
NOTICE OF MEETING

CABINET

TUESDAY, 30 NOVEMBER 2021 AT 12.00 PM

COUNCIL CHAMBER - THE GUILDHALL

Telephone enquiries to Anna Martyn - Tel 023 9283 4870

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. Around one in three people who are infected with COVID-19 have no symptoms so could be spreading the virus without knowing it. Asymptomatic testing – getting tested when you don't have symptoms - helps protect people most at risk by helping to drive down transmission rates. We strongly encourage you to take up the habit of regular asymptomatic testing to help prevent the spread of coronavirus to your colleagues and residents you work with.
- We strongly recommend that attendees should be double vaccinated.
- If symptomatic you must not attend and self-isolate following the stay at home guidance issued by Public Health England.
- All attendees are recommended to wear a face covering while moving around within the Guildhall.
- 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.

AGENDA

1 Apologies for Absence

2 Declarations of Interests

3 Record of Previous Decision Meeting - 26 October 2021 (Pages 7 - 10)

A copy of the record of the previous decisions taken at Cabinet on 26 October 2021 is attached.

4 Update on Economic Development Strategy 2019-2036 & Summary of the Economic Development Covid response and plans for recovery (Pages 11 - 30)

Purpose

To provide a 2-year update on progress of the Economic Development and Regeneration Strategy 2019 - 2036. This also accounts for all the work undertaken during the pandemic as part of our response and recovery to the economic impacts of the Covid pandemic.

5 Support for People in Financial Hardship (Pages 31 - 38)

Purpose

1. To outline support provided to people in financial hardship in Portsmouth following the provision of funds from the Department for Work and Pensions (DWP) under the Covid Winter Grant and Local Support Grant schemes
2. To outline the initial plans to utilise the new Household Support Fund from DWP.
3. To note the contribution of teams across the council, and the collaboration with voluntary sector partners to tackle poverty in the city.

6 Plan for the next Homelessness and Rough Sleeping Strategy (Pages 39 - 56)

Purpose

To outline the process for creating a new single Homelessness and Rough Sleeping Strategy for the city.

RECOMMENDED that the Cabinet

- 1. Approve the plan for the creation of the new Homelessness and Rough Sleeping Strategy 2023-2028, as outlined in section 5.2 of this report.**
- 2. Approve the option to update the operational elements of The Street Homelessness & Rough Sleeping Partnership Strategy by the end of the 2021/22 financial year, as outlined in section 6 of this report.**

7 SEHRT Programme - Improvements to Rudmore, Portsbridge and Spur Road roundabouts (Pages 57 - 64)

Purpose

To provide an update of the consultation results and next steps moving forward for Rudmore, Portsbridge and Spur Road Roundabout projects (SEHRT).

8 LTP Safer Routes to Schools (Pages 65 - 80)

Purpose

To consider the locations suggested for safer routes to school measures as part of the Safer Improvements LTP 2021/22 programme.

RECOMMENDED that the Cabinet approves the spend from the Local Transport Plan 3 - Safer Routes to School budget to be spent at the following locations:

- Burrfields Road (£30,000)**
- New Road (£60,000)**
- Multiple locations - visibility and awareness treatments (£60,000)**

9 National Scheme for Auditor Appointments Managed By PSAA (Pages 81 - 84)

Purpose

This report sets out proposals for appointing the external auditor to the Council/Authority for the accounts for the five-year period from 2023/24.

RECOMMENDED that the Cabinet agrees that the Council accepts Public Sector Audit Appointments' (PSAA) invitation to opt into the sector-led option for the appointment of external auditors to principal local government and police bodies for five financial years from 01 April 2023.

10 Treasury Management Mid-Year Review 2021/22 (Pages 85 - 94)

Purpose

The purpose of the report is to inform members and the wider community of the Council's Treasury Management position, i.e. its borrowing and cash investments at 30 September 2021 and of the risks attached to that position. Whilst the Council has a portfolio of investment properties and some equity shares which were acquired through the capital programme; these do not in themselves form part of the treasury management function.

RECOMMENDED that the Cabinet Notes the following:

- 1. That the Council's Treasury Management activities have remained within the Treasury Management Policy 2021/22 in the period up to 30 September 2021.**
- 2. That the actual Treasury Management indicators as at 30 September 2021 set out in Appendix A be noted.**
- 3. That the report goes to Full Council on 7 December 2021.**

11 Revenue Budget Monitoring 2021/22 (Second Quarter) to end September 2021 (Pages 95 - 108)

Purpose

The purpose of this report is to update members on the current Revenue Budget position of the Council as at the end of the second quarter for 2021/22 in accordance with the proposals set out in the "Portsmouth City Council - Budget & Council Tax 2021/22 & Medium Term Budget Forecast 2022/23 to 2024/25" report approved by the City Council on 9th February 2021.

RECOMMENDED that the Cabinet

- 1. The General Fund Forecast Outturn for 2021/22 (as at 30th September 2021) of an overall net overspend of £1,029,500 be noted; this is analysed as follows:**

FORECAST OUTTURN 2021/22	£000	
Forecast Net Overspend (before transfers to/from) Reserves	15,165.9	
Less Expenditure funded from Corporate Contingency:		
	Covid-19 Costs	(10,637.0)
	Windfall Costs	(1,968.8)
Less Transfers From Portfolio / Cabinet Reserve:		
	Overspend	(2,195.1)

	ings (in accordance with approved Council resolutions)	
Add Transfers to Portfolio and Other Reserves:		
	Underspendings (in accordance with approved Council resolutions)	664.5
Overall Forecast Net Overspend 2021/22	1,029.5	

2. The forecast additional spending and forgone income as consequence of the Covid-19 Pandemic totalling £10.64m be noted
3. Members note that the financial consequences arising during 2021/22 from the Covid-19 pandemic will be met from the provision held within the Council's Corporate Contingency which was set aside specifically for this purpose as approved by City Council on 9th February 2021.
4. Members note that in accordance with approved policy as described in Section 8, any actual non Covid-19 overspend at year end will in the first instance be deducted from any Portfolio Reserve balance and once depleted then be deducted from the 2022/23 Cash Limit.
5. In accordance with (iv) above and the requirement that in the first instance any Portfolio overspending must be met from the Portfolio Reserve, that £1,354,400 has been withdrawn from the Cabinet Portfolio Reserve to fund current forecast overspendings, leaving a nil balance.
6. Directors, in consultation with the appropriate Cabinet Member, consider options that seek to minimise any forecast non Covid-19 overspending presently being reported and prepare strategies outlining how any consequent reduction to the 2022/23 Portfolio cash limit will be managed to avoid further overspending during 2022/23.

22 November 2021

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Agenda Item 3

CABINET

RECORD OF DECISIONS of the meeting of the Cabinet held on Tuesday, 26 October 2021 at 12 noon at the Guildhall, Portsmouth

Present

Councillor Gerald Vernon-Jackson CBE
Suzy Horton
Dave Ashmore
Kimberly Barrett
Ben Dowling
Jason Fazackarley
Hugh Mason
Darren Sanders
Lynne Stagg

84. Apologies for Absence (AI 1)

Apologies for absence were received from Councillor Chris Attwell.

85. Declarations of Interests (AI 2)

There were no declarations of interest.

86. Record of Previous Decision Meeting held on 5 October 2021 (AI 3)

The record of decisions from the previous Cabinet meeting held on 5 October 2021 was approved as a correct record. Councillor Vernon-Jackson read out the decisions so that there would be a record of them as the audio recording of the previous meeting was unavailable.

87. Impact of Government Legislation on Covid-19 Vaccination Requirements in Care Homes and the Adult Social Care Approach (AI 4)

Andy Biddle, Director of Adult Care, introduced the report and noted that as of 19 October there was only one member of staff directly employed in a PCC care home who has declined to be vaccinated; they have now been redeployed. Vaccination requirements will be incorporated into new contracts. Consultation is currently underway for staff on existing contracts. Staff who visit care homes as part of their roles have been reviewed on a case by case basis and three employees are affected; they have now been redeployed. The extensive processes involved Legal Services and HR.

Members acknowledged that although there are various reasons why people decline to be vaccinated it was positive that there have been no job losses. They also noted the success of the Discharge To Assess unit at Harry Sotnick House in breaking the cycle of infection.

In response to questions, Mr Biddle said that locally there has been an agreement that NHS staff who visit care homes are double-vaccinated. There is consultation at national level about extending the requirement for Covid double-vaccination, and to include flu vaccination, to all NHS staff; officers are likely to hear in the next two or three weeks if a similar decision is to be made. Members agreed there should be a level playing field.

The Cabinet noted the report.

88. Oakdene House and Locksway Road Flats (AI 5)

Andy Biddle, Director of Adult Care, introduced the report.

Councillor Fazackarley, the Cabinet Member for Health, Wellbeing & Social Care, agreed Oakdene House and Locksway Road Flats were good examples of co-production between the council and the NHS. He noted the excellent working arrangements between the council, NHS and other organisations.

In response to questions as to whether there was enough accommodation of this type in view of changing mental health treatment, Mr Biddle said that at the moment there was. It was designed to be "future-proofed" as those Portsmouth residents who use the accommodation plan to move on to more independent living; however, the full extent of the "long tail" of Covid is unknown but more support is going to be needed to help people with their mental health; some may need considerable support. The situation will be kept under review.

Members welcomed the development as it is good to continue to use the St James site and surrounding area to support mental health. Moving out of long-term care to more independent living is beneficial for people's recovery as well as costing the council less.

The Cabinet noted the report.

89. Exclusion of Press and Public

Decision

Resolved that under the provisions of Section 100A of the Local Government Act, 1972 as amended by the Local Government (Access to Information) Act, 1985, the press and public be excluded for the consideration of Bus Service Improvement Plan - National Bus Strategy - appendices H and N as these contain information defined as exempt in Part 1 of Schedule 12A to the Local Government Act, 1972.

90. Bus Service Improvement Plan - National Bus Strategy (AI 6)

Peter Shelley, Transport Development Manager, introduced the report, noting that the Bus Service Improvement Plan (BSIP) is a "living document" and will be updated annually.

Councillor Lynne Stagg, Cabinet Member for Traffic & Transportation, explained the BSIP was part of the wider picture of the need for cleaner air and reduction in the number of cars; there are currently about 43,000 car movements daily into Portsmouth. Good alternative transport is needed that caters for more areas of the city and needs of people such as shift workers. Although there are cheaper fares awareness of them is low. A 60-minute hopper ticket is proposed. Funding from South East Hampshire Rapid Transit

is being used to improve bus lanes; journey times from Leigh Park to Portsmouth could be reduced by 11 minutes. However, people must use buses or the initiatives will not work.

Members agreed it was good to encourage people, especially those on low incomes, to use buses. The BSIP is an important first step. Members have raised with bus companies the lack of bus stops in some areas, the need to improve access to poorly served areas like Ocean Park and boosting the 13 and 14 services.

DECISIONS

Cabinet

- 1. Approved the Portsmouth Bus Service Improvement Plan (BSIP), for submission to the Department for Transport by 31 October 2021;**
- 2. Delegated authority to the Cabinet Member for Traffic and Transportation in consultation with the Director of Regeneration and the Section 151 Officer to agree any minor amendments to the Bus Service Improvement Plan that may be required to take account of future funding changes and policy announcements;**
- 3. Noted that the Bus Service Improvement Plan will be monitored through the Enhanced Partnership Executive Board.**

The meeting concluded at 12:35 pm

Councillor Gerald Vernon-Jackson CBE
Leader of the Council

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Agenda Item 4



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Title of meeting:	Cabinet
Subject:	30 November 2021
Date of meeting:	Update on Economic Development Strategy 2019-2036 & Summary of the Economic Development COVID response and plans for recovery
Report by:	Economic Development Team (Economic Growth and Employment Learning and Skills)
Wards affected:	All

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1. **Requested by**
Cabinet Member for Culture, Leisure and Economic Development
 2. **Purpose**
To provide a 2-year update on progress of the Economic Development and Regeneration Strategy 2019 - 2036. This also accounts for all the work undertaken during the pandemic as part of our response and recovery to the economic impacts of the COVID pandemic.
 3. **Information requested**
 - 3.1 The Portsmouth Economic Development and Regeneration Strategy 2019 - 2036 is the first such strategy for Portsmouth since 2010, with the aim to "Make Portsmouth Britain's premier waterfront technology and innovation city - a great place to invest, learn, live, work and visit and the most attractive place for starting, growing or relocating a business". It was developed in close partnership with Shaping Portsmouth and the whole Portsmouth business community and was widely consulted with residents and businesses to ensure that it is a city owned strategy. Following approval by Cabinet and Full Council, it was launched in October 2019.
 - 3.2 The Strategy is monitored using six main targets with annual reviews and consideration of how Portsmouth is progressing to achieving these by 2036. The progress against these targets is included in the appendix below. It was intended that every three years there will be a major review of performance with a report taken to the Cabinet and to Shaping Leaders Board. The first major review was therefore planned for autumn 2022. Due to the pandemic, it was considered appropriate to bring the review forward a year and so this will be the

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first review of progress since the strategy was first launched. The update was also presented at the Shaping Portsmouth Business Leaders Group on 14 October 2021. This objective was also to ensure that the strategy still meets the emerging and changing needs of the business community and provide a sustainable business model for the future to continue.

- 3.3 The report in the appendix below also includes summary of the team's work during the pandemic to provide critical business support on issues like Business Rates, Finance, Infrastructure, Transport, Licencing and Public Health with covid-grants, providing guidance on how to operate businesses Covid-safely and providing materials to support safe reopening following the easing of lockdown restrictions and many other supportive measures. This ongoing support during the pandemic has of course played an important part of the continued commitment to meet the long term strategic objectives and targets within the strategy.
- 3.4 The impact of the pandemic which started from March 2020 has been unprecedented. Nationally, around 70% of businesses have seen a reduction in income, 80% of businesses have taken advantage of government assistance scheme where possible, and around 24% have closed. Of those continuing to trade, over 60% businesses furloughed staff and more than 50% are looking to defer VAT payments. Portsmouth is following similar trends with most businesses seeing a reduction in income and also seeking to offset losses by claiming grants and by furloughing staff. Because of sample sizes much of the data for Portsmouth is unavailable.
- 3.5 Since the emergence of the Covid-19 pandemic, our businesses have faced significant difficulties in the operating environment including restrictions on trading, difficulties with accessing the market and changes to customer behaviour. As the pandemic enters into new phases the extent of the economic impact becomes clearer as is the need to identify key activities required to support recovery over the short-to medium term to prevent a crisis. These 'recovery' activities detailed in this report are also part of the council's new plan for recovery and renewal ['Moving Forwards Together – Cascade 2021'](#).
- 4. Review of the Economic Development and Regeneration Strategy 2019 - 2036 & Covid Response & Recovery activities**
- 4.1 The Economic Development and Regeneration Strategy 2019 - 2036 contains five themes and seventeen objectives, from which an action plan was produced with specific key projects, measurable set targets, and outcomes.
- 4.2 A presentation on key projects and their achievements over the past two years was presented to 160 Portsmouth City's Business Leaders at its annual conference on 14 October 2021 (please see details in Appendix A). The update

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also included critical activities in our response to the pandemic, as well as key recovery programmes to support our businesses as the restrictions were eased and the economy re-opened.

- 4.3 The presentation was well received by the business leaders with positive feedback; to support with working together to rebuild confidence post pandemic to achieve the long-term objectives; importance of reenergising existing partnerships and to put engagement and collaboration with partners and local people at the centre of what we do.

.....
Signed by:

Appendices:

Appendix A: Economic Development and Regeneration Strategy 2019 - 2036 Update & Covid Response & Recovery activities

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

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

Title of document	Location

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

.....
Signed by:

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APPENDIX A

Economic Development and Regeneration Strategy 2019 - 2036 Update & Covid Response & Recovery activities

The five Themes of the strategy detail the strategic aims and objectives the Council is pursuing the overall aim to 'Make Portsmouth Britain's premier waterfront technology and innovation city - a great place to invest, learn, live, work and visit and the most attractive place for starting, growing or relocating a business'.

Detailed below is a summary of the projects, programmes, activities and achievements over the past two years under each of those strategic Themes. The six strategy targets however are not attributed to individual themes as they have been identified instead as the key metrics that can be monitored to evaluate the interrelated and overall change in the economic life and performance of the city.

Now in 2021 we are in year 3 of this 18 year strategy, but our outcomes for our six targets are assessed against the bench mark year of 2017. Those outcomes are as follows:

Target one: Total 7,000 more jobs in Portsmouth in 2036 than in 2017:

Outcome: +1,000; 14% of target achieved to date

The creation of more jobs in the city is often reliant on new workspaces being built and is not anticipated to progress in a linear way throughout the strategy period. With 1,000 new jobs created since 2017 this progress is considered to be good.

