rotted through - all rotten ply was cut out, windows were removed and new window and wall framework was installed. An eaves tray was installed under the bottom row of roof tiles to prevent rot happening again. Insulation was then fitted to the home after all rotten ply had been removed and replaced.

The insulation will save the resident hundreds of pounds on his heating bills, and will ensure he can stay warm and well in his home.

The resident also accessed other services available through Switched On Portsmouth, and received a fully funded gas central heating system alongside new LEDs and energy saving advice.

Quotes from other residents who have received a measure under Warmer Homes:

1) "When I turn the heating on it gets warmer sooner and stays warmer for longer. The installation was quick and clean. From start to finish the scheme is mind-blowing. I would recommend it to anyone absolutely without question" - **Anonymous, Henderson Park who received Solid Wall Insulation.**

2) Applied to the scheme as interested in saving money on fuel bills and looking to improve the look of their home. Noticed a difference to the temperature of the home as soon as the measure was installed – "A good deal warmer, and cooler on warmer days" Found the application process "very easy, professional and smooth" and the installers "very good, friendly, hardworking and professional" "Really glad we've had it done, it's a really good scheme and will save us money and the environment" - **Anonymous, Henderson Park, Solid Wall Insulation**

3) Applied the scheme online after seeing a Facebook post promoting the scheme. Wanted to save money and the environment. "I was worried about the installation being disruptive, but the installers were so quick and helpful. The install only took a few hours and they even put mesh around the panels to make sure birds didn't find a good nesting spot. I've not had the system long but I've already noticed savings on my energy bills as my smart meter device shows that I'm using less energy from the grid in the daytime. I'd tell anyone who's thinking of applying to do so with no hesitation. Get it done!" **Anonymous, Southsea, Solar PV**

4) "I got a letter in the post from the council about the scheme and applied straight away, even though I thought it must be too good to be true. I heard back quickly from

the installers who carried out the work super quickly, with minimal mess. They were so accommodating of my request to not disturb my recently redecorated rooms and found alternative places to bring the electrical cables in the house. I'd tell anyone thinking of applying to definitely do it, 100%! You can't lose, the panels look great on the roof, and you'll be helping to increase the amount of green energy in the country"

Hayley, Southsea, Solar PV

Appendix B: Case Study of Local Installers working on Warmer Homes

David Lewis, Strategy Director at Infinity Energy Services

We are a local Hampshire company and being able to work close to home with Portsmouth City Council reduces our carbon footprint (less travel) and boosts our employees' morale.

In addition, being an approved installer on the Switched On Solar scheme has meant a noticeable increase in our project pipeline, which brings stability and predictably to the business. To manage this growth, we have also needed to recruit for several roles and have taken on two members of staff who live in Portsmouth itself.

Every solar panel system we install results in lower energy costs for a Portsmouth resident. This makes us proud. It's great to be working in a sector that brings real, tangible benefits to the local community and helps the environment at the same time.

We're also finding more and more interest in technologies that complement solar PV panels, such as battery storage, LED lighting, and electric vehicle chargers. These combined systems make sense for both residential and commercial customers, and with prices coming down all the time, they are becoming increasingly affordable.

There's never been a better time to invest in renewable energy technology. Solar panel systems have halved in price in the last five years, and now with the boom in electric vehicles, customers can even charge their cars with free electricity from the sun.

Steve Jackson, Managing Director at Space Renewable Energy

Space Renewable Energy are a Portsmouth based company, so being an approved installer for Switched On Portsmouth, and working on the Warmer Homes project, has helped to drive the ethos of the company by helping the local area. It has been a privilege to be able to assist households in managing their energy more effectively and installing solar panels to contribute free electricity to their homes. This subsequently contributes to a 'greener' home, reducing the energy bills and carbon footprint of the household.

By being a part of this partnership, it has given us the ability to employ local, young candidates who are not afraid to work hard, strive for perfection and wish to further their interest in renewable energy. SRE also use local suppliers which benefits the city as a whole. The recent recruitment and training of two new Portsmouth-based members of staff, new to the solar industry, has been a good example of this.

Prior to the installation of renewable energy technologies, it is fair to say that most people may not fully understand how they can manage their appliances more efficiently. However, once we have installed the Solar PV system and guided our customers on the best way to utilise the energy they quickly see the gains; both financially and environmentally.

We feel that it is really important that post-installation we leave the customer to familiarise themselves with the system. After one week, we return to check all is going well. Upon returning we are pleased to hear that they are managing their consumption thoroughly, with one customer quoting: "I have charged two electric bikes and used the washing machine several times and still exported unused energy back to the grid."!

I think it's great that Portsmouth City Council are helping low-income households to install solar and other energy efficiency measures to help keep their bills low. We look forward to helping the Council in promoting and supporting this green agenda moving forward.



Title of meeting:	Cabinet Full Council
Date of meeting:	Cabinet 2 nd November 2021 Full Council 9 th November 2021
Subject:	Portsmouth Youth Offending Team (PYOT) Annual Youth Justice Strategic Plan 2021-2023
Report by:	Lisa Morgan, PYOT Service Leader.
Wards affected:	All
Key decision:	No
Full Council decision:	Yes

1. Purpose of report

1.1 To share with Cabinet and Full Council details of the Portsmouth Youth Offending Team Partnership Management Board's (PYOT) Strategic Youth Justice Plan 2021-23 (Appendix 1) and seek approval for that Plan.

2. Recommendations

2.1 Cabinet to approve the plan and the priorities set out within it.

2.2 Cabinet recommends the plan is approved by full council.

3. Background

3.1 The Strategic Youth Justice Plan 2021-23 has been agreed by members of the PYOT Partnership Management Board and requires final approval by full council in line with governance processes.

3.2 This Plan has been updated following a review of the previous plans and objectives and in accordance with the current operational and strategic priorities as agreed by the PYOT Partnership Management Board.

3.3 The Plan notes achievements to date and identifies a range of partnership working activities which are in place. It also highlights work planned for 2021-23 in respect of key performance indicators and other aspects of our work.

4. Reasons for recommendations

4.1 Local Authorities have a statutory duty to submit an annual youth justice plan relating to their provision of youth justice services to the Youth Justice Board (YJB), which can be published in accordance with the directions of the Secretary of State. Key areas of content are stipulated within guidance issued by YJB, subject to local arrangements for governance and sign off. The Strategic Plan 2021-23 has been agreed by members of the PYOT Partnership Management Board based on analysis of current risks and needs. It now requires approval by Cabinet in line with local governance processes and, subsequently, recommendation to Full Council for adoption as the statutory plan.

5. Integrated impact assessment

5.1 An integrated impact assessment is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010 for the following reasons:

5.1.1 It is a statutory requirement for us to produce Youth Justice Strategic plan under Section 40 of the Crime and Disorder Act 1998

5.1.2 The Youth Justice plan is subject to an annual review to ensure the plan is up to date and relevant, and partner agencies have had the opportunity to comment on the review of the strategy for example: the PYOT Management Board.

5.1.3 The overall aim to update on the progress made to date and to make clear the objectives, priorities and necessary changes that are still required to improve service delivery within the PYOT and wider partnership.

5.1.4 The review does not include any changes to the service provision or policy so an EIA is not required in this instance.

6. Legal implications

6.1 Section 40(1) of the Crime and Disorder Act 1998 ("the Act") provides that::

(1) It shall be the duty of each local authority, after consultation with the relevant persons and bodies, to formulate and implement for each year a plan (a "youth justice plan") setting out:

- (a) how youth justice services in their area are to be provided and funded; and
- (b) how the youth offending team or teams established by them (whether alone or jointly with one or more other local authorities) are to be composed and funded, how they are to operate, and what functions they are to carry out.

6.2 Further, under Section 40(4) of the Act, the local authority must submit their youth justice plan to the Youth Justice Board established under section 41 of the Act, and shall publish it in such manner and by such date as the Secretary of State may direct..

6.3 In accordance with Regulation 4(1) and Schedule 3 of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 the Plan is to be referred to Full Council for consideration and adoption.

7. Director of Finance's comments

The Portsmouth Youth Offending budget is made up of grant income and partner contributions. The Strategic Plan will need to be monitored alongside the budget, and will need to take into account any changes in income the budget might have in future years, along with changes to planned expenditure.