Target two: An extra 7,000 Portsmouth residents in work by 2036 compared to 2017

Outcome: +2,200; 31% of target achieved to date

With 2,200 more residents in work, the progress against this indicator is exceeding expectations. This reflects national trends and this target will need review when the strategy is next assessed

Target three: £60,000 of GVA per person by 2036 compared to £45,000 in 2017

Outcome: +£1,650; 11% of target achieved to date

A significant increase in GVA per person has been achieved, despite the impacts of the Pandemic. This progress is considered good.

Target four: Increase to £1,000 a week average earning by employees in Portsmouth by 2036 compared to £500 in 2017

Outcome: +£100; 20% of target achieved to date

At this point within the strategy period the increase in average earnings is matching the target aspirations. While this is good the strategy will need to be reviewed to ensure increases in cost of living are accounted for within this target.

Target five: Reduce those with No formal qualifications: 2017 (7.5%), 2020 (6.4%)

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Outcome: -1.1%; closing gap on target 44% of target achieved to date

The reduction of those within the city with no formal qualification, from 7.5% to 6.4% is a significant achievement, and exceed the target aspirations at this stage of the strategy.

Target six: NVQ Level 4+: 2017 (34.5%), 2020 (40.0%)

Outcome: +5.5%; target achieved

40% of all those in the city are now educated to NVQ level 4 or above has been met. This significant increase, rising from 34.5% in 2017 is a great achievement and means the strategy target has been met 15 years earlier than anticipated. A new target will therefore need to be included when the strategy is reviewed to continue this achievement.

The Economic Growth and Employment Learning and Skills teams, working with the other departments of the Council and key external partners have made a significant contributions to this strong performance against the strategies targets, even during the challenging period of the Pandemic. Below is a summary of the work that has been done attributed to the strategic themes.

Strategy Theme One: Strengthen the Portsmouth Brand. Under this theme, the strategic aim is to improve the image and reputation Portsmouth has as a city, across the UK and the world. The following was achieved:

- Invest Portsmouth
New and improved website and video were launched in Dec 2019 using the new 'great waterfront city' branding. They provide a more vibrant appeal that showcases successful business case studies, information on new sites and regeneration programmes. These were first used in the Bangladesh mission. Numbers of hits each month for Invest Portsmouth has increased in sessions of 24% (almost 2000 sessions) compared to the previous year. We are working on updating and renewing the video for Invest Portsmouth to include new initiatives to attract investors.
- Physical signage
Increased branding physical signs used across the city, using new 'great waterfront city' branding e.g. visuals in Hope Street. These are now used in the vinyl project with new 'Rediscover Portsmouth' branding.
- Overseas marketing
Trade missions to China and Bangladesh and unperturbed by not being able to travel the inward investment team has continued to set up conversations to improve foreign trade and inward investment, most recently with Halifax on the 25th of Feb 2021. We are in the process of completing our new Chinese website development. Portsmouth Bangladesh Business Association celebrated its first year since formally established – AGM on 20 Sept success in collaboration of key partners.

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We will be exhibiting and presenting as Central South and showcasing our exciting developments in Portsmouth at the next MIPIM event in March 2022. MIPIM is a 4-day real estate event to meet the most influential players from all sectors of the international real estate industry. It is the biggest development, inward investment and commercial property exhibition and conference in Europe providing a unique exhibition and networking platform to forge deals.

- Sister City Links

Sister city links being established with Halifax and with The Falkland Islands.

- B2B events

We have developed new banners for use at business events designed to promote business support, inward investment, and enterprise centres opportunities. Increase active participation at events such as VentureFest South, The News Business Excellence Awards 2021, The News Business Innovation Awards 2021, Portsmouth & District Business Week 2021, and Regenerate South Conference 2021.

These were all excellent high profile business events with partners and key stakeholders that stimulate interests and attract more business into the city and encouraging businesses to business networking. Discussions and plans are already in place for a second Portsmouth Business Week in April 2022; The News Business Innovation Awards, and to enter for the Federation of Small Businesses Friendly Council Award scheme.

Strategy Theme Two: Become a destination city for ideas and innovation. Under this theme, the strategic aim is to increase innovation in Portsmouth and thereby boost business growth, productivity, employment and inward investment. The following was achieved:

- Clean Growth quarter - Created a partnership with UoP to set up a physical Clean Growth quarter. Developed a draft agreement with a particular focus on the innovation agenda and joining up of resources to develop project. Agreement to be signed by UOP and PCC in November 2021 immediate priority is the Clean Growth Quarter in the city centre.

- Dunsbury Park

Breeze and DHL companies took space in 2019 and during the pandemic the council was able to bring in Watson Marlow (part of Biopure) a manufacturer of medical equipment to take the largest unit to date, due to open early 2022.

We are now looking to bring forward another 50,000 sq.ft of spec development and are about to start work on masterplanning a further 250,000 sq.ft.

As Dunsbury Park is now one of the Solent Freeport tax sites, it will become hugely more attractive to investing companies, particularly in manufacturing high tech sectors from overseas and the UK. There will also be massive supply chain benefits to companies locally and for intermediary businesses in finance, property and legal.

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- Lakeside Business Park
The office park has proved to be resilient to date with new tenants like KINTO car leasing company joining us. Biggest leasing deal on the south coast last year.
- Tipner West
The opportunity for a marine employment hub based on funding from City Deal has been progressed by the Council's Strategic Development team. This included an Industry day on 23 September 2021 with over 250 attendees. Businesses were also asked to register their interest in the project on the project e-brokerage tool. <https://e-brokerage.lennoxpoint.com/>

Strategy Theme Three: Put people at the heart of regeneration. Under this theme, the strategic aim is put people are at the heart of every economic and regeneration strategy and they are Portsmouth's greatest asset. They are hardworking and creative. Our aim is to address skills and education deficiencies and support those excluded from the labour market. Key achievements for the Employment Learning & Skills team include:

- Skills and Labour market strategy and action plan
This was approved in Nov 2020 with 4 themes:
 - Inspire Portsmouth residents to achieve better skills, train and find higher skilled employment
 - Integrate Portsmouth businesses into the heart of skills and labour market development
 - Create and strengthen city wide partnerships to support relevant and focused workforce development
 - Respond to the significant impact on people's health wellbeing and livelihoods caused by the Covid-19 pandemic
- The 100in100 campaign
The campaign originated from the Shaping Portsmouth Skills Group which brought together Skills providers, employers, Portsmouth City Council and Shaping Portsmouth working with The Portsmouth Evening News. The aim was to create 100 employment opportunities at a challenging time for our businesses, adults and young people. During the 100 days the city's businesses started 365 individuals into new work opportunities, including apprenticeships and kickstart placements and continued to advertise a further 269 on day 100.
- Solent Apprenticeship Hub's Transfer to transform
This is a campaign which started pre-covid, opening up apprenticeship levy funding to small businesses to increase their fully funded access to Apprenticeship training for new and existing staff. This has raised £2.1M to support business to date and in 2021, Portsmouth City Council are pleased to work with councils across Hampshire and the Isle of Wight to bid for an extension of the Solent Apprenticeship Hub. The new Solent Apprenticeships and Skills HUB continues this work, providing free

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independent support for businesses around skills and apprenticeships for a further 2 years. Supporting businesses into growth.

- The Portsmouth Pledge
This is a partnership of Skills providers and Solent Apprenticeship Hub working with Shaping Portsmouth and Portsmouth City Council to provide simple and straightforward advice for businesses. Maximising the benefit to businesses of the funded support across the area and working with a range of partners including the Solent LEP Business Support HUB and the PCC Business Helpline.
- Flying Start Portsmouth Archives - Southern Universities Network (sunoutreach.org)
This network was launched in 2020 to support young people transitioning from school and college to provide independent information advice and guidance for them and their parents during Covid's first lockdown by the post 16 Education team. The project continues to support the work of the Careers team as they focus on supporting young people into the next step of their education and careers after sustained disruption.
- The Shaping Portsmouth Digital enablement project
This project was part of the covid response work, building on the skills group focus on supporting digital literacy as a key business need, identified in the 2019 Skills Survey. Portsmouth City Council's CIL funding supported the businesses Crowdfunder work to raise £20K to support young people and families access IT and overcome exclusion.
- My Future In Portsmouth Youth Hub (MFP).
Started in March 21 and funded by DWP for 2 years, this brings specialist from the council's education and unemployment support teams to work directly with young people aged 16-24 in receipt of universal Credit to support them into employment. Working directly with Work coaches the team provide 121 and small group specialist support and has already supported over 100 individuals into sustained work.
- Unemployment support programmes
As part of our Covid response work we commenced delivery of JETS (Job entry targeted support) in Sept 20 focused on helping adults impacted by Covid and following competitive tendering in July 21 we have commenced delivery of RESTART, a further government funded programme supporting medium to long term unemployed adults to return to sustained employment. These run alongside the established Work and Health programme which supports long term unemployed adults overcome disability and health barriers to return to the workplace.
- Rough Sleepers Project
As part of the Shaping Portsmouth Skills & Employability Programme we are working with partners on the Rough Sleepers programme to increase the specific

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learning opportunities for this vulnerable group. The group is working closely across the city and includes the Rough Sleeping Manager from Housing, Neighbourhoods and Building Services and representatives from the Society of St James to ensure any offer is led by the beneficiaries, to support them moving forward to independent living and appropriate employment

- Kickstart placement

Acting as a Gateway organisation the council secured funding and helped our businesses work with 185 young people moving them off universal credit and into a paid kickstart placement. Started at the beginning of 2021 this is now seeing many of those employers retaining young people in their business and looking at apprenticeship and other training as these young people help businesses to recover and grow. At this time the kickstart scheme is still available for starts up to 31/12/21, providing a funded placement of 25 hours a week for 6 months, so there is still time for businesses and even more young people to benefit from this programme.

Strategy Theme Four: Infrastructure and place. Under this theme, the strategic aim is to “Ensure our infrastructure supports our long-term productivity”. The following was achieved:

- New Local Transport Plan

The LTP4 plan was formally adopted by Full Council on 13th October with a vision that 'by 2038 Portsmouth will have a people-centred travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.'

- South East Hampshire Rapid Transit

Centred on a network of direct bus-priority routes, rapid transit aims to improve reliability and make it easier and quicker for people to travel in the area via public transport. Network of Rapid Transit routes and improved walking and cycling connections. This will improve transport links between Portsmouth, Gosport, Fareham, Waterlooville, Havant and Ryde on the Isle of Wight. The total programme cost is just under £102m with around £56m awarded from the Transforming Cities Fund (TCF) administered by the Department for Transport (DfT). The remaining cost is funded by a mixture of capital contributions from the local authority partners of the programme, and private investment from transport operators and bus service providers.

The constituent projects that make up the programme are currently in varying levels of design with consultations scheduled to take place before the end of 2021 and competition planned for early 2023.

- The Clean Air Zone (CAZ)

Funding was awarded in March 2020 with the full business case being approved by the Joint Air Quality Unit (JAQU) in December 2020. Grants to help owners retrofit

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their vehicles for compliance have been available since May 2021 with the zone 'go live' scheduled for Winter 2021.

E scooter trial launched in March 2021 – uptake has been v good, well received. Trial extended from Nov to now end at end of March 2022 and then review.

Looking at future expansion looking at new destinations to offer people a wider option of mode of transport.

The Transport team carried out a recent survey to find out the views of residents and businesses on a proposed car club scheme for Portsmouth, this closed on 11 October and will be reviewed to help influence whether we introduce a car club scheme to the city.

- Portsmouth International Port

Major new infrastructure has been put in place to include new cruise quay, new crane and various BREXIT improvements.

This has been a challenging 18 months and will achieve the 100 cruise ships this year (2021), we should achieve 150 by 2023.

Berth 2 in the international port was completed during lockdown, the port works are now focused on a new border control model to deal with Brexit controls and goods of animal origin. The Port has rapidly become a hotspot for luxury cruise liners over the past couple of months. Since cruise operations resumed in May, the city has welcomed a collection of impressive ships owned by companies including Virgin Voyages and Viking Cruises.

The port was successful with their £11.25m scheme Levelling Up Fund for The International Terminal Transformation construction cost of £12.5 million is necessary to manage the anticipated increase in passengers through the port, which looks to exceed over 200 cruise calls in the next three years.

Portsmouth International Port and Portico will benefit commercially from being a one of the Solent Freeport customs sites.

- Improving health and wellbeing through sport

Levelling Up Fund of £8.75m was allocated to create the longest urban park in the UK and the redevelopment of Hilsea Lido. The Lido will be refurbished to include good quality changing facilities, integrated children's water play, terracing and spectator areas and events space, including the ability to function as a community hub, enabling community-centred style activities in a unique natural environment.

- Eastern Road corridor

Feasibility studies carried out to examine improvements to the cycle/pedestrian route on the Eastern Road corridor with the ambition of delivering better connected communities and travel to work areas, reduced carbon emissions and congestion, improved air quality, journey times and journey time reliability, viable options for non-car travel and better integration with other forms of transport. The project is currently in the design phase with construction planned to commence in late 2021.

- 13 sites across the city as part of Ravelin mixed tenure

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A number of sites across the city are being explored for potential development opportunity, with new and existing projects being examined for viability and suitability for delivery through the Ravelin entity as an arms-length delivery company. This will enable the authority to engage in development work and deliver projects that previously may not have been possible. Ravelin are developing business cases for a range of projects and will be looking to take the right mix of developments forward in the future.

- City Centre: Portsmouth city centre will be a vibrant and energetic place, nationally recognised as exemplary for inclusivity, innovation and environmental responsibility. A key enabler for the regeneration of the city centre is the purchase of the former Sainsbury's site which completed in March 2021 with a community facility in the form of a skate park occupying meanwhile use.
City Centre development strategy in the current Reg 18 consultation
<https://www.portsmouth.gov.uk/wp-content/uploads/2021/09/207.9-Local-plan-2021-document-FULL-ACCESSIBLE.pdf>
- The Seafront Masterplan Supplementary Planning Document (SPD)
The plan was formally adopted March 2021. The scheme's objectives are to address the necessary changes to the 6km stretch of the seafront to protect against the impact of climate change and replace the existing sea defences which are coming to the end of their serviceable life. Additional opportunities to improve access to the seafront, provide enhanced public realm and recreational function are also being considered. The project is being delivered iteratively with 6 planned phases, and work began in September 2020 at Frontage 1 - Long Curtain Moat which is due for completion in summer 2022. Work will continue to Southsea Castle, Southsea Common, the Pyramids to the Pier, Canoe Lake, Clarence Pier until practical completion in 2026.
- Interim Nutrient Neutral Mitigation Strategy
This was adopted on 29 November 2019, as an interim measure envisioned to last three to four years to help to enable housebuilding to continue within the city whilst a more long-term solution was worked on with Partnership for South Hampshire and relevant stakeholders. The Interim Strategy, which has utilised water efficiency upgrades to the Council's housing stock, is now coming to the end of its anticipated timescale. Updating this strategy will continue to help enable planning permissions to be granted without this risk of legal challenge.
- Climate change emergency
Portsmouth North Projects - Transforming the Visitor Economy connecting the west of the city with the eastern tip with enhanced cycling and walking facilities - the redevelopment of the much-loved Hilsea Lido as a cornerstone attraction.
The Council declared a climate emergency in March 2019 and pledged to achieve net-zero carbon emissions in Portsmouth by 2030. So, in July 2021 we have a total

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of £40,000 on offer for local environmental projects to tackle climate change, working with Crowdfunder UK.

Strategy Theme Five: Create a thriving and competitive business environment. Under this theme, the strategic aim is 'Making Portsmouth the best place to start, grow and move a business to in the UK', and these highlights in the press to date is positively helpful in achieving our aim: new study reveals Portsmouth as one of the top UK cities for start-ups in 2021; and Portsmouth came 7th in the best all-round UK location to start a new business. Achievements under this theme:

- Business Support Helpline was established in March 2020 at the start of the pandemic to provide an effective and responsive support to Portsmouth city businesses. Friendly and supportive advice helping our businesses to guide them through covid and to recovery – advice on covid restrictions & compliance, grants and funding support etc. The team has taken a total of 6601 calls since the Help Line was set up in March 2020, from the beginning of the pandemic, through the restrictions imposed and through to re-opening. Internal Crib sheet which has been updated 227 times (eg. announcements from Government include Furloughing, SEISS (self-employment income support scheme), Kick Start Scheme etc.)
- Business Bulletin
Council's free business e-bulletin continued to be provided on a weekly basis and sometime twice-weekly to meet needs of news release on initiatives and activities to over 4900 subscribers. This is also an effective vehicle to engage and consult with our business community. During the Pandemic the Council's business e-bulletin has moved to a weekly and sometime twice-weekly missive whereas before it was only one a month.
Businesses who have signed up increased from 2401 to 3356 during this period, an increase in 955 businesses, in effect 28 new subscribers each week. Around 43% of businesses in the city now get this bulletin enabling them to keep up to date with all the help and support available.
- Covid – 19 Business grants
Since the start of the pandemic, the council has been promoting and paying out government grants quickly, plus additional grant support to Hospitality and Leisure businesses. A total of £75 ½ M of Covid-19 grants paid out to 15,513 businesses in Portsmouth. The team worked with the Business Rates team, IT, Corporate Communications and finance to provide these to businesses across the city as fast as possible.
Further Government Additional Restrictions Grants have been received in October 2021, and the team is working with finance on a new 'Business Resilience Fund' scheme to be launched in December 2021. The scheme is designed to support businesses that have continued to be severely impacted by Covid-19 following the

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country entering Step 4 of the "UK Recovery Roadmap" - to help build business resilience and implement longer-term recovery and / or diversification activities and lay the foundations for future growth.