Signed by: Sarah Daly, Deputy Director Children and Families Services,
Children, Families and Education

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
Strategic Youth Justice Plan 2021-23	Appendix 1

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

.....
Signed by:



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PORTSMOUTH STRATEGIC YOUTH JUSTICE PLAN 2021-23

(As required under S40 of the Crime and Disorder Act 1998)

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1.	Introduction from the Chair of the YOT Partnership Management Board
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Under Section 40 of the Crime and Disorder Act 1998, it is the duty of each Local Authority, after consultation with partner agencies, to formulate and implement an annual youth justice plan setting out:

- **How youth justice services in their area are to be provided and funded**
- **How the youth offending team (YOT) or equivalent service will be composed and funded, how it will operate, and what functions it will carry out.**

For 2020-21, our planning- like many others- focused on contingencies and responses to the COVID-19 pandemic, with tentative recovery as restrictions would allow. This year we will build more readily on our recovery focus, rebuilding our services with learning from the pandemic, recognising both the opportunities and challenges it has presented in the past 18 months.

Our plan for 2021-23 is aligned with wider strategies developed under the umbrella of the Portsmouth Children's Trust Plan 2020-23, embedded within the Portsmouth Safeguarding Strategy 2020-23 and supported by Hampshire Constabulary's Child Centred Policing Strategy. It has been developed and agreed across the Portsmouth Youth Justice partnership, working together to reduce offending and reoffending by children in Portsmouth, via the Portsmouth YOT Partnership Management Board.

We have agreed our areas of focus as: Reducing First Time Entrants, Reducing Reoffending and Reducing Use of Custody.

Within these, we aim to enhance our delivery of prevention and diversion options, ensure timely and co-ordinated responses to risk and need, and embed early, constructive resettlement within our work. We will explore opportunities for family based work within YOT practice. We will also sharpen focus on diversity, identifying disproportionality where it exists, and putting in place plans for remedial action where required. Working with the local Violence Reduction Unit, we will continue to strengthen our work to reduce serious youth violence in the City and in recognition of national developments, seek to embody a 'child first' approach in all that we do. Within that, we will seek to offer increased consultation on our work and key decision making, hearing more about what our key stakeholders want and need to inform our decision making and strategic delivery.

Collectively, we will identify opportunities for improvement, tackle risks and challenges which may pose barriers to success, and continually strive to focus on our key areas of priority in youth justice; recognising our achievements to date, building on our effective local partnership arrangements, and working together to meet our key aims and objectives. We have adopted this approach to ensure the oversight and delivery of youth justice services in Portsmouth is a key part of our overall work to keep our children, and our City, safe.

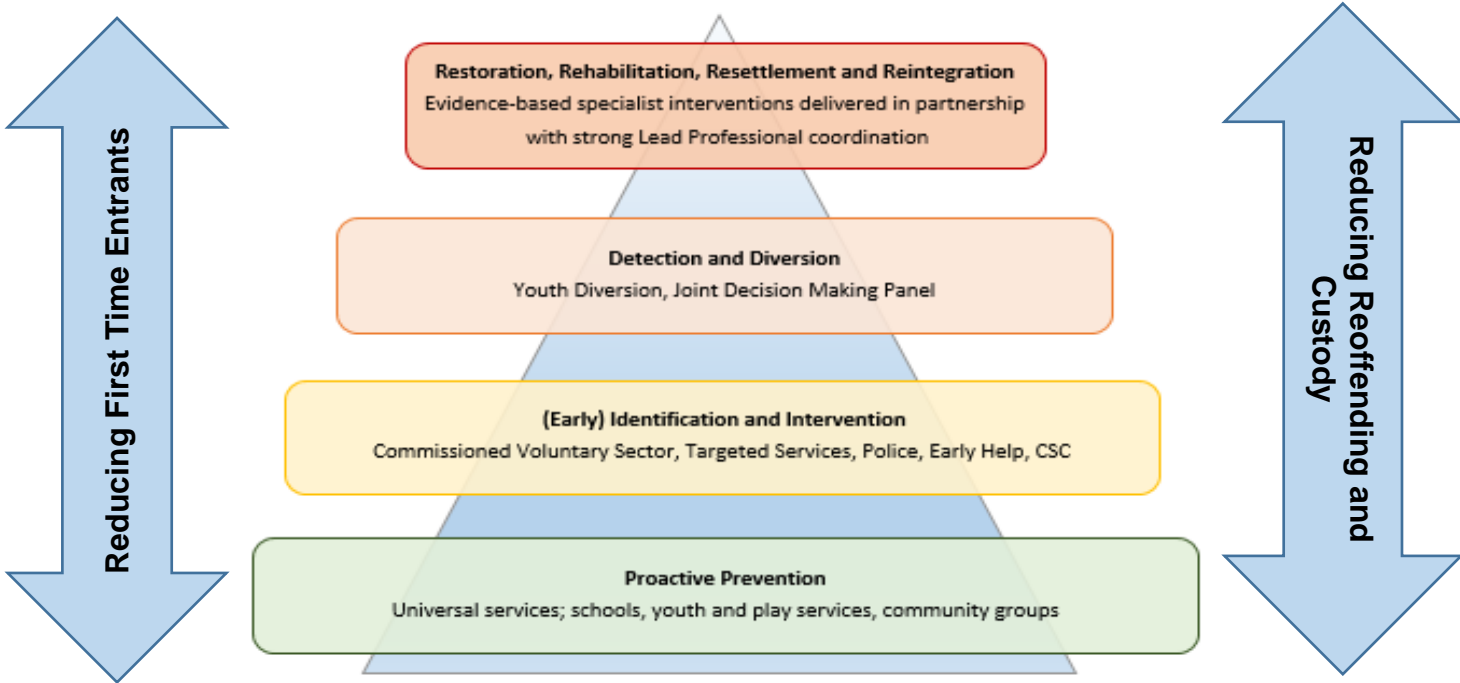
Superintendent Clare Jenkins, on behalf of the Portsmouth YOT Partnership Management Board.

2. Vision and Strategy for Youth Justice Services in Portsmouth

Over the last 12 months, we have reflected on our approach and redesigned our strategic youth justice objectives to bring them *out of* the YOT, and *in to* a broader partnership-led approach.

We have created a model to depict our vision of how the various levels of youth justice practice and delivery, and our key performance indicators, correspond to services operating at more traditional safeguarding tiers.

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Within our day to day work, we will support staff in our own organisations- Police, Office of Police and Crime Commissioner, Probation, Health, Social Care and Education- to understand the role they can play in preventing and diverting children from offending, and reducing reoffending, to actively contribute to youth justice partnership aims. The YOT Service Leader will support this via a local Preventing Offending Champions Network, and the work of the local YOT Team.

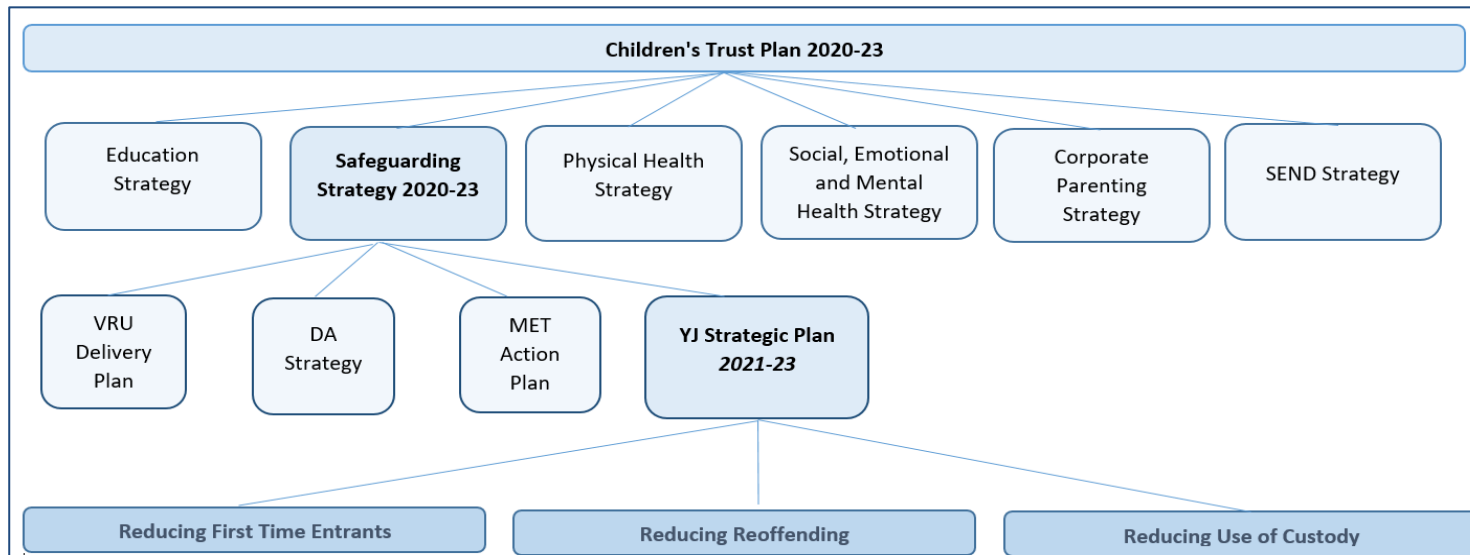
We have aligned our work in Youth Justice with the over-arching Portsmouth Children's Trust Plan 6 priority areas:

1. Improve education outcomes - the Education Strategy
2. Improve early help and safeguarding - the Safeguarding Strategy
3. Improve physical health - the Physical Health Strategy
4. Improve Social, Emotional and Mental Health - the SEMH Strategy
5. Improve outcomes for children in care and care leavers - the Corporate Parenting Strategy
6. Improve outcomes for children with Special Educational Needs and Disabilities - the SEND Strategy

Under Children's Trust Priority 2, the Safeguarding Strategy outlines 10 Strategic Objectives, of which Strategic Objective 5 is to "Reduce the prevalence and impact of offending, serious violence and custody".

The Portsmouth Youth Justice Strategic Plan has been agreed to support this, and is therefore now embedded within wider strategic planning as follows:

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Deliverables are outlined in detail Appendix One. They will be monitored via the YOT Partnership Management Board, and feed in to wider partnerships aim and objectives via the Safeguarding Strategy and Children's Trust Plan.

During 2021-23, we will focus on the following key areas of work to support effective delivery of youth justice services:

Reducing First Time Entrants	Reducing Reoffending	Reducing Use of Custody
<ul style="list-style-type: none"> • Early Identification • Preventative Pathways • Effective Diversion 	<ul style="list-style-type: none"> • Swift and appropriate responses • Strong, coordinated whole family support & challenge. • Maximise resourcing to support targeted planning. 	<ul style="list-style-type: none"> • Preventative targeting • Remand/Sentence Reduction • Early constructive Resettlement
<ul style="list-style-type: none"> • Increase identification of SLCN amongst children • Increase workforce awareness of identification of, and responses to, criminogenic need. • Ensure MASH pathways identify criminogenic risk and refer on appropriately through clear pathways. • Establish FTE profile • Establish systems through MATs for identifying cohorts who may be at risk • Increase number of schools where (PACE) and restorative approaches are in place. • Work in partnership with SEMH Special School and Alternative Provision to reduce exclusions and increase family support. • Develop coherent/clear youth crime prevention offer with VCS and confirm pathways. • Ensure violent crime prevention initiatives are offered within Schools and pathways are in place to secure additional support for children and families. • Hold monthly FTE Multi-Agency Scrutiny Audits Feb-Aug 2021. • Enhance threshold application and revise Triage delivery to align with MASH • Inform local innovation via cross-Force review of PYOT/Hants area Triage decision making re: FTEs • Identify, develop and share evidence-based interventions to tackle criminogenic need • Establish Point Of Arrest (point of entry) Youth Diversion Scheme 	<ul style="list-style-type: none"> • Maximise 'windows of opportunity' outside YJS processes - not waiting for formal YJ process. • Embed and expand 'Preventing Offending' Champions Network across the City. • Revise Triage processes in YOT to enhance pre-Panel assessment, including Voice of the Child. • Improve offence to outcome timeliness. • Ensure clear Lead Professional allocation and whole family planning is in place. • Adopt 'Staying Close' PATH approach and enhance work with Parents/Carers/Families within YOT • Develop work on SLCN to support earlier identification and assessment of support needs at Court. • Identify options within the overall partnership resource through shared assessments, planning, interventions and workforce development. • Develop Reoffending Profile • Develop the YOT offer for children who re-offend, based on that profile and stakeholder feedback and inform partnership approaches. • Align cross-agency plans; ensure effectiveness is regularly reviewed against shared aims • Co-ordinate Exit/Step Up/Step Down plans across all agencies to ensure these take account of criminogenic need • Align work with wider exploitation, safeguarding and 'at risk' approaches • Develop City wide responses to SYV via YJB SYV checklist and 	<ul style="list-style-type: none"> • Develop Custody Cohort Profile through use of data from YOT and partnership services • Utilise custody cohort profile to strengthen early identification and support targeted preventative interventions (link to VRU). • Enhance interventions available across the City to reduce the incidence of repeat and most serious offences • Establish Remand Reduction Strategy • Develop partnership response strategies for those at risk of custodial remand and/or sentencing. • Ensure robust bail packages are supported through partnership working. • Revise and embed EH, CSC and YOT Joint Working Protocol specifically in relation to RILAA/YDA remands • Embed Constructive Resettlement within YOT Practice • Develop understanding of Constructive Resettlement practice across key areas of the partnership workforce • Actively seek stakeholder feedback and reflect on 'lived experiences' to inform and improve practice in this area. • Enhance strategic oversight of service delivery in the Secure Estate to support effective monitoring (and escalation if required)

We will review our progress at the end of 2021-22 to identify any new objectives required and refresh this plan in full at the end of 2022-23.

During this time, we will seek to embody and embed the YJB's vision is of a Child First youth justice system, defined as a system where all services:



- **Prioritise** the best interests of children and recognising their particular needs, capacities, rights and potential. All work is child-focused, developmentally informed, acknowledges structural barriers and meets responsibilities towards children.
- **Promote** children's individual strengths and capacities to develop their pro-social identity for sustainable desistance, leading to safer communities and fewer victims. All work is constructive and future-focused, built on supportive relationships that empower children to fulfil their potential and make positive contributions to society.
- **Encourage** children's active participation, engagement and wider social inclusion. All work is a meaningful collaboration with children and their carers.
- **Promote** a childhood removed from the justice system, using pre-emptive prevention, diversion and minimal intervention. All work minimises criminogenic stigma from contact with the system.

Within this, we will explore how to increase consultation, feedback and evaluation about our work and strategic decision making. We want to hear more about what our children, parents/carers, victims of youth crime, staff, volunteers and other key stakeholders think about what we are doing, how well we are doing it, and what they would like us to do in future. We also want to expand the ways in which we receive these views, offering a variety of opportunities at various times and via a range of means, to ensure this is as accessible as possible. This will build on developments in technology during the COVID 19 period, but also retain and develop existing methods in recognition of the potential digital divide.

We also want to be more effective in sharing our key messages and updates, continue to develop our online presence via a new website and communicate more widely through a range of channels.

Finally, we want to explore how models of family based work can be incorporated into the YOTs delivery of frontline practice; expanding existing work done with parents and carers in relation to their children, and broadening this where possible to include effective responses to needs and risks within the wider family to encourage and support sustainable change. Working restoratively with families, we need to seek their views on this, to underpin any resulting approaches.

Overall Summary:

Nationally, the YOT is supported and overseen by the Youth Justice Board for England and Wales, a non-departmental public body sponsored by the Ministry of Justice. Locally, it is overseen by the Portsmouth YOT Partnership Management Board which meets on a quarterly basis and is chaired by the Local Superintendent, consisting of core representatives from the 4 statutory agencies, Children's Services (including Education), Hampshire Constabulary, National Probation Service and Health. Representatives of Her Majesty's Courts and Tribunal Services, the Office of Police and Crime Commissioner and the lead Member for Children's Services are additional core members. Board members also attend a range of connected partnership forums, including the Local Safeguarding Children's Board, the Corporate Parenting Board, the Health and Wellbeing Board, and the Children's Trust.

The local Board holds the YOT to account by monitoring performance against both national and local indicators, reported on a quarterly basis via the YOT Service Leader, and ensuring that it maintains compliance with the terms and conditions of YJB Grant. It oversees youth justice services for the Portsmouth City Council (PCC) Local Authority area comprising the local Youth Offending Team (YOT), Junior Attendance Centre (JAC) and Appropriate Adult (AA) services contracted out to The Appropriate Adult Service (TAAS). The YOT continues to be located with the Harm and Exploitation branch of Children and Families Services within the Children, Families and Education Directorate. Broader preventative functions (including targeted support) in the Portsmouth area are served via Early Help and Prevention services, and supported by a range of programmes offered via third sector organisations.