This is a single discretionary grant and businesses will be able to apply for a grant between £1,000 and £10,000 that can be used to support businesses with activities which aim to build business resilience; safeguard jobs; assist growth; create new products / services and increasing productivity.

- Business Support and Inward Investment

The team have dealt with 425 contacts via inward investment mailbox supporting businesses with adapting to new trading conditions and to embrace innovation, and to promote local employment; seek out supply chain opportunities; and encouraging sustainable growth.

In-depth support has also been given to 22 national and international inward investment enquiries, followed by regular engagements with clients to assist with property search and intelligence support, as well as ongoing support given to local companies looking to grow and expand.

The business support website pages have had 44,169 sessions during COVID with 54% from mobile devices and 60% landing on the business grants pages.

- Crowdfund Portsmouth 'Small Business Fund' & 'Pay It Forward'

New crowdfunding platform with a Council funding package of £100K: £30K to establish the platform for 3 years & £70K for 'Small Business Fund', was launched at the Jan 2020 Shaping Conference. Working in partnership with Shaping Portsmouth, the platform has been a huge success in helping start-ups and growing businesses, as well as 'Pay it Forward' scheme – in response to covid-19. Since Jan 2020:

- £297,170 Raised by projects in Portsmouth to support Communities in PO1-PO6
- £80,480 Pledged by Crowdfund Portsmouth & Solent pay it forward
- £206,690 Pledged by the crowd
- £10,000 Pledged by other Crowdfunder partners
- For every £1 pledged by Solent PIF, the crowd have pledged £2.50

'CIL Transformation Fund' was added to Crowdfund Portsmouth in July 2021 with one project completing two separate campaigns. Pledges from this fund were made offline as the campaign went live before the CIL Fund was launched.

- £57,993 Raised by Orchard Park CIL funded project
- £25,993 Pledged by The Crowd
- £22,000 Pledged by Fratton, Milton, Charles Dickens and Central Southsea wards
- £10,000 Pledged by Sport England
- 224 supporters - campaign 1
- 72 supporters - campaign 2

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- For every £1 pledged by Portsmouth City Council projects received an additional £1.63

'Portsmouth Climate Challenge Live' was also made available to residents and businesses in Portsmouth in July 2020:

- Launch Competition successfully held in July 2020
- 3 prizes were awarded to date, with a total of £10K, and levered in over £8K from the crowd.

The Climate Challenge is now underway with 6 projects seeking funding, and due to complete by 12th November, linked to the COP26 events in Glasgow.

- The Future High Streets Fund

The Economic Development team is part of a multi-disciplinary team in Regeneration working on developing plans to deliver projects funded by the Future High Streets grants. The Fund is provided by the Ministry of Housing, Communities and Local Government, to support the evolution of the high street over the next 10 years. PCC submitted a bid in summer 2020 and was awarded £6.9 million which was 70% of the ask. Of this £3.1 million will be used to deliver projects for Commercial Road, and £3.8 million to projects for Fratton.

- Vacant Shopfronts Improvement project

As part of improving the appearance of empty shop fronts; raised the profile of local heroes; improved/developed relationships with commercial property owners and agents and raised awareness of what is available. This project focused vinyl of photos of local pandemic heroes and individuals who have represented Portsmouth over these last 18 months. Working with agents and shop owners in Commercial Road, Fratton, North end, Cosham and Southsea. The project is now evolved from focus on pandemic heroes to more recovery focus on 'Rediscover Portsmouth' branding and using our waterfront city branding images and attractive visuals of visitor's attractions and retail activities etc. Also working with community wardens addressing vacant shops that have been subjected to rough sleeping, where 'target hardening' have been effective.

- Reopening High Streets Safety (RHSS)

Since May 2020 the Economic Development team have been working in partnership with Infrastructure, Transport, Licencing and Public Health colleague to support the safe reopening of retail and hospitality. Interventions have included establishing safe queuing, providing COVID secure guidance to retail and hospitality and business connection work in partnership with Shaping Portsmouth. Engagements include:

- Go! Project launched with RHSS funding to highlight reopening, social distancing
- Pass points in suspended parking spaces - implemented through working with businesses on best positions for these- this enabled many restaurants,

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- cafes, bars and pubs to gain essential extra income from having space for tables and chairs outside their premises, boosting takings
- MCHLG funding 'Welcome back' continues the drive to support high street businesses. 'Rediscover Portsmouth' and 'Wind in Your Sails' marketing campaigns, including the rediscover website to build an online placemaking platform for businesses to grow both in their bricks and mortar locations, but also drive traffic to online stores
- Milton market, Tangier Road and North End infrastructure improvement projects, EG working closely with Infrastructure teams, ward councillors and businesses to work up plans for infrastructure upgrades to improve public realm in those areas
- Licensing work around additional amenity areas for hospitality businesses to reopen and use space on the pavement for seating/additional covers
- Palmerston Road South intervention, working with businesses to close the road and use space for social distancing, walking/wheeling to the area and businesses to have seating outside - "Al Fresco" dining changed the whole feel of the street
- Castle Road Active Travel scheme working with businesses to add pass points, additional amenity space with plants provided by Waterfront Plants and planted by volunteers. Progressing this temporary road closure to formal TRO consultation via working closely with businesses and residents to safely restrict traffic in the road and upgrade public realm to make a pedestrian area to benefit businesses and residents and improve air quality.
- Guildhall Walk-temporary Road closure during pandemic to allow for social distancing space, progressing to TRO and formal consultation to restrict access to the road and make it pedestrian friendly, working with businesses and stakeholders e.g. Licensing on potential infrastructure upgrades to improve the public realm, ASB/safety perspective as high levels of night-time economy business activities in Guildhall Walk.
- Additional Christmas Go! Campaign, online directory linked to We-Create market traders, opportunity for businesses to add offers and gift voucher info on PCC website, one-hour free parking in Cosham, City Centre and Southsea PCC car parks in December to help drive customers to local businesses and support them
- The use of CIL (Community Infrastructure Levy) funding enabled a larger tree pit in Palmerston Road precinct, where a 30-foot Christmas tree was placed and is now lit.
- CIL has also been used to fund new Christmas lights motifs all the way down Fratton Road, London Road and Kingston Road these are now in place and lit.
- Portsmouth Market Strategy
The city centre weekly market has been moved through a significant investment in infrastructure to enable better layout and use of wider spaces for market stalls.

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Phase two of the market move (happening now and for the next 6 months at least) focuses on operational changes of the project (eg overview of layout, H&S assessments, review of trader licenses, move traders to new stores in Greetham Street etc and the relaunch & celebration event).

- Christmas markets & Ice Rink

- Following Covid, the Economic Growth team are evaluating the Christmas Market provider and are looking at changes that can be made to provide an investment that needs to uplift the look and feel of the market. Our investment in the weekly market and vision for the additional Christmas market needs to be absorbed and accepted by the newly formed high streets and market team, with new ways of working and fresh approach to markets in the city centre.
- As part of a celebration of lights, the start of Christmas in Portsmouth's main shopping areas officially launched in November as Love Island star Amy Hart hosts the Portsmouth Christmas Lights Switch On events. The Portsmouth Christmas Lights Switch On countdown began on Thursday 18 November with the Commercial Road Lights Switch On and the opening of the We Shine Art and Light Festival where the streets and buildings of Portsmouth transformed into a night-time gallery.
- The Portsmouth Christmas Market and the festive edition of the We Create Market will also open for late night shopping on 18, 19 and 20 November at the previous Sainsburys site in the north of the city centre and be showcasing local makers, designers, and artists.
- There will be more markets in Palmerston Road with the France at Home Market on 28 November and Love Southsea Market every weekend in December.
- In Southsea, the Lights Switch On took place on 25 November and in Cosham on 2 December.
- The ice rink in Guildhall Square, which includes a canopy for guaranteed skating whatever the weather, will be open from Saturday 27 November 2021 until Sunday 9 January 2022.

- The Hotwalls Studios

The Hotwalls Studios remained operational throughout the pandemic and all business continued to work from the site even when not open to the public. Many creatives developed their on-line offer / commissions as the commercial opportunities through passing footfall were limited for the majority of the year. Despite a period of transient trade and engagement opportunities over the past 18 months due to the forced closure or and limited access to the studio and site, the Hotwalls Studio supported the secondary economy in a number of ways:

- The surrounding business enjoyed in excess of 58,000 visitors from March 2020 to September 2021 that were attracted to the area
- There were 7 exhibitions held in the Round Tower

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- 23 individual artists had operated from the studios
- More than 60 businesses were supported through markets and events held throughout the year.
- The Canteen delivered an attractive catering addition to the Hotwalls Studios and was an important part of the visitor experience during the past 20 months. The business adapted to the changes in trading and social distancing rules throughout the pandemic offering a takeaway menu and also used food delivery services. The Canteen also took part in the national Help out to Eat Out scheme in August 2020 and throughout the lockdowns offer 10% discount to NHS keyworkers and donated food to food banks.

All creative businesses were supported individually through a successful application for the initial £10,000 business grant from the Covid-19 grants. This represented £298,000 of central Government funding supporting the Hotwalls creatives. Further top up payments were made to eligible business in January, March, and April of an additional £12,900 per studio ensuring that these creative businesses secured the financial resilience to continue working and surviving the economic effects of the Covid-19 pandemic.

An application for Emergency Funding from Arts Council England was successful in May 2020, and the £15,000 award was used to commission 21 Hotwalls Studios artists to create new artwork reflecting their personal experience of the pandemic. The pieces of work produced an emotive and thoughtful exhibition and were very well received in March 2021. Many of the pieces of work are now part of Portsmouth Museum Service Covid-19 collection, creating a legacy for the Hotwalls Studios artists and for the city.

In January 2021, a £160,000 joint bid was successful as part of the second round of the Cultural Recovery Fund, in partnership with the Museum Service and Portsmouth Music Hub. The Hotwalls Studios were granted £25,000 of this fund which was used to make improvements to our digital offer by contracting freelancers to update the website, develop an online gallery and develop a new social media strategy. These improvements increased the interaction with our audience and visitors through digital platforms. The funds were also used to purchase equipment to allow the studios to open safely with social distancing measures in place as well as minor maintenance works that arose through have a long period of closure.

- The Council's Enterprise Centres
The three centres have remained operational throughout the COVID period and continue to be popular with start-up companies and small businesses from the Portsmouth area. The team also trained and help staff the business support helpline along with their own duties to provide an advice service to all local businesses as well as the enterprise centre tenants; information on grants was

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available & sent onto the resident businesses and all were encouraged to claim any eligible grant that they were entitled to.

The enterprise centres have continued to update and invest in their service delivery infrastructure, which helped during the pandemic and is also greatly assisting during the recovery period, such as our in-house high speed business grade broadband service offered to tenants along with VOIP (voice over the internet protocol) phones.

Before the pandemic plans and funding was achieved for an upgrade of the reception & central area of Portsmouth Enterprise Centre. The project has been delayed due to the pandemic (other projects/priority work for PCC staff) but is now near completion. The new area will include booth style seating and workspaces for businesses similar to co-work areas. We continue to look to help & support all business types and sizes (both resident & external to the ECs) while maintaining an income stream for PCC. Staff members of PCC will be able to connect direct to the PCC network at Victory Business Centre and via the WIFI at both Victory Business Centre & Portsmouth Enterprise Centre to enable smarter working & work away from the civic offices and/or complete work after site visits to the area to reduce travel.

Only two businesses vacated as a direct result of Covid-19 and we have been able to continue to facilitate viewing and rent out units to new business tenants during the period, with new tenants at each centre. The centres continue to remain popular, and we have adapted size & type of unit that we offer to meet demand.

In total we will be supporting 132 businesses across the three centres from 1st November 2021 as well as offering the business hub/co-work areas.

- Portsmouth City Council Commercial Tenant Support Scheme
The Commercial Tenant Support Scheme has been implemented to assist all 530 of the council's commercial tenants. The application of the scheme is in sync with the Governments recently published Code of Practice for commercial property and is our way of recognising the devastating impact of the COVID pandemic and supporting our tenants in a way that works synergistically with the governments other grant, and loan based financial support schemes.
To-date we have supported 63 tenants with re-scheduling rental payments in value over £1,028,000 in rent.
- Portsmouth Creates
Establishment of a new independent body in November 2019 to drive the cultural offer of Portsmouth - Portsmouth Creates with short-, medium- and long-term actions. Portsmouth Creates has been successful in securing money from Arts Council England, University of Portsmouth and PCC. Fuller details of the organisation can be found on their website here:
<https://www.portsmouthcreates.co.uk/>
Portsmouth Creates successfully ran a pop-up socially distanced marketplace for local traders over 3 weekends at the end of 2020 at the empty former

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Debenhams store in Southsea. This provided a much-needed affordable retail space for local creatives to exhibit and sell their products during the challenging times of the pandemic, providing the following results:

- 14,815 people attended the markets.
- 184 local traders were given a route to market.
- The market had an economic impact of £1.4 million with local businesses, including Coffee Number 1, stating their busiest trading days in three years as a result of the market.

- The Portsmouth Convention Bureau

This was established in January'19, and originally comprised of 12 member organisations paying £600 to support website and development. Members commissioned Shaping Portsmouth to establish the website, to market the bureau and to take enquiries. The Guildhall Trust have the Chair and supported Shaping's marketing of the Bureau. In Feb'20 Shaping Portsmouth decided it didn't want to continue in this role, and members met to discuss the way forward. Due to the pandemic the bureau was put on hold however it was agreed that the website would be closed down and the Council offered to make provision within the Visit Portsmouth website: <https://www.visitportsmouth.co.uk/venues-in-portsmouth>

- Solent LEP (Local Enterprise Partnership) and H&IOW Local Resilience Forum Work

Planning and Economic Development are representing the Council on both the Solent COVID 19 Task Force led by Chief Exec of LEP, work on the Solent Economic Recovery Plan, and on the Hampshire and Isle of Wight Local Resilience Forum (LRF) Business and Economy Group. Summary of outcomes to date:

- Participation in the Solent LEP Freeport Task and Finish Group to ensure Portsmouth International Port and Portsmouth key employment sites are included in the Solent LEP led bid for a Solent Freeport. The bidding opened on the 16th of November we are working to ensure key sites are included in the bid which will be submitted on 5th of February 2021 by the LEP.
- Exchange of best practice as regards all Local Authority business grant funds and benchmarking of performance.
- New Loan scheme launched by the LEP to provide extra funds for businesses - worked with a local business to assist them to obtain critical loan funding
- LEP established similar Crowd Funding Scheme using the Portsmouth scheme as a model.
- MHCLG (Ministry of Housing, Communities & Local Government) call for shovel ready capital projects (start in 18 months or less) Portsmouth submitted 10 prioritised schemes and was successful in gaining funding for 2 of the

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schemes: The CEI (Centre for Enzyme Innovation) Industrial Hub at University of Portsmouth and the Solent wide Nutrients programme led by PCC.

- Working as part of Solent Regeneration and Economic Development Leads on Solent Economic Recovery Plan with LEP and Lichfield's which has now been approved and submitted to Government to obtain new Local Growth fund support it has a strong emphasis on key priorities for Portsmouth, the Marine and maritime sector and the creative and visitor economy.
- Participation in the Business and Economy Group of the LRF and have succeeded in getting one of the first comprehensive business survey revealing the impact of the COVID crisis across Hampshire and the IOW with the highest percentage of respondents in Portsmouth.
- Shaping Portsmouth's Future Together Initiatives
The wider economic development team has worked with Shaping Portsmouth to establish a new action group to co-ordinate and drive recovery in the city. It is very much about re-igniting the city economy. Objectives around 'Protection and Creation of employment'; 'Training, Retraining & Employability Skills provision'; 'Digital Enablement' for those most in need; 'Employee Mental wellbeing' provision; and 'Community based projects' in support of the hardest hit sectors e.g Care Homes. Outcomes include:
 - Portsmouth Chamber of Solutions set up by PCC, Hampshire Chamber and Shaping Portsmouth. To date 203 Businesses have attended 6 "Masterclasses" led by expert panellists. Masterclasses have included preparing for BREXIT, Kickstart and Employee Health & Wellbeing. The programme will now be transitioned from the Hampshire Chamber to Shaping Portsmouth for the 2021 programme and the list of events will be published in January 2021.
 - Shaping Cluster building project using funding from RHSS (Reopening high streets safety fund). Focus in the retail areas of Fratton, Southsea, North End, building upon existing trader groups and strengthen/widen connections. Encouraging traders/businesses to work together and action plan for the area. Palmerston Road Traders association being launch on December 9th December with 20 interested venues confirmed for the meeting.
 - GO Christmas campaign launched and a big push on this over the next three weeks. We are promoting those shops that have click and collect and we are also working with Fratton & Albert Rd Traders Association on the Dec 3rd reopening.
 - Free Contactless Menu App and Local My Stores App pilot these have been piloted with respectively 40 and 25 local businesses free of charge to help small independent hospitality businesses and small independent shops to compete with national chains.