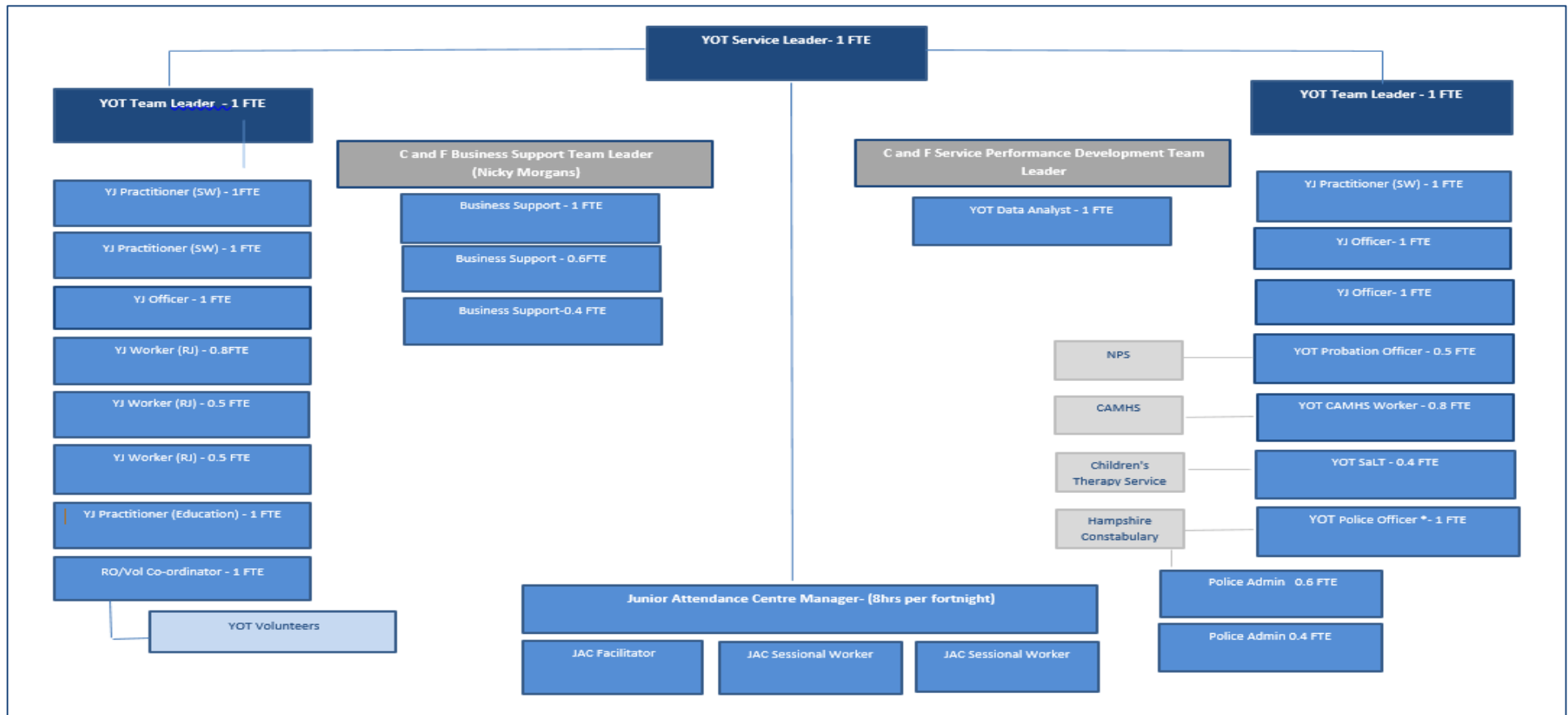
The YOT Management Team consists of:

- The Head of Service for Harm and Exploitation- who is embedded within the wider Children and Families Senior Management Team, reporting to the Deputy Director for Children's Services. Their remit includes domestic abuse, Prevent, edge of care and substance misuse services as well as the YOT. They attend the Safer Portsmouth Partnership (SPP) and are Co-Ordinator for the local Violence Reduction Unit.
- The YOT Service Leader- who has strong links with youth justice services in the pan-Hampshire area, attending quarterly meetings with pan-Hampshire YOT Managers who divide representation at local criminal justice forums (including the Local Criminal Justice Board) and other partnership meetings between them.
- Two YOT Team Leaders- (one of whom is on secondment whilst the substantive post-holder completes their own secondment to HMIP) who supervise frontline practice and provide operational links for youth justice functions delivered across the City including the Joint Decision Making (Triage) Panel and services to local Courts

A shared Business Support Team Leader oversees YOT administrative functions (alongside similar in two locality Social Care Teams). Other YOT functions are supported by PCC colleagues in IT, Human Resources, Finance, Workforce Development and Service Performance Development Teams. A new YOT Data Analyst post commenced in May 2020, supported via OPCC Grant funding, to support and inform our work and is based within the PCC Children and Families Service Performance Development Team.

In the wider YOT Team, Youth Justice Practitioners (Social Workers), Youth Justice Officers and a Probation Officer form the 'case management' hub of the team, sharing overall responsibility for the supervision of Out of Court Disposals and Court Orders (including custodial sentences) and providing services to the local Courts. The Referral Order and Volunteer Co-Ordinator arranges delivery of our Referral Order panels, and the recruitment, training and supervision of our YOT volunteers. Restorative Justice Practitioners deliver services to victims of youth crime in line with the Victim Code, including victim contact and interventions to repair the harm caused. Substance misuse services for under 19s are provided via the local children's Drug and Alcohol Support Service, which the YOT can refer in to, whilst in-house specialist workers are available in relation to Education, Mental Health, Speech and Language. The YOT PC performs key duties in respect of Joint Decision Making (aka Triage), delivery of Out of Court Disposals and additional monitoring of the YOT's Priority Young People Scheme (overseeing children assessed as posing a High Risk of Reoffending). JAC staff continue to offer fortnightly delivery of JAC sessions. The current structure is as follows:

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4.	Resources and services (including planned partnership working)
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Our YJB Effective Practice grant and partnership contributions (both cash and in kind) are outlined below:

Agency	Staffing Costs	Payments In Kind	Other delegated funds	Total
Youth Justice Board	236,530			236, 530
Local Authority	403,470		107,300	510,700
Police		76,600		76,600
Police and Crime Commissioner	71,400			71,400
Probation	5,000	22,000		27,000
Health	54,800	30,700		85,500
Other	10,000			10,000
Total	781, 200	129,300	107,300	1,017,800

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With these provisions, we will meet staffing requirements and deliver our statutory functions, including supervision of bail and remands, out of court disposals and court orders (including custodial sentences) via the Youth Offending Team, delivery of a Junior Attendance Centre and provision of Appropriate Adults (via contract with The Appropriate Adult Service). The YOT also delivers non-statutory work in relation to children made subject to Youth Community Resolutions as part of our commitment to reduce First Time Entrants, and supports the work of the Courts and Secure Estate. Where grants are received, they are used in accordance with their Terms and Conditions to support our aims for continual improvement, as outlined in our delivery plan (Appendix One)

For 2021-22, we have already been able to achieve the following:

- Continuation of the YOT's Referral Order and Volunteer Co-Ordinator post and recruitment of a new full time YOT Data Analyst to support the YOTs data and performance functions, who will be based in the Directorate's Service Performance Development Team, via grant from the Office of Police and Crime Commissioner.
- Confirmed, recurring YOT Speech and Language Therapist at two days per week (building from previous year on year funding) to create a permanent role funded via the Clinical Commissioning Group and located within the Portsmouth Children's Therapy Service.

We are also intending to:

- Recruit a new permanent, full time Youth Justice Practitioner to support developments in Triage and Diversion, supported via re-allocation of funds from the overall YOT budget.
- Recruit a temporary, full time YOT Parenting Support Practitioner to support the YOTs work with parents and carers, strengthen links with existing providers of parenting support and increase our understanding of need in this area to support all areas of YOT work. This will be funded via a temporary, one off uplift to the YJB Effective Practice Grant.

Outside the YOT, through effective, collaborative working, we intend to progress the aims of the Youth Justice Strategy across the YOT partnership and beyond. In 2021-23, our performance will be improved through partnership working such as:

- strengthening further the links with colleagues in Early Help and Prevention, and other services offering preventative functions, to reduce the rate of entry into the youth justice system in Portsmouth
- re-evaluating and remodelling our work in 'Education and Youth Justice' to strengthen links between the YOT and Local Authority Educations services, as well as schools, colleges and other providers for both the pre and post 16 age group
- working closely with Police partners in relation to their Child Centred Policing Strategy given the clear links to delivery of youth justice outcomes and services to victims of youth crime, including work on disproportionality and diversion (respectively).
- ensuring the YOT is represented on the Portsmouth Violence Reduction Unit (VRU) and Pan-Hampshire VRU Core Group, to influence and inform resource allocation in the City (and wider pan-Hampshire area) to prevent and reduce serious youth violence.
- aligning the YOT more closely with the Local Authority Multi-Agency Safeguarding Hub (MASH) to support improved information gathering within existing resource, particularly in relation to children being harmed, or at risk of being harmed, by exploitation and continuing our work to reduce the criminalisation of Looked After Children.
- streamlining the monitoring of Child and Adolescent Mental Health Services and Speech and Language contracts secured through integrated commissioning, and supporting continued delivery of the local children's Drug and Alcohol Support Service; seeking also to develop the YOT's joint working with School Nurses and Health visitors over time.
- continuing to deliver our well-established Youth to Adult Transition work in partnership with Probation and Through Care services, and enhancing our transitions work further to embed constructive resettlement practice for children in custody

5.	Performance and priorities- Then, Now and Next
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Then:

In May 2020, our National Standards Self- Assessment was completed and submitted to the Youth Justice Board. In July 2020, the YOT Partnership Management Board reflected on its progress to date by reviewing the Strategic Plan from the previous year (2019-20) as follows:

First Time Entrants - Work focussed on 4 key areas- wider awareness-raising, early help and prevention, YOT intervention delivery and joint working with Police. An FTE cohort analysis supported greater understanding of key issues in this area, including service involvements outside the YOT, and generated a helpful level of debate. Good progress was made against planned actions with the outcome of raising the profile of First Time Entrants rates across key areas of the partnership. Whilst this had not yet impacted in terms of reducing First Time Entrants in Portsmouth, it moved discussion on to consider what was required from the wider partnership and what opportunities were available to develop strategic approaches which could be more cognisant of criminogenic need and exploitation.