Agenda Item 5



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Title of meeting: Cabinet

Subject: Support for people in financial hardship

Date of meeting: 30 November 2021

Report by: James Hill, Director of Housing, Neighbourhood and Building Services

Report Author: Mark Sage, Tackling Poverty Coordinator

Wards affected: All

1. Requested by Councillor Chris Attwell, Cabinet Member for Communities and Central Services.

2. Purpose

2.1. To outline support provided to people in financial hardship in Portsmouth following the provision of funds from the Department for Work and Pensions (DWP) under the Covid Winter Grant and Local Support Grant schemes.

2.2. To outline the initial plans to utilise the new Household Support Fund from DWP.

2.3. To note the contribution of teams across the council, and the collaboration with voluntary sector partners to tackle poverty in the city.

3. Information Requested

3.1. In November 2021, the DWP notified Portsmouth City Council of a maximum of £765,635.46 funding under the Covid Winter Grant Scheme (CWGS), to support households struggling with the cost of food, energy and other essentials.

3.2. In March 2022, CWGS was extended to 16 April, with an additional £266,171 funding.

3.3. On 14 April, DWP notified local authorities that they would be funding a new scheme, the COVID Local Support Grant (CLSG), which would run from 17 April to 20 June, with maximum funding available to the council of £180,150.

3.4. On 21 June, DWP notified local authorities that they would be funding an extension of CLSG, which would run from 21 June to 30 September, with maximum funding

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available to the council of £720,598, and that this would be the final allocation of funding from DWP.

- 3.5. The total maximum funding available under these schemes was £1,932,554.46. The council used its full allocation of funding to support households in financial hardship between December 2020 and September 2021.
- 3.6. Subsequently, on 6 October DWP notified local authorities that there would be a new scheme, the Household Support Fund, which would provide similar support to households in financial hardship until 31 March 2022, with a maximum available to Portsmouth of £1,888,214.70. This is a ring-fenced grant that is paid to local authorities on submission of monitoring returns recording eligible spend, and the budget holder is the Deputy Director for Education.
- 3.7. Following the £20 per week reduction in Universal Credit entitlements from October 2021, around 17,000 households in Portsmouth will lose £86.67 a month, a total reduction of income of around £1.47 million each month, and the Household Support Fund does not fully address that loss of income.
- 3.8. The reduction in Universal Credit entitlements will be partly mitigated for working households by the increase in Universal Credit work allowances, and the reduction of the taper rate, which will take effect from December 2021, but as yet there have been no changes to support those who are unable to work, or who are receiving other means-tested income benefits.

4. Support for people in financial hardship

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4.1. The CWGS and CLSG funds were distributed as follows:

Provision	Total spend
School holiday supermarket vouchers for children eligible for free school meals	£1,325,933
School holiday funding for college students from low income households	£37,455
Vouchers for children in early years childcare from low income households	£172,065
Discretionary grants	£254,108
<i>Comprised of</i>	<i>White goods</i>
	£122,811
	<i>Food</i>
	£44,460
	<i>Carpets</i>
	£33,791
	<i>Clothing</i>
	£29,455
	<i>Other household essentials</i>
	£23,591
Gas and electricity meter top-up vouchers	£40,278
Funding for foodbanks and community meals	£15,610
Food and other essentials for vulnerable families	£21,698
Food vouchers for people in emergency accommodation	£1,230
Children's social care support for families to buy food	£7,532
Administration costs	£56,645
Total	£1,932,554

4.2. 93% (1,789,257.89) of the funding available was provided to households with dependent children. 88% (£1,698,418.38) was spent on food or energy costs, with

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9% (£164,339.53) spent on other essential items, and 3% (£56,645.63) spent on administration costs.

4.3. To deliver this support, the council developed schemes in partnership with a range of agencies in the city, including HIVE Portsmouth, schools, colleges, early years childcare providers, housing associations, foodbanks, community meal providers, and other voluntary and community sector organisations working with people in financial hardship.

5. Universal and targeted support

5.1. 79% of the spend listed in the table at 3.1 was universal support (£1,535,453), provided to every household meeting certain criteria (eligibility for benefits related free school meals, early years pupil premium or 2 year old childcare funding).

5.2. 21% (£397,101) was targeted support, based on an assessment of the household's specific needs.

5.3. This reflects the much higher costs associated with providing universal support. Universal provision ensures that no one is left out, and that people do not need to make an application or be assessed to receive help. Targeted provision can use limited funds to have a bigger impact on the specific needs of a smaller number of households, at the point of greatest hardship or most urgent need.

6. Discretionary grants

6.1. Sixteen partner agencies (PCC teams and external) completed assessments for discretionary grants and referred to HIVE Portsmouth for fulfilment.

6.2. In total, 575 households received a discretionary grant (471 in the first grant period January to March, 104 in the second period May to June).

6.3. Almost half (48%) of the total spend was on white goods, with the greatest demand being for cookers and fridge freezers, followed by washing machines and washer-dryers / tumble dryers. All of these items can have a long term impact to reduce household bills and improve quality of life.

6.4. Of the 104 discretionary grant recipients during May and June, just over half lived in three wards in the city; 23% in Charles Dickens ward, 15% in St Thomas, and 14% in Paulsgrove.

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7. Gas and electricity meter top up vouchers

- 7.1. The council has delivered schemes for several years to provide top up vouchers for residents with pre-payment meters who are in fuel poverty during the winter months. However, this has depended on finding new funding each year.
- 7.2. Previous years have been funded through DWP Local Welfare Assistance funds, Public Health grant, Housing Revenue Account funding for city council tenants, and income from Switch On Portsmouth.
- 7.3. In 2020, PCC's Switched On Portsmouth partner agency The Environment Centre (tEC) was able to secure around £20,000 Ofgem Redress Scheme funding for emergency pre-payment meter vouchers for households in financial hardship during the pandemic. CWGS funding enabled this offer to be increased and extended.
- 7.4. In total, between April 2020 and April 2021, tEC provided vouchers totalling almost £58,000, to 733 households.
- 7.5. Recent sharp increases in gas prices, and the related failure of a number of small energy suppliers, mean that the cost of energy will increase pressure on household budgets this winter.

8. Household Support Fund

- 8.1. PCC can receive a maximum of £1,888,214.70 from the DWP's Household Support Fund, to assist households in financial hardship until 31 March 2022.
- 8.2. A range of schemes will be delivered, based on the learning from previous schemes outlined above. 83% of the available funds have been allocated to the schemes listed below, with the remainder being available to respond flexibly to emerging needs and demands over the winter.
- 8.3. Initial funding allocations:

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	Scheme	Description	Estimated cost
1	School holiday vouchers for early years, schools and colleges	£15 per week for each eligible child for October half term, Christmas and February half term	£553,200
2	School holiday vouchers for early years, schools and colleges	£15 per week for each eligible child for Easter 2022	£276,600
3	Discretionary grants scheme	Referral scheme, fulfilment provided by HIVE	£600,000 (including admin costs)
4	Energy voucher scheme	Referral scheme, fulfilment provided by The Environment Centre	£70,000 (including admin costs)
5	Grants for foodbanks and community meals	Funding to support increased demand for food aid	£40,000
6	Food and other essentials for families in need	Provided by PCC's Play and Youth services	£15,000
7	Transport costs for children of low income families	To support eligible parents with the cost of transport for young people	£9,570
8	PCC administration costs	Children and Families Finance team and Tackling Poverty Coordinator	£10,000
	Total		£1,574,370
	Unallocated funds	To allow for the development of additional schemes, or add funding to existing schemes if demand is higher than currently anticipated	£313,844

8.4. Council teams have already received some enquiries from residents requesting a Household Support Fund payment. A money advice queries pathway has been developed for City Helpdesk and others, to direct people to the most appropriate sources of information and support. This will help to ensure that the grant schemes listed above are just one aspect of holistic support for people in financial hardship.

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9. Additional advice and support

- 9.1. The Household Support Fund is a very significant grant, but cannot cover the full cost of the reduction in Universal Credit entitlements and the increase in energy and other household costs this winter.
- 9.2. Some of the support provided under these schemes, such as supermarket vouchers and home energy top-up vouchers, will only provide temporary relief to a family in need. It is therefore essential that the opportunity is also used to understand the specific causes of financial hardship for a family, and provide help to address these.
- 9.3. Alongside the practical assistance provided using DWP funding, the council and its partners continue to provide advice and support to maximise residents' income, focussed on three key outcomes:
 - 9.3.1. Ensuring people receive all the income they are entitled to;
 - 9.3.2. Reducing household expenditure;
 - 9.3.3. Finding solutions to unmanageable debt.
- 9.4. Specialist advice is provided through the council-funded service delivered by Advice Portsmouth, housing money advisers, and the Switched On Portsmouth offer (delivered in partnership with The Environment Centre and Agility Eco), as well as other partner agencies including Citizens Advice Portsmouth and housing association tenancy support teams.
- 9.5. General advice and signposting are provided by all of the partner agencies who have been involved in providing financial support. The council ensures that agencies have access to up to date information on the Money Advice pages on our website, which can be used in conjunction with the HIVE Directory to identify the financial issues the household would like to address, and which local agencies can offer assistance.

10. Conclusion

- 10.1. Portsmouth City Council has ensured that all funds available from the DWP have been used to support people in financial hardship in Portsmouth, and will continue to do so with any future funding streams that are available.
- 10.2. Schemes have included both universal support, where a large number of households receive a standard amount of assistance, and targeted support, where a small number of households in the greatest need, receive larger grants.

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10.3. Reductions in income for many households, along with increases in the cost of energy and other essential household expenditure, will increase the pressure on household budgets over the coming months. This can be mitigated by the assistance the council provides to ensure people receive all the income they are entitled to, reduce household expenditure, and find solutions to unmanageable debt.

10.4. Identifying households in need and providing appropriate forms of support to meet immediate needs and address underlying issues depends on working in partnership with a wide range of agencies and stakeholders, and the council will continue to strengthen and develop these partnerships to make best use of the available resources and ensure that people have access to local welfare support.

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

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
Covid Winter Grant Scheme: guidance for local authorities	https://www.gov.uk/government/publications/covid-winter-grant-scheme
Covid local support grant: guidance for local authorities	https://www.gov.uk/government/publications/covid-local-support-grant-guidance-for-local-councils
Household Support Fund: guidance for local authorities	https://www.gov.uk/government/publications/household-support-fund-guidance-for-local-councils/household-support-fund-final-guidance-for-county-councils-and-unitary-authorities-in-england

Agenda Item 6



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet
Date of meeting:	30 November 2021
Subject:	Plan for the next Homelessness and Rough Sleeping Strategy
Report by:	James Hill - Director of Housing, Neighbourhood and Building Services
Report Author:	Paul Fielding - Assistant Director - Housing Nicola Clannachan - Interim Head of Housing Needs, Advice & Support
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

1.1. To outline the process for creating a new single Homelessness and Rough Sleeping Strategy for the city.

2. Recommendations

2.1. Approve the plan for the creation of the new Homelessness and Rough Sleeping Strategy 2023-2028, as outlined in section 5.2 of this report.

2.2. Approve the option to update the operational elements of The Street Homelessness & Rough Sleeping Partnership Strategy by the end of the 2021/22 financial year, as outlined in section 6 of this report.

3. Background

3.1. There is a duty on all local authorities to provide advice services to all homeless people, and those at risk of homelessness. Part VII of the Housing Act 1996 defines homelessness as a person who has no accommodation available for his occupation which they are entitled to occupy, have an expressed or implied licence to occupy, or can occupy by any enactment or rule of law. A person is also homeless if they have accommodation but cannot secure entry to it.

3.2. The Homelessness Act 2002 places a duty on English local housing authorities to formulate a **homelessness strategy** at least every five years. A review of

homelessness in a local housing authority area must take place prior to a homelessness strategy being formulated and published.

3.3. The current Homelessness Strategy 2018-2023 for the city was an update on the previous strategy, and subsequently approved on 21 October 2019. This ensured that the City Council meets its statutory obligations in this regard until the end of 2023.

3.4. Rough Sleeping is a significant issue within the homelessness agenda. As part of a wider array of efforts to prevent rough sleeping the Department for Levelling Up, Housing and Communities (DLUHC) (formerly the Ministry of Housing, Communities and Local Government (MHCLG)) has pledged to increase scrutiny of local housing authorities. A Rough Sleeping Strategy, plus an associated delivery plan, was published by Government in 2018. The strategy sets out an ambition to end rough sleeping by 2027, which has subsequently been updated to the end of this Parliament, which is considered to be 2024.

3.5. The City Council responded to this by approving the Street Homelessness & Rough Sleeping Partnership Strategy 2018-2020 on 11 September 2018. This is overseen by monthly meetings of the multi-agency and cross-party Portsmouth City Rough Sleeping and Homelessness Partnership Group ('The Partnership Group')

3.6. Section 71 of the government's Rough Sleeping Strategy commits it to supporting local housing authorities to:

3.6.1. update local homelessness strategies and rename existing local homelessness strategies to 'homelessness and rough sleeping strategies'

3.6.2. ensure all strategies are available online and submit all strategies to MHCLG (now DHLUC)

3.6.3. account for the steps taken to deliver local strategies and re-publish annually the strategy action plan

3.7. There is now a requirement for both issues to be considered together and therefore the creation of a combined Homelessness and Rough Sleeping strategy is needed before the end of the current Homelessness Strategy period.

4. Purpose of a Homelessness and Rough Sleeping strategy

4.1. A **Homelessness and Rough Sleeping Strategy** should be a single plan for all local agencies to concentrate their activities for tackling homelessness. As such, local housing authorities should be assisted by social services authorities and have the co-operation of private registered providers of social housing, to fulfil homelessness strategy duties. Other agencies should also make contributions.

4.2. In advance of creating the strategy, the guidance requires that there must first be a comprehensive review of homelessness within the city to evaluate the current picture

of service provision. Following this review, it will be possible to identify gaps in service or outcomes which the city wishes to do differently. From this the **Homelessness and Rough Sleeping Strategy** can be formulated and must concentrate on the following areas:

- 4.2.1. levels of homelessness
- 4.2.2. preventing homelessness
- 4.2.3. securing accommodation
- 4.2.4. providing support
- 4.2.5. resources.

4.3. The City Council must consider the statutory guidance on homelessness strategies. The objectives of a local housing allocations scheme and tenancy strategy should also be cross referenced when formulating a **Homelessness and Rough Sleeping Strategy**.

5. Plan to create the new Homelessness and Rough Sleeping Strategy for Portsmouth

5.1. The creation of the new **Homelessness and Rough Sleeping Strategy** needs to be meaningful and provide real opportunities for those who are homeless and/or rough sleeping. To do this it must achieve the following:

- 5.1.1. Outline the long-term aspiration of the city towards homelessness and rough sleeping
- 5.1.2. Understand the background, issues and data (both local and national)
- 5.1.3. Reflect and direct the joined-up nature of services across the public, private and voluntary sectors

5.2. It is therefore proposed that the following plan is endorsed to create the new strategy.

- 5.2.1. Step 1 - Officers from Housing Needs, Advice & Support (HNAS) will outline the scope of the review into homelessness services.
- 5.2.2. Step 2 - Undertake an analysis of current data and system flow and identify the key agencies to be involved in the review.
- 5.2.3. Step 3 - Identify what information is missing and why it needs to be added into the review, then gather it. This may include research information; reviews of how other areas respond to these issues and/or surveys of relevant stakeholders (including service users). It is anticipated that this work will be complete by May 2022.
- 5.2.4. Step 4 - Combine any new information gathered into a completed review document. It is proposed that this is reviewed by both The Partnership Group

and The Health & Wellbeing Board to identify key themes for strategic consideration.

5.2.5. Step 5 - Officers will draft a **Homelessness and Rough Sleeping Strategy** which addresses the issues found within the review, and present it for approval to the Housing & Preventing Homelessness Portfolio.

5.2.6. Step 6 - Once approved, the draft strategy will then be subject to formal consultation, which would need to take place outside of a purdah period.

5.2.7. Step 8 - Once feedback has been received from the consultation any amendments to the strategy can be made.

5.2.8. Step 9 - The final proposed strategy will be brought to the Housing & Preventing Homelessness Portfolio for approval.

5.3. The Partnership Group were made aware of this plan at their November meeting, and will be consulted upon this work on a regular basis to act as a critical friend, and to ensure that multi-agency and cross-party engagement is achieved.

5.4. The timetable for production of this plan will be influenced by a number of issues. This includes resources and current workload, purdah periods and partnership working with internal and external groups. The current homelessness strategy is currently in place until the end of 2023, and, with the issues outlined, it is anticipated that a new draft strategy will be brought for approval during 2022, with a final strategy being approved before the current strategy expires.

6. Interim Street Homelessness & Rough Sleeping Partnership Strategy

6.1. Whilst the current Homelessness Strategy runs until the end of 2023, the Street Homelessness & Rough Sleeping Partnership Strategy had an end date of 2020. In addition, services available for rough sleepers is very different and more wide-ranging since the Partnership Strategy was approved in 2018. Therefore, it is proposed that an interim update of this document is published. This will outline the current services and provide transparency on the current work until the work to review and update the **Homelessness and Rough Sleeping Strategy** is complete

6.2. It is therefore proposed that an updated Street Homelessness & Rough Sleeping Partnership Strategy is brought back to councillors before the end of the 2021/22 municipal year. This would not fundamentally change the strategy but will update the operational details of the services offered.

6.3. This would be in the form of an information-only report and not be subject to formal consultation. However, The Partnership group would be involved in the creation of this document

6.4. There are two alternatives to this approach that are not recommended but may be considered for decision.

6.4.1. Not to undertake an operational update of the Street Homelessness & Rough Sleeping Partnership Strategy. This is not recommended as it would leave the current strategy as live but being obsolete, and not recognise the significant changes in the service since the start of 2020.

6.4.2. Create a new Street Homelessness & Rough Sleeping Partnership Strategy as a standalone document by the end of 2021/22. This is not recommended as the resources and time needed to complete this would risk the completion of the wider strategy and would not achieve the aim of Section 71 of the government's Rough Sleeping strategy to create a single strategic approach to these issues.

7. Reasons for Recommendations

7.1. A **Homelessness and Rough Sleeping Strategy** is a statutory requirement, and a new strategy is required by the end of 2023. In line with the guidance, and for to give the best outcomes for the city, this should be created following a review of homelessness services in the city.

7.2. The planned full review and strategy, including relevant research and consultation, is likely to take 12-18 months to complete. This timescale takes account of current resources, workloads and the municipal cycle.

7.3. The current Street Homelessness & Rough Sleeping Partnership Strategy is operationally out of date and can be updated to ensure that the current rough sleeping pathway is included. As it is non-statutory as a stand-alone document, and strategic changes are planned to be included in the wider review, it is proposed consultation is not required, but that councillors are updated through an information-only report.

8. Integrated Impact Assessment

8.1. An integrated impact assessment has been completed and is attached at Appendix 1.

9. Legal Implications

9.1. Local Housing Authorities have a number of statutory duties in respect of homelessness within the Housing Act 1996 (as amended). The Homelessness Reduction Act 2017 included strengthened duties for councils to provide advisory services and introduced new duties to assess all applicants and take reasonable steps to prevent and relieve homelessness.

- 9.2. Under the Homelessness Act 2002, LHAs have strategic responsibility for tackling and preventing homelessness. The Homelessness Act 2002 requires all LHAs in England to publish a homelessness strategy every five years.
- 9.3. As set out above, the national Rough Sleeping Strategy (2018) and its accompanying delivery plan introduced the requirement for councils to have a Homelessness and Rough Sleeping Strategy.
- 9.4. The recommendations set out in this report will ensure these duties and requirements are met by the City Council.
- 9.5. It is within the Cabinet Member's authority to approve the recommendations sought.

10. Director of Finance's comments

- 10.1. The costs associated with drafting these strategies will be met from Cash Limited resources.
- 10.2. As the report suggest the Interim Street Homelessness & Rough Sleeping Partnership Strategy may highlight the need to update operations, these will be financially appraised once those changes become known, and an appropriate funding source identified if required.

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Signed by: James Hill - Director for Housing, Neighbourhood and Building Services

Appendices:

Appendix 1: 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
Current Homelessness Strategy	Portsmouth City Council Homelessness Strategy
Current Street Homelessness and Rough Sleeping Partnership Strategy 2018-2020	Street-Homelessness-and-Rough-Sleeping-Partnership-Strategy-2018-2020.pdf (portsmouth.gov.uk)
Report on the Street Homelessness & Rough Sleepers Partnership Strategy (Cabinet Member for Housing Decision meeting 11 September 2018)	Street Homelessness and Rough Sleeping Strategy report.pdf (portsmouth.gov.uk)
Report on the homelessness strategy	Homelessness strategy report.pdf (portsmouth.gov.uk)



(Cabinet Member for Housing Decision meeting 21 October 2019)	
The Rough Sleeping Strategy (MHCLG Strategy) - August 2018	The rough sleeping strategy - GOV.UK (www.gov.uk)

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

.....
Signed by:

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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:

Housing, Neighbourhoods & Building Services

Service, function:

Housing Needs, Advice & Support

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

Homelessness & Rough Sleeping Strategy

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

- Existing
- New / proposed
- Changed

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

There is a duty on all local authorities to provide an advice service to all homeless people and those at risk of homelessness. Part VII of the Housing Act 1996 defines homelessness as a person who has no accommodation available for his occupation which he is entitled to occupy, have an expressed or

implied licence to occupy, or can occupy by any enactment or rule of law. A person is also homeless if they have accommodation but cannot secure entry to it.

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?

No consultation to date as this report sets out the process for the creation of the new policy, and does not, in itself, change any services, policies or strategies

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?

This report sets out the process for the creation of the new policy, and does not, in itself, change any services, policies or strategies. An updated homelessness and rough sleeping strategy will help to tackle homelessness, in all its forms. This includes the direction of the rough sleeping pathway in the city, which aims to reduce street homelessness. There are known links between rough sleeping and street ASB and substance misuse.

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

This report sets out the process for the creation of the new policy, and does not, in itself, change any services, policies or strategies.

The final strategy will have an action plan and measures of its success built in.

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?

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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?

This report sets out the process for the creation of the new policy, and does not, in itself, change any services, policies or strategies. An updated homelessness and rough sleeping strategy will help to tackle homelessness, in all its forms. This includes the direction of the rough sleeping pathway in the city, which aims to reduce street homelessness. There are known links between rough sleeping and homelessness and poor physical and mental health. A successful strategy will set the direction for more people to lead healthier lifestyles.

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

This report sets out the process for the creation of the new policy, and does not, in itself, change any services, policies or strategies.

The final strategy will have an action plan and measures of its success built in.

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty -Will it consider income deprivation and reduce poverty?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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?		
This report sets out the process for the creation of the new policy, and does not, in itself, change any services, policies or strategies. The new strategy is likely to clearly identify the link between homelessness and poverty and low income, and will set out an action plan to support those who are homeless and in poverty.		
How are you going to measure/check the impact of your proposal? This report sets out the process for the creation of the new policy, and does not, in itself, change any services, policies or strategies. The final strategy will have an action plan and measures of its success built in.		
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?

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

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?

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

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?

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

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?

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

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?

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

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?

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

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?

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

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?

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

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?

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

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?

This report sets out the process for the creation of the new policy, and does not, in itself, change any services, policies or strategies. The strategy will look to address the long term employment issues for those who are homeless or rough sleeping.

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

This report sets out the process for the creation of the new policy, and does not, in itself, change any services, policies or strategies. The final strategy will have an action plan and measures of its success built in.

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?

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

Q8 - Who was involved in the Integrated impact assessment?

Paul Fielding and Nicola Clannachan

This IIA has been approved by:

Contact number:

Date:

Agenda Item 7



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:	(SEHRT) Improvements to Rudmore, Portsbridge and Spur Road Roundabouts
Date of meeting:	Tuesday 30 th November 2021
Report by:	Fernando Lopes - Principal Engineer
Wards affected:	Hilsea, Cosham and Nelson

1. Requested by Cllr Gerald Vernon-Jackson

2. Purpose

To provide an update of the consultation results and next steps moving forward for Rudmore, Portsbridge and Spur Road Roundabout projects (SEHRT).

3. Information Requested

Rudmore Roundabout, Stamshaw

- Background

Rudmore Roundabout was identified as a key junction where proposed rapid transit routes converge with traffic from the strategic network before heading toward Portsmouth city centre.

- The Proposal

The scheme aims to help reduce overall bus journey times and maximise capacity at the roundabout.

Provision of two-lane exit heading M275 Northbound On-Slip.

Re-purposing of existing non-physical auxiliary lane, exiting Portsmouth International Port (Wharf Road), to a single lane On-Slip with exit taper leading directly on to M275 Northbound On-Slip; local widening in to existing nearside soft verge required to facilitate retention of existing free-flow left-turn movements exiting Wharf Road.

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)

Existing 50mph gateway to be re-located, 250.0m further north on M275 Northbound On-Slip, to existing Whale Island Way Signalised Junction. Existing roundabout 30mph speed limit to be extended to facilitate greater safety as HGVs merge with 2-lane traffic exiting Rudmore Roundabout.

Provision of a 3.25m wide 'Bus Priority Lane 30.0m Entry Taper' to allow direct access exiting roundabout to Southbound 'Bus Priority Lane' on Mile End Road A3. Local widening in to existing nearside soft verge.

The benefits are:

Improve junction efficiency for all vehicle traffic.

Improved bus journeys - faster and more reliable journey times.

- The consultation

Portsmouth City Council recently engaged with local businesses, ward members and people who travel through Rudmore Roundabout in Stamshaw, to understand how we can prioritise improvements. The focus was on ways to improve bus journey times and make bus services more reliable.

- Results of consultation

Existing traffic lights are a good improvement from a few years ago.

Signs should be larger as markings are not adequate.

Cycle routes around the roundabout are not great.

Sight lines to traffic lights are sometimes blocked by HGVs.

Cluttered street furniture on the east side of Stamshaw Road.

Additional loops on approaches to the roundabout may be needed.

- Changes made as an effect of consultation

Sight lines on traffic lights to be reviewed.

Remove street furniture on pavement at the east side of Stamshaw Road.

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

Signs on the approaches to the roundabout to be reviewed.

Improve cycle facilities.

- Conclusion

Following this consultation results, we are informing Cabinet that the project team will proceed with final design and modelling and necessary TRO's and will return to Cabinet with permission to start build stage and to approve TRO's.

Portsbridge Roundabout, Hilsea

- Background

Portsbridge Roundabout is on one of three major routes that join Portsea Island to the mainland. It also provides direct access to the strategic road network (A27 - eastbound access, westbound egress). Just south of the roundabout, the A2047 London Road, joins the A3 forming; this link is heavily used by residents and businesses located in the northern and central areas of Portsea Island.

Portsbridge Roundabout provides an important interface between the strategic road network (SRN) and the local strategic network connecting Portsmouth with the wider area. Currently, the slip road from the westbound A27 onto Portsbridge Roundabout often queues back onto the main carriageway at peak times, particularly in the AM peak. This disrupts the flow of traffic on the SRN with standing traffic on the carriageway presenting a safety risk.

The junction is also the main route for many bus services between Portsmouth city centre and the SE Hants area. Some on road bus priority is existing however is often in conflict with other traffic.

- The Proposals

Improve existing bus priority on North & South approaches to roundabout: Provision of Signalised 'Bus Gates' on Portsmouth Road (A397 SB) entry.

Improve connectivity across Northern Road: Provision of 3-stage Signalised 'Staggered' Pedestrian Controlled Crossing Points.

Improve safety of vehicles travelling around the roundabout, particularly at the junction with Western Road where an accident cluster exists: Upgrading existing non-physical segregated auxiliary lanes with provision of physical segregated auxiliary lanes; localised carriageway widening to mitigate possible delays caused by

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stationary vehicles - A27 Western Road SB to A397 Northern Road NB; M27 WB Off-Slip to A3 London Road SB.

Improve walking and cycling route around west side of Roundabout.

The benefits are:

Improved bus journeys - faster and more reliable journey times.

Improved safety record at both junctions.

Improved connectivity for walking and cycling.

Reduced queues and journey times for general traffic.

- The consultation

Portsmouth City Council recently engaged with local businesses, ward members and people who travel through Portsbridge Roundabout in Hilsea, to understand how we can prioritise improvements. The focus was on ways to improve bus journey times and make bus services more reliable

- Results of consultation

The Toucan crossing at south end of Northern Road isn't needed.

The cycle lane on the northwest side of roundabout should be improved.

Barriers are needed to stop people crossing at places other than toucan crossing.

The proposed new cycle lane should be as wide as possible.

- Changes made as an effect of consultation

Re-locate the toucan crossing approximately 50m south of the existing location on A397 Northern Road.

Upgrade the existing uncontrolled crossing point on Portsmouth Road (opposite McDonald's Cosham) to a toucan crossing. This will allow pedestrians and cyclists to cross at the point that is most convenient to them.

Change the layout of the intersection between Portsmouth Road and Northern Road to enable improved traffic flows and shorter queues.

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

- Conclusion

Following this consultation results, we are informing Cabinet that the project team will proceed with final design and modelling and necessary TRO's and will return to Cabinet with permission to start build stage and to approve TRO's.

Spur Road Roundabout, Cosham

- Background

Spur Road Roundabout was identified as a key junction where two potential rapid transit routes meet and converge before heading toward Portsea Island.

Modelling showed that the earlier design to replace the roundabout with a signalised 4-arm junction would not be sufficient to handle the high traffic flows and therefore the roundabout should be retained with revised spiral markings and lane destination signage/markings to suit.

- The Proposals

The scheme aims to maximise on-road bus priority but also improve existing walking and cycling routes, predominantly on Southampton Road. The main bus routes all converge at Northern Road (south) with the rapid transit routes likely approaching from the North and West.

The benefits are:

Improved bus journeys - faster and more reliable journey times

Provide a safer defined route for walking and cycling between Cosham centre and QA Hospital.

- The consultation

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Portsmouth City Council recently engaged with local businesses, ward members and people who travel through Spur Road Roundabout in Cosham, to understand how we can prioritise improvements. The focus was on ways to improve bus journey times and make bus services more reliable

- Results of consultation

The new toucan crossing should be moved north slightly by QA, as people are already crossing here.

Signs on the approach to the roundabout should be clearer.

The zebra crossing on Spur Road should become a Tiger/Toucan crossing.

Cyclists have safety issues both southbound and northbound.

Remove southbound bus lane on A397 Northern Road.

- Changes made as an effect of consultation

Proposals to upgrade the existing zebra crossing to a toucan crossing (A3 Northern Road).

Continue with scheme proposals to upgrade existing outdated road signing and road markings.

Retain the existing zebra crossing on Spur Road. Current modelling based on existing and assumed traffic flows suggests a toucan crossing would be detrimental.

Remove the existing footway on the north-east corner of Spur Road Roundabout in favour of a segregated cycleway/footway in current proposals. The enhanced visibility of pedestrians/cyclists is a deciding factor.

Remove proposals for a southbound bus lane on A397 Northern Road. This link won't bring any additional benefits to buses.

- Conclusion

Following this consultation results, we are informing Cabinet that the project team will proceed with final design and modelling and necessary TRO's and will return to Cabinet with permission to start build stage and to approve TRO's.

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)

.....
Signed by (Director)

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
Portsbridge Roundabout Consultation Survey	https://yourcityyoursay.portsmouth.gov.uk/south-east-hampshire-rapid-transit-sehrt-phase-one-portsbridge-roundabout-consultation-2021/
Rudmore Roundabout Consultation Survey	https://yourcityyoursay.portsmouth.gov.uk/south-east-hampshire-rapid-transit-sehrt-phase-one-rudmore-roundabout-consultation-2021/
Spur Road Roundabout Consultation Survey	https://yourcityyoursay.portsmouth.gov.uk/south-east-hampshire-rapid-transit-sehrt-phase-one-spur-road-consultation-2021/

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Agenda Item 8



Title of meeting: Cabinet meeting

Date of meeting: 30 November 2021

Subject: Safer Routes To School 2021-22

Report by: Tristan Samuels - Head of Regeneration

Wards affected: Baffins, Copnor, Fratton, multiple

Key decision: No

Full Council decision: No

1. Purpose of report

To consider the locations suggested for safer routes to school measures as part of the Safer Improvements LTP 2021/22 programme.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 **Approves the spend from the Local Transport Plan 3 - Safer Routes to School budget to be spent at the following locations:**
- **Burrfields Road (£30,000)**
 - **New Road (£60,000)**
 - **Multiple locations - visibility and awareness treatments (£60,000)**

3. Background

- 3.1 Safety for children and parents on the journey to school is currently supported by several behaviour change initiatives, including school streets, where motor vehicle access is limited close to school entrances, and the Pompey Monster Walk to school challenge which teaches children about road safety and encourages them to walk and cycle to school.

Creating a safe transport network around school sites in the city will support those who choose to travel actively to school, contributing to a key strategic objective of LTP4. The work that this budget seeks to fund will identify and remedy safety issues on the road network around schools, as per the statutory obligations laid under Section 39 of the Road Traffic Act 1988 related to road safety, including

taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians.