Reoffending- Work in 2019/20 focussed on 6 key areas- understanding the local reoffending cohort, identifying the extent and impact of 'system' delays, strengthening support for key points of transition and vulnerability (Y2A and LAC), delivering a robust and effective Priority Young Person (PYP) Scheme, embedding processes to improve the quality of YOT's delivery, and ensuring that service development is informed by service users. Progress was made against all actions assigned, though was stronger in some areas than in others which was perhaps a consequence of both the number of actions agreed in this section, and the breadth of scope they commanded. Whilst it had yet to impact on the reoffending rate, analysis had identified key lines of enquiry and potentially two distinct cohort groups (those who commit less than 5 offences, and those who commit more) within the reoffending group.

Use of Custody- Work during 2019/20 focussed on 4 key areas- report writing, reflection, serious youth violence and resettlement. It was assessed that work already completed in 2018/19 had contributed to the reduction subsequently evidenced, with progress made in 2019/20 contributing to an ongoing downward trend. The ongoing delivery of the YOT's Priority Young Person scheme, with its additional management oversight and developing links to relevant services, had supported sharper oversight of and for those children, to ensure opportunities for collaboration, risk management and community sentencing were not missed. A key issue of repeat sentencing, often linked to delays in case progression, had been highlighted and informed the YOT Management Board's approach to monitoring offence to hearing timeliness which appeared to be improving, and the development of more bespoke sentencing proposals had supported sentencer confidence as well as compliance with resulting Court Orders.

Actions identified in the National Standards Self-Assessment were progressed throughout the year under challenging circumstances arising from the COVID-19 pandemic, as was our work on the 3 national Key Performance Indicators. At times, responses to COVID-19 were rightly prioritised, as was the opportunity to reflect on what was required to support COVID recovery, but our core work continued and resulted in our revised current plan.

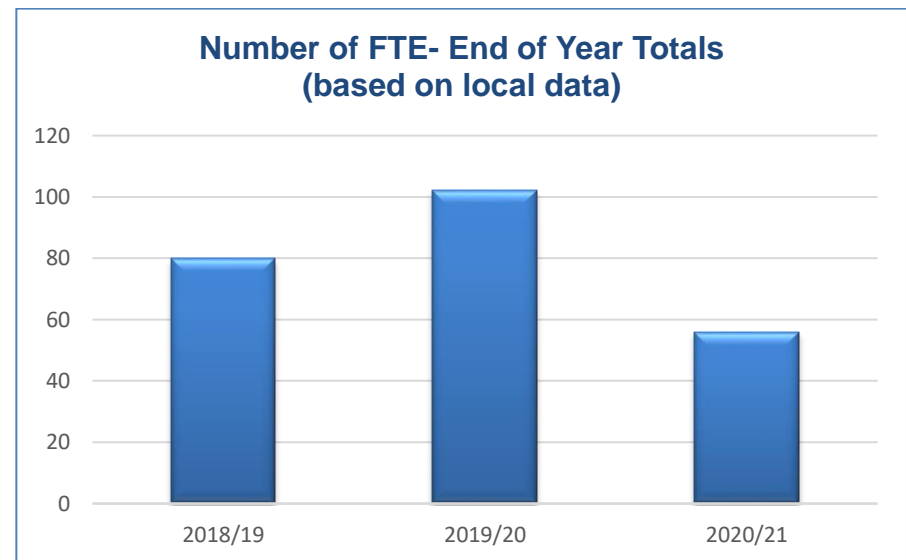
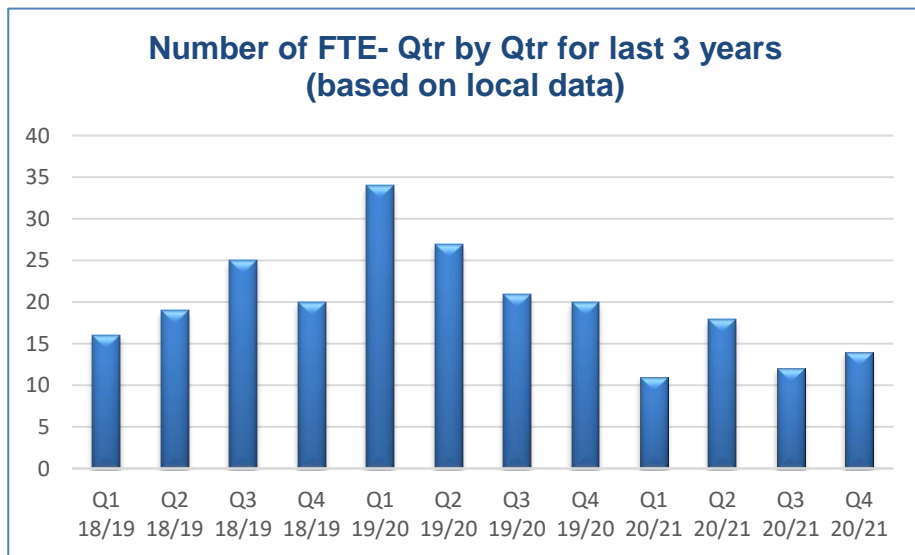
Now:

First Time Entrants (local data):

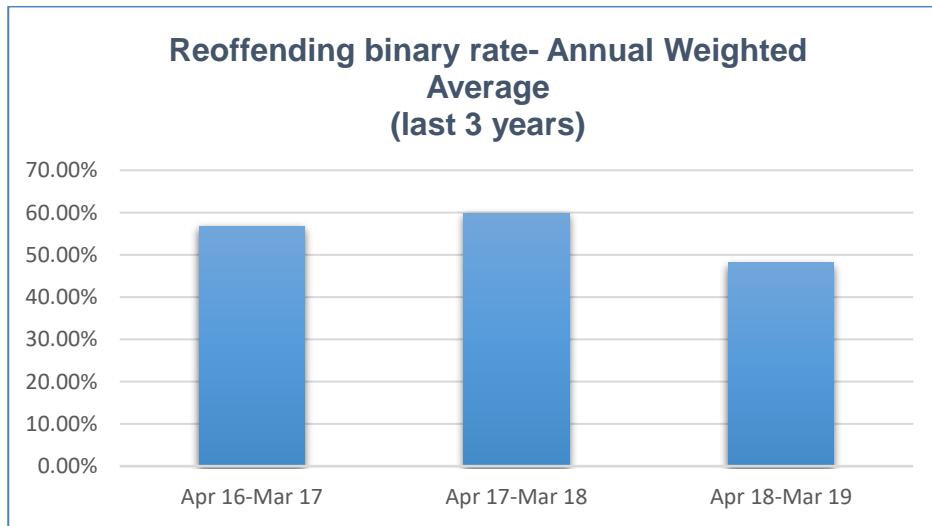
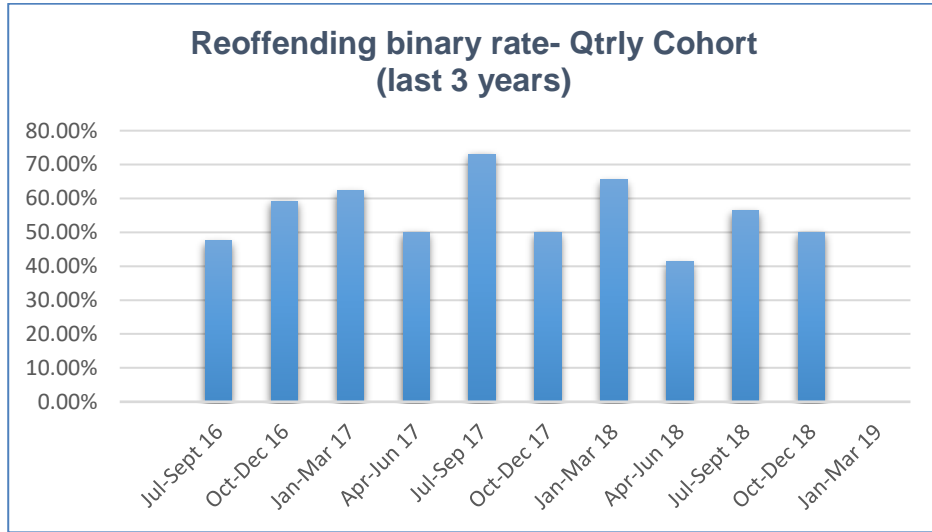
Children become First Time Entrants when they receive a first 'substantive outcome' i.e. Youth Caution (YC), Youth Conditional Caution (YCC) or Court conviction. For monitoring purposes, this measure is calculated in full year rolling periods as a rate per 100,000 of the local 10-17 year old population via data drawn from the Police National Computer and Office of National Statistics.