3.2 The Portsmouth City Council Safer Routes to School programme has the following objectives:

- To promote safer, more environmentally sustainable and healthier ways of getting to and from school, with particular emphasis on walking and cycling through engineered changes to the main walking and cycling routes to schools.
- To reduce the risk of casualties from accidents occurring on routes to schools
- To support and contribute to the objectives outline in LTP4

4. Site Selection

Burfields Road (ALNS)

4.1 Burrfields Road is a 30mph road located within a commercial and industrial area, linking residential areas to the west with Admiral Lord Nelson School. The route has a shared use path on the southern side and an advisory cycle path on the northern side.



4.2 There is a pattern of behaviour within the accidents along the section pictured above which indicates drivers moving between the carriageway and side roads or access roads fail to look before initiating their turning movement and

subsequently cut across cyclists using the shared use path. This pattern is particularly prevalent at the junctions with Claybank Road and Kiln Road.

The location intersects with proposed LCWIP cycle route 301, which takes cyclists across Burrfields Road and south down Money field Avenue. This will create a safe route for cyclists heading south; this budget seeks to improve safety for cyclists heading to and from the school (and surrounding commercial area) from the west.

- 4.3 Proposed measures could include high friction surfacing along across junction mouths to heighten awareness of pedestrians and cyclists using the space, and additional signage at vehicle crossover points. Give way markings at junctions could be set back, to give cyclists and pedestrians using the facility priority over emerging vehicles.

New Road (Newbridge Junior School)

- 4.4 New Road is a 30mph mixed use road linking Copnor Road in the East with Kingston Road in the west. The road is a bus route, with residential and commercial properties and some on street parking.



- 4.5 There is a pattern of accidents involving cyclists on the eastern section of the road, particularly around the junction with New Road East where the carriageway is very wide. A speed survey undertaken in September 2021 indicated a 85th percentile speed of 31mph - significantly higher than the speed limit, indicating that some form of traffic calming

- 4.6 Potential solutions could include tightened geometry at the junction of New Road and New Road East, via an island treatment similar to the southern end of Haselmere Road (see below). This would improve pedestrian access across the northern side of the road and reduce speeds at the junction. Additional traffic calming on the approach to the zebra crossing at Newbridge Junior School's entrance gates will also be considered.



Multiple locations - visibility and awareness treatments

- 4.7 Sites to be considered for inclusion (subject to further investigation, not in order of priority):
- Penhale Road (Penhale Infant School, Mary Rose Academy/The Lantern).
 - Orchard Road (Priory School)
 - Tangier Road (Portsmouth College)
 - Kent Road (Portsmouth High School)
 - Raglan Street (Ark Ayrton Primary Academy)
 - Portchester Road / Wymering Road (New Horizons Primary School)
 - Upper Arundel Street (St Edmunds Catholic School)

5. Integrated impact assessment

- 5.1 A full Integrated Impact Assessment accompanies this report.

6. Legal implications

6.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the following objectives:

- (a)securing the expeditious movement of traffic on the authority’s road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

6.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

7. Director of Finance's comments

7.1 The cost of these schemes is £150,000 and will be funded from the 2021/22 Local Transport Plan (LTP) allocation in the approved capital programme.

7.2 The cost will cover the design, construction works and a commuted sum associated with the scheme.

.....
Signed by:

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

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

.....
Signed by:



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:

Safer Travel

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

Portsmouth City Council Safer Routes To School/Safer Improvements LTP 21/22

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 make routes to school safer for pupils, by installing infrastructure to make active travel safer, increase confidence in active travel, for example installing VAS signage to reduce speed along the route, zebra crossings, pedestrian refuge islands

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?

No consultation has yet been undertaken - consultation will be undertaken as part of any formal TRO process required to facilitate the proposed changes

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?

The safer routes infrastructure implemented at key routes to school will reduce the likelihood of motorists driving at speeds in excess of the legal limit, and reduce the potential for traffic collisions along the route.

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

Accident data and feedback from school/pupils/parents, can be monitored post scheme implementation.

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?

There are no negative impacts that will result from increasing routes to schools' safety, safer places to cross for vulnerable pedestrians and reduced speeds driven along the route. Increased route safety can in turn improve

the quality of the homes in the vicinity and provide alternative travel options for residents who do not wish to utilise public or private motorised transport.

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

All schemes will have casualty data and automated speed survey data (including traffic counts) monitored before and after implementation.

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?

By reducing risk and increasing confidence in the transport network, we will support residents who wish to make the switch towards active modes of travel. Active travel, particularly when incorporated into the school run, contributes to key public health outcomes including improved activity levels and reducing the number of residents leading sedentary lifestyles. Making these changes around schools and supporting an active school run will help to foster healthy travel behaviours from an early age. The social and physical impacts of an active school run will contribute to improved mental and physical health.

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

Monitoring and reducing accidents along the route, and facilitating levels of safer active travel, in turn could lead to greater physical and mental health, and safety within the city.

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?

Improving active travel will benefit low-income households by providing a safer range of affordable travel options.

How are you going to measure/check the impact of your proposal?
This will be checked by measuring the uptake in active and sustainable travel.

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 project will have no impact on the protected characteristics, and have a positive impact providing safer routes and crossing points for vulnerable pedestrians, wheelchair users and make the active travel network more accessible to disabled and less mobile users.

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?

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?

The project may encourage greater incidence of safer, active travel, which may in turn reduce dependence on motorised vehicle travel, thereby reducing carbon emissions.

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

The progress will be measured using the data released by the Department for Business, Energy & Industrial Strategy (BEIS). The strategy also proposes holding a carbon audit of PCC which will be used to review the progress of the council itself.

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?

Greater and safer active travel will reduce reliance on motorised travel, and associated energy consumption.

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

Counts of all modes of transport pre and post installation in order to document any switch to active modes; survey of stakeholders before and after.

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?

Carbon induced climate change is directly linked to the increased threat of flooding in the city. Greater active travel, encouraged by safer crossing points, reduced driving speed and greater safety along the route, would reduce the city's carbon emissions will help to negate further long-term threats from flooding.

How are you going to measure/check the impact of your proposal?
The measures will be based on reported carbon emissions from the BEIS report.

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?

N/A

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?

By encouraging safer walking and cycling the city's motor based traffic will be reduced, and consequently the air quality will be improved.

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

Air quality will not be directly measured as a result of this project. However car use, and usage of alternative modes will be measured

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?

Measures proposed within this budget will achieve the following:

Reduction in motorised traffic speeds

Increased awareness among road users and reduced risk of collision by improving behaviours at key sites

Reallocation of road space to active modes

Improved accessibility for vulnerable road users - shorter crossing distances, safer cycle lanes

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

This will be measured by reviewing annual road usage statistics and the amount of car accidents, pedestrians or cyclists which are

killed or seriously injured along the routes. Stakeholders in the area will be surveyed to assess whether attitudes towards active modes have been improved by the proposed changes

B - Environment and climate change

Yes

No

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?

By supporting a more active school run, more opportunities will be facilitated for community based interaction, both around schools and their wider communities. This in turn may help to encourage local events and community driven culture, with schools as social hubs within the wider community.

How are you going to measure/check the impact of your proposal?
Attitude surveys of residents and parents before and after implementation

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?

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?

Providing safer routes to school for sustainable, active travel, over solely providing car dominated space, will contribute to the vibrancy of the city. Large retail parks and superstores on the outskirts of the city, which are not serviced by public transport, may be impacted by reduced custom. Providing safer infrastructure for walking and cycling will encourage residents to spend more time on their local high street and shop at local businesses.

The low carbon economy has been identified as a growth opportunity for the UK and is forecast to grow from 2% of the UK's total output today to 13% by 2050. Pursuing low-carbon growth and industry will encourage manufacturing, engineering and economic growth in the city.

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

This can be measured by attitude surveys and/or broader city-wide travel data. Economic growth in the low-carbon sector can also be reviewed.

Q8 - Who was involved in the Integrated impact assessment?

Joanna Hamment, Senior Road Safety Officer

This IIA has been approved by: Michelle Love, Safer Travel Manager

Contact number: 023 9283 4889

Date: October 2021

Agenda Item 9

Decision to Opt into the National Scheme for Auditor Appointments Managed by Public Sector Audit Appointments (PSAA) as the Appointing Person

Title of meeting:	Governance and Audit and Standards Committee Cabinet City Council
Date of meeting:	Governance and Audit and Standards Committee 05 November 2021 Cabinet 30 November 2021 City Council 07 December 2021
Subject:	Decision to Opt into the National Scheme for Auditor Appointments Managed by Public Sector Audit Appointments (PSAA) as the Appointing Person
Report by:	Chris Ward, Director of Finance and Resources (Section 151 Officer)
Wards affected:	All
Key decision:	No
Full Council decision:	Yes

1. Purpose of report

This report sets out proposals for appointing the external auditor to the Council/Authority for the accounts for the five-year period from 2023/24.

2. Recommendations

That the Council accepts Public Sector Audit Appointments' (PSAA) invitation to opt into the sector-led option for the appointment of external auditors to principal local government and police bodies for five financial years from 01 April 2023.

3. Background

The Council opted into the 'appointing person' national auditor appointment arrangements established by Public Sector Audit Appointments (PSAA) for the periods covering the accounts for 2012/13 to 2017/18 and 2018/19 to 2022/23. PSAA's auditor appointment arrangements have resulted in a reduction in fees for external audit services from £330,000 in respect of the audit for the 2011/12 accounts, which was the last audit undertaken by the Audit Commission, to £145,000 in respect of the 2019/20 audit.

Decision to Opt into the National Scheme for Auditor Appointments Managed by Public Sector Audit Appointments (PSAA) as the Appointing Person

PSAA is now undertaking a procurement for the next appointing period, covering audits for 2023/24 to 2027/28. During Autumn 2021 all local government bodies need to make important decisions about their external audit arrangements from 2023/24. They have options to arrange their own procurement and make the appointment themselves or in conjunction with other bodies, or they can join and take advantage of the national collective scheme administered by PSAA.

If the Council wishes to take advantage of the national auditor appointment arrangements, it is required under the local audit regulations to make the decision at full Council. The opt-in period starts on 22 September 2021 and closes on 11 March 2022. To opt into the national scheme from 2023/24, the Council/Authority needs to return completed opt-in documents to PSAA by 11 March 2022.

4. Reasons for Recommendations

The sector-wide procurement conducted by PSAA will produce better outcomes and will be less burdensome for the Council than a procurement undertaken locally because:

- collective procurement reduces costs for the sector and for individual authorities compared to a multiplicity of smaller local procurements;
- if it does not use the national appointment arrangements, the Council will need to establish its own auditor panel with an independent chair and independent members to oversee a local auditor procurement and ongoing management of an audit contract;
- it is the best opportunity to secure the appointment of a qualified, registered auditor - there are only nine accredited local audit firms, and a local procurement would be drawing from the same limited supply of auditor resources as PSAA's national procurement; and
- supporting the sector-led body offers the best way of ensuring there is a continuing and sustainable public audit market into the medium and long term.

5. Integrated impact assessment

An integrated impact assessment is not required as the recommendations do not directly impact on service or policy delivery. Any changes made arising from this report would be subject to investigation in their own right.

6. Legal Implications

The Section 151 Officer is required by the Local Government Act 1972 and by the Accounts and Audit Regulations 2015 to ensure that the Council’s budgeting, financial management, and accounting practices meet the relevant statutory and professional requirements. Members must have regard to and be aware of the wider duties placed on the Council by various statutes governing the conduct of its financial affairs.

7. Director of Finance and Resources (Section 151 Officer) comments

All financial considerations are contained within the body of the report.

.....
Signed by Director of Finance and Resources (Section 151 Officer)

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:

<u>Title of document</u>	Location
1 Correspondence from PSAA	Financial Services

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Agenda Item 10

Treasury Management Mid-Year Review 2021/22

Title of meeting:	Governance and Audit and Standards Committee Cabinet City Council
Date of meeting:	Governance and Audit and Standards Committee 05 November 2021 Cabinet 30 November 2021 City Council 07 December 2021
Subject:	Treasury Management Mid-Year Review 2021/22
Report by:	Chris Ward, Director of Finance and Resources (Section 151 Officer)
Wards affected:	All
Key decision:	No
Full Council decision:	Yes

1. Executive Summary

This report outlines the Council's performance against the treasury management indicators approved by the City Council on 16 March 2021.

No borrowing has been undertaken in the first half of 2021/22.

Investment returns have continued to be on a downward trend as maturing investments have been replaced with new investments with lower interest rates in line with the likelihood that any increases in Bank Rate are likely to be modest.

2. Purpose of report

The purpose of the report is to inform members and the wider community of the Council's Treasury Management position, i.e. its borrowing and cash investments at 30 September 2021 and of the risks attached to that position.

Whilst the Council has a portfolio of investment properties and some equity shares which were acquired through the capital programme; these do not in themselves form part of the treasury management function.

3. Recommendations

It is recommended that the following be noted:

- 3.1 That the Council's Treasury Management activities have remained within the Treasury Management Policy 2021/22 in the period up to 30 September 2021.
- 3.2 That the actual Treasury Management indicators as at 30 September 2021 set out in Appendix A be noted.

4. Background

The Council's treasury management operations encompass the following:

- Cash flow forecasting (both daily balances and longer term forecasting)
- Investing surplus funds in approved cash investments
- Borrowing to finance short term cash deficits and capital payments
- Management of debt (including rescheduling and ensuring an even maturity profile)

The key risks associated with the Council's treasury management operations are:

- Credit risk - i.e. that the Council is not repaid, with due interest in full, on the day repayment is due
- Liquidity risk - i.e. that cash will not be available when it is needed, or that the ineffective management of liquidity creates additional, unbudgeted costs
- Interest rate risk - that the Council fails to get good value for its cash dealings (both when borrowing and investing) and the risk that interest costs incurred are in excess of those for which the Council has budgeted
- Maturity (or refinancing risk) - this relates to the Council's borrowing or capital financing activities, and is the risk that the Council is unable to repay or replace its maturing funding arrangements on appropriate terms
- Procedures (or systems) risk - ie. that a treasury process, human or otherwise, will fail and planned actions are not carried out through fraud or error

The treasury management budget accounts for a significant proportion of the Council's overall budget.

The Council's Treasury Management Policy aims to manage risk whilst optimising costs and returns. The Council monitors and measures its treasury management position against the indicators described in this report. Treasury management monitoring reports are brought to the Governance and Audit and Standards Committee for scrutiny.

The Governance and Audit and Standards Committee noted the recommendations to Council contained within the Treasury Management Policy 2021/22 on 05 March 2021. The City Council approved the Treasury Management Policy 2020/21 on 16 March 2021.

5. Reasons for Recommendations

To highlight any variance from the approved Treasury Management Policy and to note any subsequent actions.

To provide assurance that the Council's treasury management activities are effectively managed.

6. Integrated impact assessment

An integrated impact assessment is not required as the recommendations do not directly impact on service or policy delivery. Any changes made arising from this report would be subject to investigation in their own right.

7. Legal Implications

The Section 151 Officer is required by the Local Government Act 1972 and by the Accounts and Audit Regulations 2015 to ensure that the Council's budgeting, financial management, and accounting practices meet the relevant statutory and professional requirements. Members must have regard to and be aware of the wider duties placed on the Council by various statutes governing the conduct of its financial affairs.

8. Director of Finance and Resources (Section 151 Officer) comments

All financial considerations are contained within the body of the report and the attached appendices.

.....
Signed by Director of Finance and Resources (Section 151 Officer)

Appendices:

Appendix A: Treasury Management Mid-Year Review 2020/21

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:

<u>Title of document</u>	Location
1 Treasury Management Records	Financial Services

APPENDIX A**TREASURY MANAGEMENT MID YEAR REVIEW 2021/22****A1. SUMMARY OF TREASURY MANAGEMENT INDICATORS**

The City Council approved the authorised limit (the maximum amount of borrowing permitted by the Council) and the operational boundary (the maximum amount of borrowing that is expected) on 9th February 2021. The Council's debt at 30th September was as follows:

Prudential Indicator	Limit £m	Actual £m
Authorised Limit - the maximum amount of borrowing permitted by the Council	963	768
Operational Boundary - the maximum amount of borrowing that is expected	945	768

The maturity structure of the Council's fixed rate borrowing was:

	Under 1 Year	1 to 2 Years	3 to 5 Years	6 to 10 Years	11 to 20 Years	21 to 30 Years	31 to 40 Years	41 to 50 Years
Minimum proportion of loans maturing	0%	0%	0%	0%	0%	0%	0%	0%
Maximum proportion of loans maturing	10%	10%	10%	20%	30%	40%	40%	50%
Actual proportion of loans maturing	1%	1%	4%	13%	13%	5%	32%	31%

The maturity structure of the Council's variable rate borrowing was:

	Under 1 Year	1 to 2 Years	3 to 5 Years	6 to 10 Years	11 to 20 Years	21 to 30 Years	31 to 40 Years	41 to 50 Years
Minimum proportion of loans maturing	0%	0%	0%	0%	0%	0%	0%	0%
Maximum proportion of loans maturing	10%	10%	10%	20%	30%	40%	40%	40%
Actual proportion of loans maturing	2%	2%	6%	11%	23%	25%	17%	14%

Surplus cash invested for periods longer than 365 days at 30th September 2021 was:

	Limit	Quarter 1 Actual
	£m	£m
Maturing after 31/3/2022	200	82
Maturing after 31/3/2023	134	41
Maturing after 31/3/2024	103	4

A2. GOVERNANCE

The Treasury Management Policy approved by the City Council on 16th March 2021 provides the framework within which treasury management activities are undertaken.

There have been no breaches of these policies during 2021/22 up to the period ending 30th September 2021.

A3. INTEREST RATE FORECASTS

When the Bank of England's Monetary Policy Committee (MPC) met on 24th September there was a major shift in the tone of the MPC's minutes at this meeting from the previous meeting in August which had majored on indicating that some tightening in monetary policy was now on the horizon, but also not wanting to stifle economic recovery by too early an increase in Bank Rate. However, this time the MPC's words indicated there had been a marked increase in concern that more recent increases in prices, particularly the increases in gas and electricity prices in October and due again next April, are, indeed, likely to lead to faster and higher inflation expectations and underlying wage growth, which would in turn increase the risk that price pressures would prove more persistent next year than previously expected. Indeed, to emphasise its concern about inflationary pressures, the MPC pointedly chose to reaffirm its commitment to the 2% inflation target in its statement; this suggested that it was now willing to look through the flagging economic recovery during the summer to prioritise bringing inflation down next year. This is a reversal of its priorities in August and a long way from words at earlier MPC meetings which indicated a willingness to look through inflation overshooting the target for limited periods to ensure that inflation was 'sustainably over 2%'. Indeed, whereas in August the MPC's focus was on getting through a winter of temporarily high energy prices and supply shortages, believing that inflation would return to just under the 2% target after reaching a high around 4% in late 2021, now its primary concern is that underlying price pressures in the economy are likely to get embedded over the next year and elevate future inflation to stay significantly above its 2% target and for longer.

The Council has appointed Link Group as its treasury advisor and part of their service is to assist the Council to formulate a view on interest rates.

The latest forecasts are shown below.

Link Group Interest Rate View		29.9.21								
	Dec-21	Mar-22	Jun-22	Sep-22	Dec-22	Mar-23	Jun-23	Sep-23	Dec-23	Mar-24
BANK RATE	0.10	0.10	0.25	0.25	0.25	0.25	0.50	0.50	0.50	0.75
3 month ave eamings	0.10	0.10	0.20	0.20	0.30	0.40	0.50	0.50	0.60	0.70
6 month ave eamings	0.20	0.20	0.30	0.30	0.40	0.50	0.60	0.60	0.70	0.80
12 month ave eamings	0.30	0.40	0.50	0.50	0.50	0.60	0.70	0.80	0.90	1.00
5 yr PWLB	1.40	1.40	1.50	1.50	1.60	1.60	1.60	1.70	1.70	1.70
10 yr PWLB	1.80	1.80	1.90	1.90	2.00	2.00	2.00	2.10	2.10	2.10
25 yr PWLB	2.20	2.20	2.30	2.30	2.40	2.40	2.40	2.50	2.50	2.60
50 yr PWLB	2.00	2.00	2.10	2.20	2.20	2.20	2.20	2.30	2.30	2.40

PWLB is the Public Works Loans Board

Bank Rate is not expected to go up fast after the initial rate rise as the supply potential of the economy has not generally taken a major hit during the pandemic, so should be able to cope well with meeting demand without causing inflation to remain elevated in the medium-term, or to inhibit inflation from falling back towards the Bank of England's Monetary Policy Committee's (MPC's) 2% target after a surge to around 4% towards the end of 2021. Three increases in Bank rate are forecast in the period to March 2024, ending at 0.75%. However, these forecasts may well need changing within a relatively short time frame for the following reasons: -

- There are increasing grounds for viewing the economic recovery as running out of steam during the summer and now into the autumn. This could lead to a stagnant economy with inflation, known as stagflation, which would create a dilemma for the MPC as to which way to face.

- Current key supply shortages e.g., petrol and diesel, could spill over into causing economic activity in some sectors to take a significant hit.

- Rising gas and electricity prices in October and next April and increases in other prices caused by supply shortages and increases in taxation next April, are already going to deflate consumer spending power without the MPC having to take any action on Bank Rate to cool inflation.

- On the other hand, consumers are sitting on around £200bn of excess savings left over from the pandemic and it is uncertain when will they spend this sum.

- 1.6 million people came off furlough at the end of September, and be available to fill labour shortages in many sectors of the economy. So, supply shortages which have been driving up both wages and costs, could reduce significantly within the next six months or so and alleviate the MPC's current concerns.

- There could be further negative developments with Covid, on top of the flu season this winter, which could depress economic activity.

In summary, with the high level of uncertainty prevailing on several different fronts, these forecasts may need to be revised again in line with developments.

It also needs to be borne in mind that Bank Rate being cut to 0.10% was an emergency measure to deal with the Covid crisis hitting the UK in March 2020. At any time, the MPC could decide to simply take away that final emergency cut from 0.25% to 0.10% on the grounds of it no longer being warranted and as a step forward in the return to normalisation. In addition, any Bank Rate under 1% is both highly unusual and highly supportive of economic growth.

A4. BORROWING ACTIVITY

No borrowing was undertaken during the first half of 2020/21.

The Council's gross borrowing at 30th September 2021 of £768m is within the Council's Authorised Limit (the maximum amount of borrowing approved by City Council) of £963m and also within the Council's Operational Boundary (the limit beyond which borrowing is not expected to exceed) of £945m.

The Council plans for gross borrowing to have a reasonably even maturity profile. This is to ensure that the Council does not need to replace large amounts of maturing borrowing when interest rates could be unfavourable.

The actual maturity profile of the Council's borrowing is within the limits contained within the Council's Treasury Management Policy (see paragraph A1).

Early Redemption of Borrowing

Debt rescheduling opportunities have been limited in the current economic climate and following the various increases in the margins added to gilt yields which has impacted PWLB new borrowing rates since October 2010. During the quarter ended 30th September 2021 no debt rescheduling was undertaken.

With the exception of two loans all the Council's borrowings to finance capital expenditure are fixed rate and fixed term loans. This reduces interest rate risk and provides a high degree of budget certainty.

The Council's borrowing portfolio is kept under review to identify if and when it would be financially beneficial to repay any specific loans early. Repaying borrowing early invariably results in a premium (early repayment charges) by the PWLB that are sufficiently large to make early repayment of borrowing financially unattractive to the Council.

No debt rescheduling or early repayment of debt has been undertaken during the first half of 2021/22 as it has not been financially advantageous for the Council to do so.

A5. INVESTMENT ACTIVITY

The Council's investments averaged £409m during the first half of 2021/22 and made an average annualised return of 0.29%.

As shown by the interest rate forecasts in section A2, it is now impossible to earn the level of interest rates commonly seen in previous decades as all short-term money market investment rates have only risen weakly since Bank Rate was cut to 0.10% in March 2020. Given this environment and the fact that Bank Rate may only rise marginally, or not at all, before the second half of 2023, investment returns are expected to remain low.

Significant levels of downgrades to short and long term credit ratings have not materialised since the crisis in March 2020. In the main, where they did change, any alterations were limited to outlooks. However, as economies are beginning to reopen, there have been some instances of previous lowering of outlooks being reversed.

Although CDS prices (these are market indicators of credit risk) for banks (including those from the UK) spiked at the outset of the pandemic in 2020, they have subsequently returned to near pre-pandemic levels.

A6. COMBINED BORROWING AND INVESTMENT POSITION (NET DEBT)

The Councils net debt position at 30th September 2021 is summarised in the table below.

	Principal	Average Interest Rate	Interest to 30th September 2021
Borrowing (including finance leases & private finance initiative (PFI) schemes)	£768m	3.28%	£12.6m
Investments	(426m)	(0.29%)	(£0.6m)
Net Debt	£342m		£12.0m

*Although the Council's investments were £426m at 30th September 2021, the average sum invested over this period was £409m.

Agenda Item 11

Agenda item:

Decision maker: Cabinet 30th November 2021

Subject: Revenue Budget Monitoring 2021/22 (Second Quarter) to end September 2021

Report by: Director of Finance & Resources

Wards affected: All

Key decision (over £250k): No

1. Purpose of Report

1.1 The purpose of this report is to update members on the current Revenue Budget position of the Council as at the end of the second quarter for 2021/22 in accordance with the proposals set out in the "Portsmouth City Council - Budget & Council Tax 2021/22 & Medium Term Budget Forecast 2022/23 to 2024/25" report approved by the City Council on 9th February 2021.

2. Recommendations

2.1 It is recommended that:

- (i) The General Fund Forecast Outturn for 2021/22 (as at 30th September 2021) of an overall net overspend of £1,029,500 be noted; this is analysed as follows:

FORECAST OUTTURN 2021/22		£000
Forecast Net Overspend (before transfers to/from) Reserves		15,165.9
Less Expenditure funded from Corporate Contingency:		
	Covid-19 Costs	(10,637.0)
	Windfall Costs	(1,968.8)
Less Transfers From Portfolio / Cabinet Reserve:		
	Overspendings (in accordance with approved Council resolutions)	(2,195.1)
Add Transfers to Portfolio and Other Reserves:		
	Underspendings (in accordance with approved Council resolutions)	664.5
Overall Forecast Net Overspend 2021/22		1,029.5

- (ii) The forecast additional spending and forgone income as consequence of the Covid-19 Pandemic totalling £10.64m be noted

- (iii) Members note that the financial consequences arising during 2021/22 from the Covid-19 pandemic will be met from the provision held within the Council's Corporate Contingency which was set aside specifically for this purpose as approved by City Council on 9th February 2021.
- (iv) Members note that in accordance with approved policy as described in Section 8, any actual non Covid-19 overspend at year end will in the first instance be deducted from any Portfolio Reserve balance and once depleted then be deducted from the 2022/23 Cash Limit.
- (v) In accordance with (iv) above and the requirement that in the first instance any Portfolio overspending must be met from the Portfolio Reserve, that £1,354,400 has been withdrawn from the Cabinet Portfolio Reserve to fund current forecast overspendings, leaving a nil balance.
- (vi) Directors, in consultation with the appropriate Cabinet Member, consider options that seek to minimise any forecast non Covid-19 overspending presently being reported and prepare strategies outlining how any consequent reduction to the 2022/23 Portfolio cash limit will be managed to avoid further overspending during 2022/23.

3. Background

- 3.1 A Budget for 2021/22 of £161,334,100 was approved by City Council on 9th February 2021. This level of spending required a contribution from General Reserves of £2.0m since in year expenditure exceeds in year income.
- 3.2 The Budget approved by City Council in February 2021 included provision within the Corporate Contingency of £10.2m to meet estimated Covid-19 related costs and lost income during 2021/22 (**The £10.2m set aside in the Corporate Contingency was majority funded by additional grants from Government estimated at £8m**).
- 3.3 Since 9th February City Council meeting, the Council has been allocated additional one off non ring-fenced grants totalling £810,000 in 2021/22. In order to achieve the Government's priorities in these areas, service budgets have been adjusted as appropriate. In addition, due to a change in the Government scheme relating to the 75% reimbursement of Covid-19 Collection Fund Deficits, there will be a temporary shortfall on the General Fund compared to the 2021/22 Original Budget of £914,600. This shortfall will be rectified in 2022/23 when the Collection Fund surplus that will now arise due to the change in the scheme is released to the General Fund. This results in a neutral impact on the Council over the three years 2021/22 to 2023/24.
- 3.4 In summary, changes to the budget as approved on 9th February 2021 are as follows:

	£
Budget Approved 9 th February 2021	161,334,100
Rough Sleeping Grant	47,500
New Burdens Grant - Local Restriction Grant	290,800
SEND Regional Co-ordinator	22,900
Extended Personal Advisor Duty	12,700
Wellbeing For Education Recovery	23,300

Role of Virtual School Heads	100,000
Staying Close Grant - Children's Social Care	312,800
75% Reimbursement of Collection Fund Deficits	914,600
Adjusted 2021/22 Budget	163,058,700

- 3.5 Along with the summary of the forecast full year variances as usually reported through these quarterly budget monitoring reports, this Quarter 2 report also includes an updated assessment of the financial impact in 2021/22 of the Covid-19 Pandemic.
- 3.6 This is the second quarter monitoring report of 2021/22 and reports on the forecast 2021/22 outturn as at the end of September 2021. The forecasts summarised in this report are made on the basis that management action to address any forecast overspends are only brought in when that action has been formulated into a plan and there is a high degree of certainty that it will be achieved.
- 3.7 Any variances within Portfolios that relate to windfall costs or windfall savings will be met / taken corporately and not generally considered as part of the overall budget performance of a Portfolio. "Windfall costs" are defined as those costs where the manager has little or no influence or control over such costs and where the size of those costs is high in relation to the overall budget controlled by that manager. "Windfall costs" therefore are ordinarily met corporately from the Council's central contingency. A manager / Cabinet Member however, does have an obligation to minimise the impact of any "windfall cost" from within their areas of responsibility in order to protect the overall financial position of the Council. Similarly, "windfall savings" are those savings that occur fortuitously without any manager action and all such savings accrue to the corporate centre.

4. Forecast Outturn 2021/22 – As at end September 2021

- 4.1 At the Second quarter stage the General Fund Revenue Outturn for 2021/22 is forecast to be overspent by £1,029,500. This is represented in the following tables in paragraphs 4.2 and 4.3. Paragraph 4.2 represents the financial position before any transfers to and from Portfolio and Other Reserves. Paragraph 4.3 shows the overall financial position of the Council once "windfall costs" have been funded and Portfolio Reserves have been used to fund any remaining overspendings.
- 4.2 The Quarter 2 General Fund Outturn before transfers to / from Reserves is an overall overspend of £15,165,900. After releases from Contingency (to fund Covid related costs of £10,637,000 and Windfall Costs of £1,968,800), there is a net forecast overspend of £2,560,100 as summarised below.

	Total Portfolio Variance	Less Covid-19 Related Costs Met From Contingency	Net Variance
	£	£	£
Children, Families & Education	4,277,700	(1,873,000)	2,404,700
Communities & Central Services	1,625,800	(639,000)	986,800
Community Safety & Environment	504,600	(20,000)	484,600
Culture, Leisure & Economic Development	1,302,700	(1,281,000)	21,700
Health, Wellbeing & Social Care	1,496,500	(1,259,000)	237,500
Housing	881,500	(285,000)	596,500
Leader	923,200	(170,000)	753,200
Port	4,678,000	(4,678,000)	0
Planning Policy & City Development	397,800	(14,000)	383,800
Licensing Committee	18,000	(18,000)	0
Traffic & Transportation	(126,000)	(400,000)	(526,000)
Total Portfolio Variance	15,979,800	(10,637,000)	5,342,800
Treasury Management	(813,900)		(813,900)
Total Budget Variance	15,165,900	(10,637,000)	4,528,900
Windfall Costs - Met from Corporate Contingency			(1,968,800)
Total General Fund Variance			2,560,100

4.3 As described above, the forecast Portfolio variances do not take account of:

- i) Windfall costs funded by the Council's Corporate Contingency
- ii) Transfers from Portfolio Reserves to fund Portfolio Overspendings
- iii) Transfers to Portfolio and Other Reserves for forecast underspendings.

These are taken into account in the table below and illustrate that after transfers to and from Reserves, the Council is forecasting an overall overspend of £1,029,500.

	Net Portfolio Variance	Less Windfall Items	Transfers (from)/to Portfolio/ PFI Reserves	Total Variance Excluding Covid-19 Costs
	£	£	£	£
Children, Families & Education	2,404,700		(439,900)	1,964,800
Communities & Central Services	986,800	(1,068,500)	81,700	0
Community Safety & Environment	484,600		(88,100)	396,500
Culture, Leisure & Economic Development	21,700		(21,700)	0
Health, Wellbeing & Social Care	237,500		(219,900)	17,600
Housing	596,500		(41,000)	555,500
Leader	753,200	(810,000)	56,800	0
Port	0		0	0
Planning Policy & City Development	383,800	(90,300)	(30,100)	263,400
Licensing Committee	0		0	0
Traffic & Transportation	(526,000)		526,000	0
Total Portfolio Variance	5,342,800	(1,968,800)	(176,200)	3,197,800
Use of Cabinet Reserve			(1,354,400)	(1,354,400)
Treasury Management	(813,900)			(813,900)
Overall Variance	4,528,900	(1,968,800)	(1,530,600)	1,029,500

5. Quarter 2 Budget Variations – Forecast Outturn 2021/22

5.1 Children, Families & Education – Non Covid-19 related Overspend £2,404,700 or After Transfer From Portfolio Reserve £1,964,800; Covid-19 related costs funded from Corporate Contingency £1,873,000

The cost of Children, Families & Education is forecast to be £2,404,700 higher than budgeted.