Unfortunately, due to COVID disruption, national data for 2020-21 is not available. Therefore the below reflects data gathered locally, and shows the number, rather than rate, of FTE identified via the YOTs Case Management System in the periods stated. Whilst this is not directly comparable to national data, and has yet to be checked against trends within it, it has enabled a level of monitoring throughout the year in the absence of those national returns.

Prior to the temporary cessation of national returns, the PYOT rate was considerably higher than national and comparator averages and therefore this will remain an area of priority for the Board. However, based on local figures, the number of FTE in Portsmouth has reduced over 2020/21 in comparison to the previous 2 years. In fact, local figures suggest the number in 2020/21 was almost half of that for 2019/20 (n=102, reducing to 56). Confirmation of this trend (and any resulting position amongst comparators) is awaited via publication of national data. Analysis is also planned to understand what other steps are needed to reduce our rate.



Reoffending (national data):

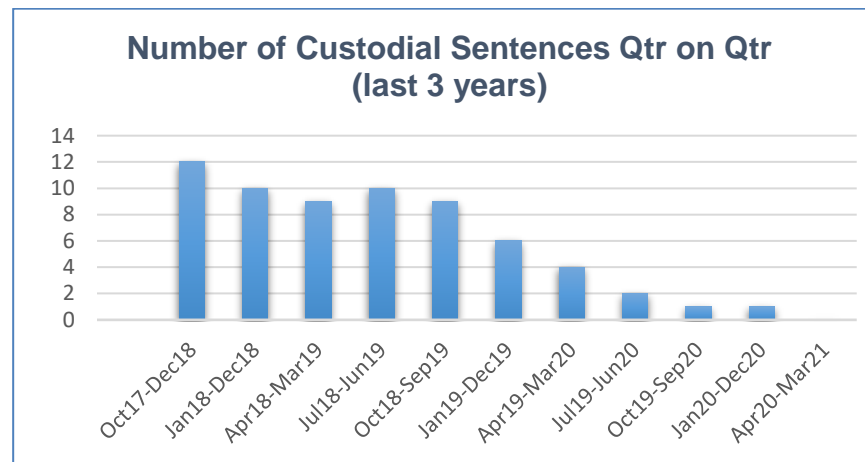
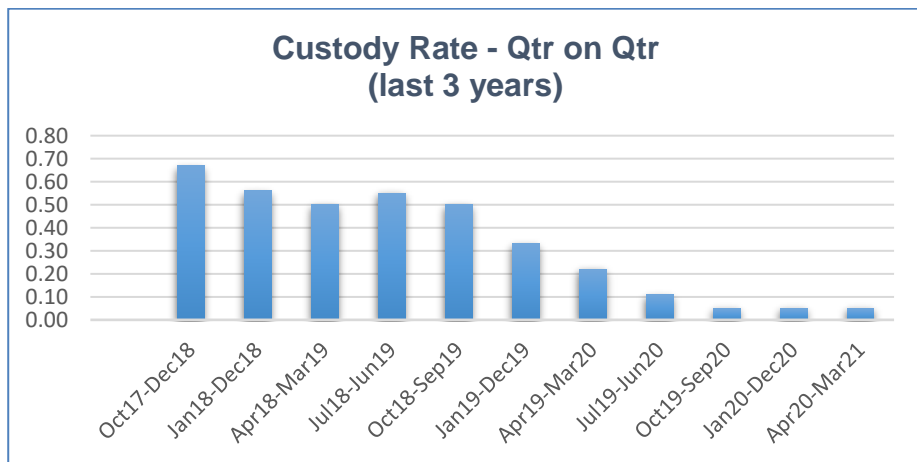


This indicator measures reoffending using data drawn from the Police National Computer (PNC). It reports on children who are released from custody, received a non-custodial conviction at Court, or a caution within a rolling 3 month period. A proven re-offence is defined as any offence committed within a following 12 month period, or within a further 6 month waiting period to allow the offence to be proven in Court. This is the same methodology used to calculate adult reoffending rates.

Whilst there has been some disruption to the availability of national data during the COVID period, this has largely been resolved and therefore the charts here are based on most recent national returns. Given the data lag, they do not yet evidence any impact of recent work to reduce reoffending rates, or the COVID period. However, the new YOT Data Analyst will be able to develop a greater understanding of more recent cohorts to support the Board in their work.

Figures for the more recent periods evidence fluctuation within the 3 month cohort but within that what could be an emerging trend of reduction with the binary rate (the % of children within the cohort who go on to reoffend) based on annual weighted averages. Positively, the YOT area's reoffending frequency rate (the number of re-offences per offender/reoffender) is also evidencing some reduction in most recent returns. However, reoffending rates in Portsmouth remain higher than regional, comparator and national averages, and this will therefore remain a priority area for our work.

Use of custody:



This indicator counts the number of custodial sentences given in rolling 12 month periods to young people with a local residence aged under 18 years on the date of their first hearing related to the outcome, drawn from the YOTs Case Management System. It is presented as a 'custody rate' as per 1,000 young people in the local population, taken from the Office of National Statistics midyear estimates.

The first graph shows the rate per rolling periods for the last 3 years based on national data. The second graph shows the actual number of custodial sentences imposed based on the local case management system.

PYOT have achieved an ongoing reduction in custodial sentencing over the last 3 years, which is attributed to improvements in YOT assessments and Court Report writing as well as good working relationships with Court services who have confidence in YOTs delivery. However, it is assessed that more recent reductions may also have some link to COVID disruption to the Courts, and resulting delays; it is also noted that serious youth violence may result in increases, and therefore this area will be monitored closely.

Overall, there is evidence of local improvement within all 3 key performance indicator areas from the end of year data currently available to the partnership. However, we await confirmation of delayed national returns to assess and evaluate this fully, as well as review our position amongst comparators and the regional/national average. We have also secured additional resource to support this work, through the new YOT Data Analyst post, and develop greater insight over the coming year.

Next:

We are keen to improve our understanding of the YOT cohort, which has been a key driver for the new YOT Data Analyst post, to inform both our strategic decision making and operational delivery over the course of this Strategic plan.

Our primary Board priority for 2021-22 will be reducing the rate of First Entrants becoming known to the Youth Justice System.

Work has already begun to understand and address this, including collaboration with Pan-Hampshire YOTs to develop proposals for Youth Diversion to be adopted in the Hampshire Constabulary area. For this key priority, we want to secure:

- Early identification
- Preventative Pathways
- Effective Diversion

Our second Board priority for 2021-22 is to reduce reoffending by children). We want to ensure our services offer:

- Swift and appropriate responses
- Strong, co-ordinated whole family support and challenge
- Maximisation of resourcing to support targeted planning.

Reducing use of custody is also important, and will be progressed under our delivery plan mainly via relevant Heads of Service and the YOT Service Leader due to progress already made in this area (which will be subject to ongoing review). We are cognisant of the needs of children who experience custodial disposals, and of our responsibility to continue to deliver with and for them, and are therefore seeking to achieve across the partnership:

- Preventative targeting
- Remand/Sentence Reduction
- Early Constructive Resettlement

Within all of the above, we want to develop our local understanding of, and response to, disproportionality in response to the YJB's January 2021 report on remands and sentencing. Alongside this, the YOT Service Leader and Data Analyst will work with the Data and Performance Team Leader and PCC Strategic Intelligence Manager to re-assess our local targets and monitoring measures over the course of 2021-22, to create an enhanced reporting framework for 2022-23.

An Operational Team Plan will also guide the work of the YOT Management Team and frontline practitioners, incorporating actions identified in our National Standards self-assessment and subsequent COVID-related learning. This will also be a two year plan, to ensure work is appropriately prioritised and paced, reviewed at 6 monthly intervals.

6. Responding to COVID-19 and Recovery Roadmap

The initial impact of what has now become known as the COVID 19 global pandemic was significant, with the closure of Civic buildings and the necessary technological adjustments to working from home. At the outset of 'lockdown', PYOT adopted 'Temporary Operating Procedures' (TOPs) to outline how key services would be delivered. These have been amended regularly since then, reflecting changes in national restrictions and local planning; associated risk assessments have also been revised as responses to the pandemic developed.






In September 2020 we submitted our COVID Recovery Plan to the Youth Justice Board. This summarised key impacts in relation to the needs of children, the needs of staff and strategic partnerships. It also outlined our intended phased approach to recovery, and recommendations under each of the National Standards for Children in the Youth Justice System to support this as restrictions eased.

Subsequently, we have had to adapt in response to a very uncertain landscape; flexing where possible, revising when not and all the while reflecting on the impact our key decisions have had on the communities we serve in order to continue to offer the best possible service, under the most challenging conditions. Following the first lockdown, the YOT Team reflected on their work during that initial period to identify areas of strength and stretch; reaching an understanding of the progress they wanted to maintain, as well as the practice they wanted to return to. Later, as further lockdowns loomed, the Team reviewed their approach again based on that learning, agreeing greater scope for face to face contact on the basis of need and engagement levels as well as risk status and intervention type. Challenges then were to manage the influx of work as the Courts resumed their work, to find suitable venues for meetings, whilst also supporting children back in to education, and balancing the demands of working from home whilst maintaining confidentiality and continuity of service.

In response, the YOT Team have revised the way their interventions are delivered, to maximise use of technology where appropriate, and build or maintain relationships through face to face contact offered in a variety of locations. Restorative practitioners have also developed ways to repair harm in the absence of more established reparation placements which could not be utilised within restrictions, and staff at JAC have made use of the time made available to remodel their sessions and ensure they are more interactive for future face to face delivery.

Her Majesty's Inspectorate of Probation's publication of the Thematic Review of YOTs' work during the pandemic in November 2020 confirmed similar experiences in other YOTs, and that our work on recovery planning had taken the right focus on managing resumption of Court work, recognition of vulnerability and awareness of education, as well as developing greater understanding of children's access to technology. A series of 'tech time' events were held amongst practitioners to support development of their skills for remote working, and the YOT have now developed a Rough Guide to Remote Communications to support this area of our work and key prompts and guides for the children we supervise. We are also awaiting collation of responses from children and their parents/carers gathered during Feedback February which we hope can further inform the way we shape our service as recovery continues.

In terms of the key areas of our work, aligned to National Standards for Children in the Youth Justice System, we have ensured:

<p>Standard 1 out of court</p> 	<p>The Appropriate Adult Service continued to operate at Police stations in Portsmouth, though moved to an on-call model from in-situ when circumstances required. Joint Decision Making Panel (aka Triage) has continued to meet weekly throughout the pandemic, moving to a virtual platform to reduce unnecessary face to face meetings and associated travel. Out of Court Disposals have continued to be delivered via the YOT PC, with OOCDC Clinics where possible, and the YOT have continued to deliver those disposals through a combination of face to face and virtual contacts.</p>
<p>Standard 2 at court</p> 	<p>PYOT Case Managers have continued to attend Court in person throughout the pandemic, though the number of Court Listings days has been reduced in light of restrictions across HMCTS estates. Access to Cloud Video Platform was arranged relatively quickly, but assessed as less effective for our client group and therefore more appropriate face to face delivery has been maintained. Close working with Court colleagues supported a robust approach to managing the backlog arising from Court closures between March and June 2020, and continued monitoring of the impact of reduced Listings remains in place via regular regional Court Capacity meetings attended by the PYOT Service Leader.</p>
<p>Standard 3 in the community</p> 	<p>PYOT practitioners have maintained contact levels through a variety of means, offering flexibility to enable compliance where this has proved difficult due to family circumstances, access to buildings and/or technology. Levels of face to face contact have varied in line with restrictions in place, and their impact, with significant challenges posed during the winter months when options for 'outside' meetings were dependant on the weather. Use of technology has increased, and is likely to continue in some form, but will not wholly replace the benefits of direct, face to face work. As recovery continues, we are increasing this in relation to Panel Meetings, JAC delivery and Restorative Justice, as well as more 'standard' contacts to maintain levels of reporting. Voluntary contact has also been offered as needed.</p>
<p>Standard 4 in secure settings</p> 	<p>Whilst our custody rate is low, the PYOT Service Leader has received regular updates on arrangements in the secure estate via regional meetings with key partners facilitated via the YJB Regional Advisor. PYOT staff have liaised with colleagues in the secure estate, and meetings have been held via video link when circumstances dictate. Regular updates and newsletters have been circulated when available, and release planning has been completed for those children who have experienced custody during this time.</p>
<p>Standard 5 on transition and resettlement</p> 	<p>PYOTs work in relation to Youth to Adult Transitions has continued, with meetings again moving to a virtual platform to support them taking place. Our work in resettlement has been refreshed with the development of new policy and procedures. Practitioners have also, as far as possible, worked with children and their parents/carers to support them in managing the transitions in and out of lockdown, and in and out of education, as well as the delays caused by disruption to Court work and changes in YOT practice which they will have observed first hand.</p>

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Overall, there is much to be proud of in the work we have continued to deliver during the COVID 19 pandemic, and our responses to learning along the way.

7. Challenges, Risks and Issues

As we move towards longer term COVID recovery, there will be challenges in managing the impact on our stakeholders, agreeing new ways of working for staff and revising partnership arrangements as required. These will be in addition to existing challenges (e.g. our response to serious youth violence and disproportionality). Our key headline risks and planned actions, are outlined below:

Key Risks	Mitigation/Intended Actions
Impact of COVID experience on children and families resulting in increased risk or need (e.g. offending) and greater demands upon YOT	<ul style="list-style-type: none"> Strategic planning in place to mitigate impact in education, health and social care (including new School Link Co-Ordinators). Monitor YOT caseloads and risk/need profile to identify any changes emerging.
Limited availability of suitable accommodation for children who are unable to live with their families.	<ul style="list-style-type: none"> Continue close working with Social Care colleagues (including use of child friendly profiles and pro-active exploration of placements) Embed constructive resettlement across relevant teams.
Limited availability of/access to Education, Training and Employment options suitable for the YOT cohort.	<ul style="list-style-type: none"> Revise Education and Youth Justice Sub-Group to ensure maximum impact. Strengthen the YOTs pre-16 work with schools and education teams Explore funding options and other opportunities to increase commissioning/provision at post-16.
Absence of point of arrest diversion impacting on outcomes for children and FTE rates	<ul style="list-style-type: none"> Continue to work with Police colleagues to shape Diversion proposal Implement and embed if proposal agreed (or review as necessary)
Continued levels of increased serious youth violence	<ul style="list-style-type: none"> Violence Reduction Unit and clear delivery plan in place, including focus on preventative work across the City
Service capacity- specifically Team Leader capacity following increased staffing.	<ul style="list-style-type: none"> Monitoring workloads and reporting lines via quarterly performance report presented by YOT Service Leader. Explore options as required.
Limitations of year on year funding and impact on ability to undertake long-term planning.	<ul style="list-style-type: none"> Forecast review via quarterly Board Meetings and continue to explore options to increase YOT budget. Work with OPCC to explore possibility of 3 year funding term.
Unexpected changes to the current COVID Recovery Roadmap (e.g. return to restrictions)	<ul style="list-style-type: none"> Revert to Temporary Operating Procedures as needed. Monitor impact via quarterly performance report presented by YOT Service Leader

We will monitor the above, and identify any actions required to address new risks which may emerge during the year, at our quarterly Board meetings.

8.	Strategic Delivery Plan
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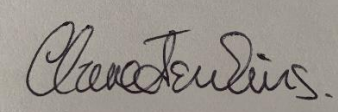
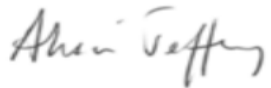



Our Strategic Delivery Plan is outlined in full in Appendix One; stating the outcomes we are seeking to achieve, the actions we have identified to do that, and the impact we believe this will have.

Ultimately, we want to ensure the number of children entering the youth justice system decreases, that the number of those who do enter it and then reoffend is reduced and that our successes in achieving a reduction in custodial remands and sentences are maintained.

We also want to do this through creating effective and sustainable change, both systemic and individual, to secure the most positive outcomes possible for children and families, and the wider community, in Portsmouth.

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Signed on behalf of the Portsmouth YOT Partnership Management Board by Statutory Core Members as follows:

				
Portsmouth District Commander, Hampshire Constabulary	Director of Children, Families & Education Services, Portsmouth City Council	Deputy Director, Children & Families Services, Portsmouth City Council	Head of Southampton, Portsmouth & Isle of Wight, National Probation Service, HMPPS	Assistant Director, Commissioning and Performance, Children and Education Services, Portsmouth City Council

Appendix One: Portsmouth Youth Justice Strategic Delivery Plan

Reducing First Time Entrants				
Outcome	Actions	Impact	Owner	By when?
Early Identification	Increase identification of SLCN amongst children, recognising this as a critical driver of vulnerability to offending.	Children with SLCN are identified, assessed and offered support at the earliest opportunity	HOS Inclusion	April 2023
	Increase workforce awareness of identification of, and responses to, criminogenic need, including expanding use of RASBO (linking to EH and PSCO role)	More children with identified offending risk within caseload for targeted early help	HOS Early Help and Prevention	April 2022
	Ensure MASH pathways identify criminogenic risk and refer on appropriately through clear pathways.	More children at risk of offending given timely, appropriate, targeted support	MASH Service Leader	Sept 2021
	Establish FTE profile	FTE profile is better understood to inform responses; more children identified and considered for earlier help;	Strategic Intelligence Manager	Sept 2021
	Establish systems through MATs for identifying cohorts who may be at risk (e.g. via Childrens Insights Team)			Sept 2022
Preventative Pathways	Increase number of schools where Playful, Accepting, Curious and Empathetic (PACE) and restorative approaches are in place.	Better engagement by young people in schools; fewer exclusions	PEP Inclusion Manager	April 2022
	Work in partnership with SEMH Special School and Alternative Provision to reduce exclusions and increase family support.	Increased attendance and reduced exclusions in 'at risk' groups	Assistant Director, Children and Education Services	Sept 2022
	Develop coherent/clear youth crime prevention offer with VCS and confirm pathways for these to be accessed.	Pathway for access to activities is clear for young people at risk of offending, and easily accessible	HOS Harm and Exploitation and VRU	April 2022
	Ensure violent crime prevention initiatives are offered within Schools and pathways are in place to secure additional support for children and families, when needed.	Actions are taken via schools to support prevention of serious youth violence in line with the work of the VRU	HOS Harm and Exploitation and VRU	Sept 2022
	Hold monthly Multi-Agency Scrutiny Audits Feb-Aug 2021 to explore offence types and possible pathways.	FTE cases are scrutinised for reflective learning to inform future pathways (including Diversion)	HOS Harm and Exploitation and VRU	Sept 2021
Effective Diversion	Enhance threshold application and revise Triage delivery to align with MASH.	Families are contacted promptly, with an early help or social care support offer.	MASH/YOT Service Leaders	Sept 2021
	Inform local innovation via peer/cross-Force review of PYOT/Hants area Triage decision making for FTEs	Additional perspectives sought to inform Portsmouth approach	Hants Constabulary YOT Inspector	Sept 2021
	Identify, develop and share evidence-based interventions to tackle criminogenic for early help services (e.g. Youth Endowment Fund, Early Intervention Foundation, Big Initiative and Youth Justice Effective Practice Hub)	Early Help Family Support Workers, Social Workers and school pastoral staff have a good tool box of interventions to draw from and deliver when young people are at risk of offending	HOS Prevention and Early Help	April 2022
	Establish Point Of Arrest (point of entry) Youth Diversion Scheme and arrangements for local delivery	Diversion scheme in place; fewer children entering the youth justice system	Hants Constabulary, with 4YOT Chairs	April 2022

Reducing Reoffending				
Outcome	Actions	Impact	Owner	Timescale
Swift and appropriate responses	Maximise 'windows of opportunity' outside YJS processes - not waiting for formal YJ process.	Earlier support offered to reduce risk reoffending.	MASH Service Leader	Sept 2021
	Embed and expand 'Preventing Offending' Champions Network across the City to support timely and effective responses to criminogenic needs/risks.	Wider spread understanding and sharing of effective practice around prevention of, and responses to, offending.	YOT Service Leader	April 2022
	Revise Triage processes in YOT to enhance pre-Panel assessment, including Voice Of The Child.	Better informed decision making, with child at the centre of practice	YOT Service Leader	Sept 2021
	Improve offence to outcome timeliness through partnership approach.	Interventions are more meaningful for young people and have greater impact as a result.	Board Chair	April 2023
Strong, coordinated whole family support and challenge.	Ensure clear Lead Professional allocation and whole family planning is in place, drawing on adult service expertise.	Intervention is more effective leading to reduced reoffending	YOT Service Leader	April 2023
	Adopt 'Staying Close' Promoting Alternative Thinking Strategies (PATH) planning approach for children who have offended	Young people more engaged in their own plans; greater effectiveness and efficacy in outcome planning	YOT Service Leader	April 2022
	Enhance work with Parents/Carers/Families within YOT, through clear pathways and joint working	Parents and families are supported alongside their child	YOT Service Leader	Sept 2022
	Develop work on SLCN to support earlier identification and assessment of support needs at Court.	SLCN needs are understood, and approaches offered in YOT to support delivery of effective interventions	YOT Service Leader	April 2022
	Identify options to support this outcome within the overall partnership resource through shared assessments, planning, interventions and workforce development.	Opportunities are identified for progression	All Board members	April 2022
Maximise resourcing to support targeted planning.	Develop Reoffending Profile through use of data from YOT and partnership services, including Reoffending Toolkit (e.g. +/-5 cohort)	Reoffending profile is better understood to inform responses, within a wider context	Strategic Intelligence Manager	Sept 2021
	Develop the YOT offer for children who re-offend, based on that profile and stakeholder feedback, and inform wider partnership approaches.	Future delivery is informed by an understanding of key trends and issues	HoS Harm and Exploitation and VRU and YOT Service Leader	April 2023
	Align cross-agency plans and ensure their effectiveness is regularly reviewed against shared aims.	Systems and processes ensure that plans for individual children are always aligned	HOS for LAC, HoS for Assessment & Intervention, HoS for Prevention and Early Help.	April 2022
	Co-ordinate Exit/Step Up/Step Down plans across all agencies to ensure these take account of criminogenic need.	Preventing offending consistently features where needed in CSC and EH plans		April 2022
	Align work with wider exploitation, safeguarding and 'at risk' approaches (e.g. PACE and transition planning)	Work with young people who offend reflects best practice in wider safeguarding including exploitation	HoS Harm and Exploitation and VRU and YOT Service Leader	April 2022
	Develop City wide responses to SYV via YJB SYV checklist and work of VRU	Clear plan in place for tackling serious violence		April 2022

Reducing Custody				
Outcome	Actions	Impact	Owner	Timescale
Preventative targeting	Develop Custody Cohort Profile through use of data from YOT and partnership services	Custody Cohort is better understood to inform partnership responses	Strategic Intelligence Manager	April 2022
	Utilise custody cohort profile to strengthen early identification and support targeted preventative interventions (link to VRU).	Key risk factors are understood, and responded to, prior to custodial remand or sentence being imposed	YOT Service Leader	Sept 2022
	Enhance interventions available across the City to reduce the incidence of repeat and most serious offences	Timely, early and preventative responses support reduction in repeat offending and SYV	HoS Harm and Exploitation and VRU, and YOT Service Leader	Sept 2022
Remand/Sentence Reduction	Establish Remand Reduction Strategy (inc PACE beds).	Options are understood, and readily applied	HoS for LAC, YOT Service Leader	Sept 2021
	Develop partnership response strategies for those at risk of custodial remand and/or sentencing.	Proportionate, preventative responses support reduction in use of custody	YOT Service Leader	April 2022
	Ensure robust bail packages are supported through partnership working.	Viable and robust alternatives to custody are offered	YOT Service Leader	Sept 2021
Early constructive Resettlement	Revise and embed EH, CSC and YOT Joint Working Protocol specifically in relation to RILAA/YDA remands	Required processes are understood and effectively applied	HoS for LAC, SQT Service Leader, YOT Service Leader	Sept 2021
	Embed Constructive Resettlement within YOT Practice (including use of Resettlement Checklist to inform work with partners in key areas e.g. accommodation, education and health, inc SEND)	Resettlement support needs are identified at the earliest opportunity to support transitions, pro-social identity and successful sentence completion.	YOT Service Leader	April 2022
	Develop understanding of Constructive Resettlement practice across key areas of the partnership workforce.	Resettlement support needs are understood across key partnership organisations.	YOT Service Leader	Sept 2022
	Actively seek stakeholder feedback and reflect on 'lived experiences' to inform and improve practice in this area.	Stakeholder's views are sought, responded to and support ongoing work in this area	YOT Service Leader	April 2022
	Enhance strategic oversight of service delivery in the Secure Estate to support effective monitoring (and escalation if required)	PYOT Board have improved 'line of sight' in to the Secure Estate, and challenge practice where necessary to support constructive resettlement	Board Chair	April 2022

This Delivery Plan will be monitored via the YOT Partnership Management Board and progress against objectives reviewed at 6 monthly intervals.

We will review our progress at the end of 2021-22 to identify any new objectives required and refresh this plan in full at the end of 2022-23.

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