The Non Covid-19 overspend is largely due to higher Looked after Children costs of £2.3m due to a small number of very high cost care leavers and to a lesser extent because of increasing numbers of care leavers. In addition, lower numbers of under 18 unaccompanied asylum seeking children has resulted in a greater loss of Home Office Grant than the reduction in cost and there is also a staffing pressure in one of the Children's Homes where there is increased use of agency staff and a high number of casual employees.

Additional costs expected to arise as a result of the pandemic total £1.9m; primarily due to higher costs relating to Looked After Children £1.3m (£1.0m of which is the

delay in the implementation of planned savings), additional staffing costs arising from an increase in referrals leading to more children being subject to a child protection plan £0.3m and Education Services £0.3m (primarily Inclusion Services (£104,000) and higher minibuses, taxi and personal assistant costs (£127,000)). These costs will be met from Corporate Contingency.

5.2 Communities & Central Services – Non Covid-19 related Overspend £986,800 or After Transfer From Portfolio Reserve and windfall costs Nil; Covid-19 related costs funded from Corporate Contingency £639,000

The cost of Communities & Central Services is forecast to be £986,800 higher than budgeted.

Forecast overspending relating to non COVID-19 activity of £1.0m is primarily as a result of the introduction of Universal Credit for new clients from September 2018 which has resulted in a fall in the level of rent allowances and rent rebates upon which the Council receives subsidy. As a consequence, the reduction in the level of net subsidy received by the Council relating to Housing Benefit overpayments has been £1.1m. This is a windfall cost and will be met from Corporate Contingency (Para 3.7). In addition, there is overspending within IT services of £0.2m due to an underlying budget deficit that has arisen as a result of savings relating to prior years not being realised. The IT service is investigating ways to mitigate the overspend currently being forecast. These overspendings are offset by reduced staffing costs arising from vacant posts across the Portfolio of £0.2m and additional income generated through the provision of Professional Procurement services to external organisations.

Additional costs expected to arise as a result of the pandemic total £0.6m due to; suspension of the recovery of Council Tax arrears through the courts resulting in forgone court costs of £0.4m and additional staffing costs across the Portfolio of £0.2m. These costs will be met from Corporate Contingency.

5.3 Community Safety & Environment – Non Covid-19 related Overspend £484,600 or After Transfer To Portfolio Reserve 396,500; Covid-19 related costs funded from Corporate Contingency £20,000

The cost of Community Safety & Environment is forecast to be £484,600 higher than budgeted.

Overspending totalling £0.5m is forecast within the Waste Collection and Waste Disposal Services due to falling recycling income, reduced Energy Recovery Facility and Material Recycling Facility income and a reduction in recycling credits.

Additional costs expected to arise as a result of the pandemic total £20,000. These costs will be met from Corporate Contingency.

5.4 Culture, Leisure & Economic Development – Non Covid-19 related Overspend £21,700 or After Transfer From Portfolio Reserve Nil; Covid-19 related costs funded from Corporate Contingency £1,281,000

The cost of Culture Leisure & Economic Development is forecast to be £21,700 higher than budgeted.

As a direct consequence of the COVID-19 Pandemic, income across the Portfolio is forecast to be lower than originally budgeted by £1.3m; primarily as a result of lower usage at leisure sites (£1.1m) and museums (£0.2m). These costs will be met from Corporate Contingency.

5.5 Health, Wellbeing and Social Care – Non Covid-19 related Overspend £237,500 or After Transfer From Portfolio Reserve £17,600; Covid-19 related costs funded from Corporate Contingency £1,259,000

The cost of Health, Wellbeing and Social Care is forecast to be £237,500 higher than budgeted.

Overspending of £0.2m has arisen principally within the Older Persons Physical Disability in House Residential and Day Care Services due to increased staffing and agency costs.

The financial impact of the COVID-19 pandemic on the Health, Wellbeing and Social Care Portfolio is forecast to be £1.3m.

Of this overspending, £0.6m relates to planned 2021/22 savings in Commissioned Care where implementation has been delayed; £0.4m to meet additional staffing costs at in-house units due staff illness (including shielding) and to increase Social Worker capacity; £0.4m due to an increase in client volume within domiciliary care with supporting increases within the fieldwork team, offset by lower costs within Nursing and Residential. These additional costs are offset by additional Covid related grant income relating to infection control (£0.1m). These costs will be met from Corporate Contingency.

5.6 Housing – Non Covid-19 related Overspend £596,500 or After Transfer From Portfolio Reserve £555,500; Covid-19 related costs funded from Corporate Contingency £285,000

The cost of Housing is forecast to be £596,500 higher than budgeted.

The forecast overspend of £0.6m is primarily as a consequence increased demand for temporary accommodation within the City (£0.5m).

Additional costs expected to arise as a result of the pandemic total £0.3m primarily as result of lower net income, enhanced building cleaning, additional security staffing costs due to absence and loss of the annual rental income from the "Your Centre". These costs will be met from Corporate Contingency.

5.7 Leader – Non Covid-19 related Overspend £753,200 or After Transfer To Portfolio Reserve and windfall costs nil; Covid-19 related costs funded from Corporate Contingency £170,000

The cost of Leader is forecast to be £753,200 higher than budgeted.

The £0.8m overspend being forecast has arisen due to Spinnaker Tower Sponsorship income not now expected (£0.7m) and loss of rental income whilst the investment property located at Scrutton Street, London is renovated (£0.1m). The forgone

Spinnaker Tower Sponsorship income is a windfall cost which will be met from the Corporate Contingency allocation (Para 3.7).

As a direct consequence of the COVID-19 Pandemic, income across the Portfolio is forecast to be £170,000 lower than originally budgeted. Of this, £125,000 relates to the estimated reduction in the profit share that will be payable by Heritage due to visitor numbers not returning to pre-pandemic levels at the Spinnaker Tower and a £45,000 loss of income due to a unit being used as a Covid-19 test centre and reduced demand for professional services by external clients. These costs will be met from Corporate Contingency.

5.8 Port – Non Covid-19 related Overspend Nil; Covid-19 related costs funded from Corporate Contingency £4,678,000

The overall net General Fund contribution by the Port excluding the impact of Covid-19 is forecast to be on target.

Due to a net reduction in port dues because of reduced traffic passing through the Port, net income as a consequence of the COVID-19 Pandemic is £4.7m lower than originally budgeted. The income shortfall will be met from Corporate Contingency.

5.9 Planning Policy & City Development – Non Covid-19 related Overspend £383,800 or After Transfer To Portfolio Reserve and windfall costs £263,400; Covid-19 related costs funded from Corporate Contingency £14,000

The cost of Planning Policy & City Development is forecast to be £383,800 higher than budgeted.

The Planning Development Control Service is currently forecast to overspend by £370,600 as a consequence of Agency Staff employed within the service to assist with clearing the back log of planning applications and a shortfall in Planning income.

£90,300 of this overspending relates to Planning Application Fee income which is a windfall cost and will be met from the Corporate Contingency allocation (Para 3.7).

The Portfolio is currently forecasting a loss of income totalling £14,000 as a consequence of the Covid-19 pandemic. The income shortfall will be met from Corporate Contingency.

5.10 Traffic and Transportation – Non Covid-19 related Underspend £526,000 or After Transfer To Parking/PFI Reserve Nil; Covid-19 related costs funded from Corporate Contingency £400,000

The cost of Traffic and Transportation is forecast to be £526,800 lower than budgeted.

Underspending relating to non COVID-19 activity of £0.5m, primarily as a result of staff vacancies and higher levels of fee earning work (£0.4m), Lower overnight security costs at the Hard Interchange (£0.1m), lower Grounds Maintenance Costs and Business Rates within Car Parks (£0.1m) and lower Concessionary Travel Costs (£0.1m). This underspending is offset by higher Street Lighting costs following recent increases in energy unit rates mitigated by reduced electricity consumption following completion of the LED street lighting programme (£0.2m).

Additional net expenditure expected to arise as a result of the pandemic totals £0.4m, of which £0.3m is as a consequence of lower income relating to Park & Ride (£0.2m) and Hard interchange Departure Charges (£0.1m). These costs will be met from Corporate Contingency.

5.11 Treasury Management – Underspend £813,900

This budget funds all of the costs of servicing the City Council’s long term debt portfolio that has been undertaken to fund capital expenditure. It is also the budget that receives all of the income in respect of the investment of the City Council’s surplus cash flows. As a consequence, it is potentially a very volatile budget particularly in the current economic climate and is extremely susceptible to both changes in interest rates as well as changes in the Council’s total cash inflows and outflows.

5.12 Corporate Contingency – Non Covid-19 related releases £1,968,800; Covid-19 related releases £10,637,000

As at Quarter 2, windfall costs totalling £12,605,800 are being forecast which will be met from Corporate Contingency. (Para 3.7)

Items identified as windfall in this Quarter 2 report are:

Loss of Housing Benefit Subsidy	£1,068,500
Spinnaker Tower Sponsorship	£810,000
Planning Development Control (Fee Income)	£90,300
Covid-19	£10,637,000

5.13 Other Miscellaneous – Nil

Non Covid-19 - Movement between Quarter 1 compared to Quarter 2

5.14 The Portfolio Quarter 2 Non Covid-19 position has moved from a forecast £4.2m overspend to a forecast £5.3m overspend, a deterioration of £1.1m.

This deterioration is largely as a consequence of the worsening in year financial position of the Children, Families & Education Portfolio caused by increasing demand within the Looked After Children Service.

The movement between Quarter 1 and Quarter 2 Non Covid-19 Forecast Outturn is:

	Quarter 1	Quarter 2	Deterioration /(Improvement)
	£	£	£
Children, Families & Education	920,400	2,404,700	1,484,300
Communities & Central Services	1,544,300	986,800	(557,500)
Community Safety & Environment	480,700	484,600	3,900
Culture, Leisure & Economic Development	30,000	21,700	(8,300)
Health, Wellbeing & Social Care	533,900	237,500	(296,400)
Housing	422,700	596,500	173,800
Leader	620,500	753,200	132,700
Port	0	0	0
Planning Policy & City Development	327,700	383,800	56,100
Licensing Committee	(13,000)	0	13,000
Traffic & Transportation	(576,300)	(526,000)	50,300
Total Portfolio Variance	4,290,000	5,342,800	1,051,900

Covid-19 Costs / Income Losses - Movement between Quarter 1 compared to Quarter 2

- 5.15 Additionally, Portfolios are forecasting Covid-19 related costs totalling £10.6m this is a £2.4m increase compared to Quarter 1 primarily as a result of lower Port dues (£1.7m) and higher costs within Children, Families & Education and Health Wellbeing and Social Care Portfolios.

As a consequence of the higher income losses than previously forecast, the Council is eligible for a higher level of support under the Government's Sales, Fees and Charges Compensation scheme. Additional government grant totalling £1,114,800 is now anticipated, increasing the overall sum available within Contingency to fund 2021/22 Covid-19 related costs to £11.3m.

The Quarter 2 Covid-19 Forecast Outturn compared to Quarter 1 is:

	Quarter 1	Quarter 2	Deterioration /(Improvement)
	£	£	£
Children, Families & Education	1,556,000	1,873,000	317,000
Communities & Central Services	649,000	639,000	(10,000)
Community Safety & Environment	66,000	20,000	(46,000)
Culture, Leisure & Economic Development	1,201,000	1,281,000	80,000
Health, Wellbeing & Social Care	771,000	1,259,000	488,000
Housing	267,000	285,000	18,000
Leader	258,000	170,000	(88,000)
Port	2,987,000	4,678,000	1,691,000
Planning Policy & City Development	41,000	14,000	(27,000)
Licensing Committee	41,000	14,000	(27,000)
Traffic & Transportation	458,000	400,000	(58,000)
Total Portfolio Variance	8,272,000	10,637,000	2,365,000

6. Transfers From/To Portfolio Specific Reserves

6.1 In November 2013, Full Council approved the following changes to the Council's Budget Guidelines and Financial Rules:

- Each Portfolio to retain 100% of any year-end underspending and to be held in an earmarked reserve for the relevant Portfolio
- The Portfolio Holder be responsible for approving any releases from their reserve in consultation with the Section 151 Officer
- That any retained underspend (held in an earmarked reserve) be used in the first instance to cover the following for the relevant portfolio:
 - i) Any overspendings at the year-end
 - ii) Any one-off Budget Pressures experienced by a Portfolio
 - iii) Any on-going Budget Pressures experienced by a Portfolio whilst actions are formulated to permanently mitigate or manage the implications of such on-going budget pressures
 - iv) Any items of a contingent nature that would historically have been funded from the Council's corporate contingency provision
 - v) Spend to Save schemes, unless they are of a scale that is unaffordable by the earmarked reserve (albeit that the earmarked reserve may be used to make a contribution)
- Once there is confidence that the instances i) to v) above can be satisfied, the earmarked reserve may be used for any other development or initiative

- 6.2 Cabinet have agreed that in addition to the individual Portfolio Reserves a Cabinet Reserve created from a top slice of Portfolio Reserves will also be established from 2021/22.
- 6.3 The forecast balances on the Cabinet and Portfolio Reserves are set out below:

	Balance Brought Forward	Approved Transfers	Forecast Under/(Over) Spending	Balance Carried Forward
	£	£	£	£
Cabinet	0	1,354,400	(1,354,400)	0
Children, Families & Education	1,626,400	(1,186,500)	(439,900)	0
Communities & Central Services	874,900	(594,100)	81,700	362,500
Community Safety & Environment	811,800	(723,700)	(88,100)	0
Culture, Leisure & Economic Development	235,300	(153,400)	(21,700)	60,200
Health, Wellbeing & Social Care	497,400	(277,500)	(219,900)	0
Housing & Preventing Homelessness	92,700	(51,700)	(41,000)	0
Leader	772,600	(762,400)	56,800	67,000
Port	3,290,100	(980,000)	0	2,310,100
Planning Policy & City Development	68,000	(37,900)	(30,100)	0
Traffic & Transportation	0	0	0	0
Licensing Committee	77,400	0	0	77,400
	8,346,600	(3,412,800)	(2,056,600)	2,877,200

7. Conclusion - Overall Financial Summary

- 7.1 The overall 2021/22 forecast outturn for the City Council as at the end of June 2021 is forecast to be £164,088,200. This is an overall overspend of £1,029,500 against the Original Budget.
- 7.2 The forecast takes account of all known variations at this stage, but only takes account of any remedial action to the extent that there is reasonable certainty that it will be achieved.
- 7.3 The overall overspend is only achieved by the use of the Council's forecast contingency of £12.6m and the drawdown from Portfolio Reserves of £2.1m.
- 7.4 The overall financial position is deemed to be "red" as in year expenditure exceeds in year income. This may indicate financial difficulties for Portfolios in future years once Portfolio Reserves are depleted.
- 7.5 The overall financial forecast for Quarter 2 for the whole Council is a cause for concern with significant forecast overspends in the areas of Looked after Children (£2.3m), Waste Collection & Disposal (£0.5m), Residential Day Care (£0.2m) and Temporary Accommodation (£0.5m). Given the increasing demand and longer term uncertainty, the Council's savings requirements in the future could rise. Consequently, it is recommended that Directors continue to work with the relevant portfolio holder to consider measures to significantly reduce the adverse budget

position presently being forecast by Portfolios with a view to eliminating deficits in the medium term, and any necessary decisions presented to a future meeting of the relevant Portfolio.

- 7.6 Where a Portfolio is presently forecasting a net overspend in accordance with current Council policy, any overspending in 2021/22 which cannot be met by transfer from the Portfolio Specific Reserve will be deducted from cash limits in 2022/23 and therefore the appropriate Directors in consultation with Portfolio Holders should prepare an action plan outlining how their 2021/22 forecast outturn or 2022/23 budget might be reduced to alleviate the adverse variances currently being forecast.
- 7.7 Based on the Budget of £163,058,700 the Council will remain within its minimum level of General Reserves for 2021/22 of £8.0m as illustrated below:

	£m
General Reserves brought forward at 01/04/2021	23.374
Less:	
Forecast Overspend 2021/22	(1.030)
Less:	
Planned Contribution from General Reserves 2021/22	(2.021)
Forecast General Reserves carried forward into 2022/23	20.323

8. City Solicitor's Comments

- 8.1 The City Solicitor is satisfied that it is within the Council's powers to approve the recommendations as set out.

9. Equalities Impact Assessment

- 9.1 This report does not require an Equalities Impact Assessment as there are no proposed changes to PCC's services, policies, or procedures included within the recommendations.

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Chris Ward
Director of Finance & Resources

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
Budget & Council Tax 2021/22 & Medium Term Budget Forecast 2022/23 to 2024/25	Office of Deputy Director of Finance
Electronic Budget Monitoring Files	Financial Services Local Area Network

The recommendations set out above were:

Approved / Approved as amended / Deferred / Rejected by the Cabinet on 30th November 2021

Signed: