



NOTICE OF MEETING

CABINET

TUESDAY, 5 OCTOBER 2021 AT 11.00 AM

COUNCIL CHAMBER - THE GUILDHALL

Telephone enquiries to Jane Di Dino 023 9283 4060

Email: Democratic@portsmouthcc.gov.uk

Information with regard to public access due to Covid precautions

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

Membership

Councillor Gerald Vernon-Jackson CBE (Chair)

Councillor Suzy Horton (Vice-Chair)

Councillor Chris Attwell

Councillor Dave Ashmore

Councillor Kimberly Barrett

Councillor Ben Dowling

Councillor Jason Fazackarley

Councillor Hugh Mason

Councillor Darren Sanders

Councillor Lynne Stagg

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

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

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

A G E N D A

- 1 Apologies for Absence**
- 2 Declarations of Interests**
- 3 Record of Previous Decision Meeting held on 27 July 2021 (Pages 9 - 16)**
A copy of the record of the previous decisions taken at Cabinet on 27 July 2021 are attached.
- 4 Recommendations from the Scrutiny Management Panel in respect of the Call in of the decision taken by Cabinet on 22 June 2021 in respect of item 10 on that agenda: Appointments to Outside Organisations (Pages 17 - 26)**

Purpose

To present Cabinet with the recommendations arising from the Scrutiny Management Panel held on 15 September 2021.

In reconsidering the matter, Cabinet should take into account any observations made by the Scrutiny Management Panel. The options available to Cabinet are to either amend or reconfirm the decisions made on 22 June 2021.

After reconsideration of the decisions alongside the observations of the Scrutiny Management Panel, the subsequent decision made by Cabinet will not be subject to further Call-in.

Options available to Cabinet

That Cabinet reconsider some or all of the attached outside body appointments in light of the concerns raised by the Scrutiny Management Panel.

or

The Cabinet resolves to reconfirm the Outside Body appointments that it made at the 22 June 2021 meeting and in doing so, provide a reason for its decision.

5 Appointment of Representatives on Outside Organisations.

Title	Current Representatives	Nomination
Standing Advisory Council for Religious Education	Taki Jaffer Maria Cole Tom Coles	<i>Councillor Ryan Brent</i> (He is already a co-opted member but would replace Cllr Suzy Horton as a Council representative).
Port Advisory Board	Claire Udy Judith Smyth Matthew Atkins Ryan Brent Kimberley Barrett Hugh Mason Gerald Vernon-Jackson (ex-officio)	<i>Councillor Simon Boshier</i> to replace Councillor Matthew Atkins.
Southern Fisheries Conservation Authority Inshore &	Vacancy	

6 Clean Air Zone Charging Order (Pages 27 - 44)

Purpose

Central Government has imposed a Ministerial Direction on the City Council to deliver a Class B charging Clean Air Zone (CAZ) to reduce levels of nitrogen dioxide to comply with at least the legal limit value in the shortest possible time.

To enable the CAZ charges to be introduced for non-compliant vehicles entering the zone a charging order is required. The purpose of this report is to gain approval from Cabinet to formally make the charging order.

Recommendations

It is recommended that Cabinet:

- (i) Approve the making of the Portsmouth Clean Air Zone Charging Order 2021 (the Charging Order) substantially in the form provided as Appendix A tot his report, to take effect in time for the CAZ launch date of the 29th November 2021;**
- (ii) Delegate authority to the Assistant Director for Transport jointly with the City Solicitor (or their delegate) to agree and authorise any non-material changes to the Charging Order prior to making, in consultation with the Leader and Cabinet Members for: Traffic and Transportation; Climate Change and the Green Recovery; and Community Safety & Environment; and**
- (iii) Authorise the City Solicitor to seal and make the Portsmouth**

Clean Air Zone Charging Order including any changes to the version of the Order provided as Appendix A as may be necessary in accordance with recommendation 2.2 above.

Appendix A of the report to follow.

7 Discharge to Assess Unit at Harry Sotnick House (Pages 45 - 70)

Purpose

1. To update Cabinet (following the reports in June 2020 and March 2021) on the delivery of the Health and Care Portsmouth vision for developing a local integrated intermediate care offer which offers Discharge to Assess, (D2A) rehabilitation, reablement and recovery support, primarily in people's home and in community beds where necessary that meets the needs of Portsmouth citizens.
2. To seek the necessary approvals to enable Adult Social Care to work with Health & Care partners in the city to permanently establish a Discharge to Assess unit comprising beds within Harry Sotnick House.

RECOMMENDED that the Cabinet:

1. **Agree to the permanent transfer of the staff and related available budgets for the Victory Unit to Harry Sotnick House, acknowledging that this will result in Adult Social Care ceasing use of the Victory Unit at Wyllie Road.**
2. **Agree that the Director of Adult Care consider and evaluate options for the use future of the space at Wyllie Road.**
3. **Acknowledge that it has been possible to establish and operate the new Discharge to Assess unit within Harry Sotnick House at the current capacity, due to a combination of both the staff resources from the Victory Unit and the funding available through the governments temporary COVID Hospital Discharge Scheme.**
4. **Acknowledge that health & care system partners have an ambition to establish a permanent 40-bedded D2A unit at HSH and that this proposal would require joint commissioning with and permanent funding contributions from Portsmouth CCG.**
5. **Agree that the Director of Adult Care continue negotiations and enter into the necessary agreements with Health & Care partners, in consultation with the s.151 officer and the City Solicitor, (or their delegates) to establish:**
 - i. **A permanent jointly funded and commissioned D2A unit within Harry Sotnick House.**
 - ii. **Operational and funding arrangements to support people discharged from hospital, who cannot be supported within the D2A unit and require support from within the external care market, prior to a Care Act assessment being completed.**

8 Greening Strategy Update Report (Pages 71 - 82)

Purpose

To provide an update to Cabinet on:

- progress made since the Greening Strategy was adopted in March 2020;
- the Green & Healthy City work programme;
- next steps.

It is recognised that the greening agenda is very broad, with significant activities being undertaken across Council services and by partner organisations in the city that contribute to broader environmental aims. For the purposes of this paper, the focus is on progress against the four key areas as set out in the Greening Strategy. A further paper on wider 'green' activities that contribute to the reduction of carbon emissions will be brought to Cabinet at a later date.

RECOMMENDED that the Cabinet note the report.

9 Housing Delivery Test Action Plan 2021 (Pages 83 - 110)

Purpose

To seek approval for the publication and implementation of the Housing Delivery Test Action Plan 2021.

RECOMMENDED that the Cabinet agree that the Housing Delivery Test Action Plan 2021, attached as Appendix 1, be approved for publication and implementation.

10 Portsmouth City Council corporate plan - our plan for recovery and renewal (Pages 111 - 134)

Purpose of report

To seek approval from Cabinet to the Council's Corporate Plan - Our plan for recovery and renewal 2021-22.

RECOMMENDED that Cabinet:

- a) To approve the Council's Corporate Plan - Our plan for recovery and renewal 2021-22 (see Appendix 1).**
- b) To note that the plan demonstrates the Council's commitment to the recovery and renewal of the city that will be necessary, post pandemic, to support achieving the Vision for Portsmouth that has been agreed with partners.**
- c) To agree that delegated authority be given to the Chief Executive to make minor changes to the draft document prior to publication.**

11 Switched on Impact Report (Pages 135 - 152)

Purpose

- a. To highlight the impact of the work undertaken by the council's in-house Switched On Portsmouth service over the preceding twelve month period; via the publication of their annual *Switched On Portsmouth Impact Report***
- b. To detail the progress made to the scope and scale of the services now being delivered within Portsmouth and the surrounding areas by the team;**

and highlight future areas of activity to further improve the service's coverage.

- c. To show in detail the monetary and energy savings in Portsmouth households; and highlight progress against the action plan set out in the *Energy and Water at Home Strategy 2020-25* and the *Home Energy Support Service* cabinet papers of October 2020 and January 2021.
- d. To highlight in particular the carbon savings that have been achieved through the delivery of the Switched On Portsmouth service. Over the past twelve months, activities delivered by the team have reduced annual emissions by 426 tonnes of carbon dioxide equivalent.

RECOMMENDED that the Cabinet note the report.

12 Revenue Budget Monitoring 2021/22 (1st Quarter) to End June 2021
(Pages 153 - 164)

Purpose of Report

The purpose of this report is to update members on the current Revenue Budget position of the Council as at the end of the first 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 09 February 2021.

Recommendations

It is recommended that:

- (i) The General Fund Forecast Outturn for 2021/22 (as at 30th June 2021) is an overall net underspend of and is analysed as follows:

FORECAST OUTTURN 2021/ 22	£000
Forecast net Overspend (before transfers to/ from Reserves)	11,807
Less Expenditure funded from Corporate Contingency:	
	COVID 19 Costs
	Windfall Costs
Less Transfers From Portfolio/ Cabinet Reserve:	
	Overspendings (in accordance with approved council resolutions)
Add Transfers to Portfolio and Other Reserves:	
	Underspendings

Overall Forecast Net Underspend 2021/ 22		(541)

- (ii) The forecast additional spending and forgone income as consequence of the Covid-19 Pandemic totalling £8.27m 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.

13 Economic Impact of the Cruise Business (Pages 165 - 170)

Purpose

To provide an update to Cabinet on cruise activity at Portsmouth International Port (PIP) over the past year and the economic impact on the city as the Port continues developments for cruise activity.

RECOMMENDED that the Cabinet note the report.

14 Portsmouth International Port's Sustainability Projects including provision of shore power (Pages 171 - 190)

Purpose

To update the Cabinet of the work of the Portsmouth International Port (PIP) in its green recovery, sustainability measures and the potential provision of shore power to visiting ships in order to reduce ambient emissions.

RECOMMENDED that the Cabinet

- 1. Support the port for the provision of shore power, subject to securing funding, including the short term development of a battery storage solution (for providing shore power to smaller cruise vessels and new Ro-Ro vessels) as well as a full term solution of supplying all vessels into PIP.**
- 2. Continues to support the port's green recovery sustainability drive**

which includes a hydrogen electrolyser on the port, rolling-out further the current fuel filtering project and the construction and piloting of an external fine particle filter at the port boundary.

15 Port Terms and Conditions (Pages 191 - 210)

Purpose

To gain approval for the implementation of the revised general terms and conditions for the use of Portsmouth International Port (PIP).

RECOMMENDED that the Cabinet agree that these terms and conditions be approved and be put into use as soon as possible, being published on the Port's website to ensure transparency for all Port users.

16 Service Provider for the Border Control Post (Pages 211 - 214)

Purpose

To gain approval for the award of the contract to Portico Shipping for the service provision at the Border Control Post for Portsmouth International Port. To run for five years from 1 January 2022 until 31 December 2026.

RECOMMENDED that the Cabinet agree that approval be given to award the service contract to Portico Shipping for the service provision at the Border Control Post for Portsmouth International Port.

17 Exclusion of Press and Public

In view of the contents of the appendices to the following item on the agenda the Cabinet is **RECOMMENDED** to adopt the following motion:

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

The public interest in maintaining the exemption must outweigh the public interest in disclosing the information.

Under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012, regulation 5, the reasons for exemption of the listed item is shown below.

(NB The exempt/ confidential committee papers on the agenda will contain information which is commercially, legally or personally sensitive and should not be divulged to third parties. Members are reminded of standing order restrictions on the disclosure of exempt information and dispose of the exempt documentation as confidential waste.

Item	Paragraph
Regeneration of New Landport &	3

Landport Gate (part thereof)
Compulsory Purchase Order
resolution (appendix 4).

**18 Regeneration of New Landport & Landport Gate (part thereof)
Compulsory Purchase Order resolution**

Report to follow under separate cover.

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Agenda Item 3

CABINET

RECORD OF DECISIONS of the meeting of the Cabinet held on Tuesday, 27 July 2021 at 12.00 pm at the Guildhall, Portsmouth

Present

Councillor Gerald Vernon-Jackson CBE (in the Chair)

Councillors Suzy Horton
Dave Ashmore
Chris Attwell
Hugh Mason
Darren Sanders
Lynne Stagg

52. Apologies for Absence (AI 1)

Apologies for absence were received from Councillor Kimberly Barrett, Ben Dowling, Councillor Jason Fazackarley, Peter Baulf (City Solicitor and Monitoring Officer) and Colette Hill (Assistant Director of Neighbourhoods). Start at 52.

53. Declarations of Interests (AI 2)

There were no declarations of interests.

54. Record of Previous Decision Meeting (AI 3)

The record of decisions from the previous Cabinet meeting held on 22 June 2021 were approved as a correct record.

55. Draft Portsmouth Local Plan Consultation with Local Plan Consultation Strategy (AI 4)

Members agreed to discuss the agenda item with agenda item 5 they are closely linked. Ian Maguire, Assistant Director, Planning & Economic Growth, introduced the report and outlined the consultation process.

Councillors Cal Corkery and Judith Smyth made deputations which can be viewed at

[Agenda for Cabinet on Tuesday, 27th July, 2021, 12.00 pm Portsmouth City Council](#)

Councillor Vernon-Jackson thanked Planning officers for their work and read out five proposed additional recommendations. The plans for Tipner West are highly sensitive and attracting a great deal of interest so it would be sensible to establish a cross-party working group (three members from each one) to give a chance to challenge the government's proposed target of 17,000 homes in Portsmouth. As well as Councillor Vernon-Jackson, the Liberal Democrat representatives would be Councillors Ben Dowling and Hugh Mason due to their respective portfolios.

In discussion, members made the following points:

The Local Plan should be considered as a whole and as an integrated plan for the city rather than a set of separate possibilities. It is understandable that people may be concerned about new developments. The council needs to consider the implications of various options. Under the requirements of Regulation 18 the council should consult as widely as possible. Community engagement is important and the council must learn from councils who did not fully engage with residents.

The 30% affordable housing target has been difficult to achieve so far but should be kept as an aspiration even though realistically it may not be achieved. However, the Tipner development will have 30% or even more. Travellers' sites need more space per family than with ordinary housing; it is a demanding use of land. Suggestions of locations for sites that do not reduce housing opportunities for Portsmouth residents are welcome.

The target of 17,000 homes is unachievable unless there is compromise. People want green spaces not tower blocks. One third of council housing tenants receive housing benefit, a third receive partial housing benefit combined with a low-paid job (in-work poverty) and a third do not receive housing benefit. People in work would like to own their home so the council needs to increase the number of homes people own. There have been issues around site specific plans like the former Kingston Prison and St James' Hospital. There are some issues around walking and cycling between Landport and the city centre.

Although the proposed Tipner development is a concern members will continue to work with rather than against organisations such as the RSPB and Environment Agency. Whatever form it takes there has to be a 10% increase in biodiversity and the council will have to find compensatory sites to mitigate against any environmental impact. There are three options for Tipner - an aspirational plan use only the land the council has in different ways, do nothing - all of which have sub-options which the cross-party working group will consider in greater detail as the Local Plan is not set in stone. Tipner is a low-lying area and will be flooded in 50 to 100 years if nothing is done with sea defences. There are many questions to be considered such as transport links with Stamshaw, the balance between protecting nature and the need for housing, how to manage City Deal funding and how much to spend on sea defences. The solution needs to be something the city can sustain, not a government algorithm. The cross-party working group is a good idea as the Local Plan does not belong to any particular party.

Portsmouth is an advanced manufacturing city, particularly for advanced marine manufacturing, and should build on this heritage. There are some great opportunities and the council must look to the next 30 years.

In response to questions from members, officers explained that

Ian Maguire will speak to the portfolio holder about additional face-to-face engagement events around affordable housing. National Planning Policy Guidance requires a significant proportion of affordable housing as part of the First Homes scheme. With regard to the perceived lack of need for gypsy and

traveller sites, accommodation assessments for these sites are very different to those for static demand as there is a big overlap between choice and demand as they require a type different accommodation; a transit site is more an amenity than a home. Furthermore, people within traveller communities have different approaches to transience. Historically there has been a very low number of unauthorised encampments in Portsmouth which indicates low demand for sites.

The policy on community and leisure facilities is to retain and improve existing ones. New communities like Tipner will need to be integrated with existing communities and proportionate to their growth.

Site specific viability appraisals have been conducted. Tipner is capable of achieving the 30% affordable homes target; others would be below the aspiration number. However, proposals are still being formulated. There are concerns about connectivity in Landport because of the large road network between housing and the city centre so this is a driver for improvement.

Councillor Smyth requested that it be recorded that it is not Labour policy to support Walter Menteth's scheme but they support considering alternatives. It was disappointing as a prelude to inter-agency working, particularly as Councillor Sanders has pioneered work on inter-agency working for rough sleepers.

Summing up, Councillor Vernon-Jackson said that the target of 17,000 homes would have a detrimental effect on residents' lives and the environment. Portsmouth is a unique city so needs a unique solution. Fulfilling the target would mean taking over green space and land for employment; it is not desirable for people to drive out of Portsmouth for work. He was pleased to see questions raised over Tipner West; however, other options are not straightforward and 3,000 homes would need to be situated elsewhere. All parties have to work together to find an option that suits everyone. He would prefer a different Local Plan with more affordable housing and employment but the council is constrained by the government. He thanked James Hill, Director, Housing, Neighbourhoods & Buildings, and his team for their work on consultation.

DECISIONS

Cabinet

- 1. Approved the Portsmouth draft Local Plan consultation document for at least 6 weeks of public consultation.**
- 2. Approved the Local Plan consultation communications plan and suggested budget of £30,000.**
- 3. Delegated authority to the Assistant Director of Planning and Economic Growth to modify and make editorial changes to the Portsmouth draft Local Plan consultation document, in consultation with the Cabinet Member for Planning Policy and City Development (if required).**
- 4. Rejected the Government's target of more than 17,000 homes for Portsmouth.**

5. Believed the decision on housing need in Portsmouth should be made by local people in Portsmouth.
6. Also believed the target cannot be met without significant impact on the protected habitats that surround Portsmouth. It would be wholly wrong for the Government to unaccountably require the Council to cause environmental harm by over-riding environmental protection legislation.
7. Asked therefore the Leader to write to the Government to establish whether the Secretary of State for Housing Communities and Local Government believes the housing target and the necessary associated development in the Tipner-Horsea Island area are of such overriding public interest as to justify the scale of development required and the impacts on the ecology of the Solent Waters.
8. Believed that, if Government does not consider there to be such a justification, then Portsmouth demands a significantly lower housing target so that environmentally sensitive areas are not forced into development.

56. Local Development Scheme update (AI 5)

Ian Maguire, Assistant Director, Planning & Economic Growth, introduced the report which was discussed together with agenda item 4.

DECISIONS

Cabinet

1. Approved the revised Local Plan timetable set out in the Local Development Scheme (LDS). The revised LDS to have effect from 27th July 2021.
2. Granted delegated authority to Assistant Director Planning & Economic Growth to make minor amendments to the LDS and Development Plan Document timetables as necessary.
3. Noted the progression of other Portsmouth Development Plan Documents and Supporting Planning Policy documents.

57. Future of Waste Collection Services 4 (AI 6)

David Emmett, Head of Waste Disposal, introduced the report. Members were pleased to note that Portsmouth was ahead of the curve in adopting recycling initiatives.

DECISION

Cabinet

1. Noted the likely outcomes of the Environment Bill - in particular the requirement for a consistent set of materials to be collected.
2. Agreed with the principle of the provision of a twin stream recycling collection system rather than a kerbside sort system, and delegate authority to the Director of Housing, Neighbourhoods and Building Services to develop a detailed plan for implementation of a twin stream collection service in the City. (Twin stream will require 2 recycling containers, kerbside sort will require 4 recycling containers, see 3.7).

3. **Noted that the delivery of a twin stream collection system is dependent on the outcomes of the Environment Bill, agreement by Waste Disposal partners on the provision of a Materials Recovery Facility (MRF) to enable twin stream collection, and agreement from other Hampshire waste collection authorities to deliver a twin stream collection service.**
4. **Noted that a further report will be brought to Cabinet with the business case for the provision of the MRF later this year.**
5. **Agreed that a further report is brought to Cabinet for decision to agree a final specification for the twin stream collection service ahead of implementation.**

58. Household Waste Recycling Centre Operations update and booking system (AI 7)

David Emmett, Head of Waste Disposal, introduced the report. Members noted that the booking system is proving a success.

DECISIONS

Cabinet

1. **Approved the retention of the HWRC booking system until at least March 2022 to manage customer demand and facilitate continuation of a controlled and safe HWRC operation while visitor numbers are increased as, social distancing restrictions are reduced. This is in-line with our Waste Disposal Authority Partners Hampshire County Council and Southampton City Council.**
2. **Approved the reintroduction of access to cyclists on a controlled basis at Portsmouth HWRC, from July 2021, utilising the HWRC booking system.**
3. **Noted Hampshire County Council (HCC) have approved the commencement of the £5 charge for non-residents using Hampshire's 24 HWRCs from 1 September 2021. This decision will not impact residents of Portsmouth wishing to use Hampshire's sites because of the joint HWRC and disposal partnership arrangements we have in place with HCC. Hampshire residents will also not be impacted using Portsmouth HWRC. Portsmouth residents will be required to register their vehicle with HCC to use the Hampshire sites, but not if they only wish to use Portsmouth HWRC. Registration is free of charge for Portsmouth residents because of the reciprocal use agreement with HCC. The Portsmouth HWRC cross-border policy decision was made by the Cabinet Member for Environment & Community Safety on 05 February 2019 - Household waste recycling centre cross border charging.**
4. **Noted that HCC has approved the removal of glass banks from Hampshire's 24 HWRCs from 1 July 2021 in line with the previously taken decisions, which were deferred during covid-19 restrictions. This decision will not impact Portsmouth HWRC, and PCC will retain the glass banks at the site because of separate glass collections arrangements we have in place with Biffa, the City Council's waste collections contractor.**

59. The 2021 Annual Status Report of Air Quality (AI 8)

Richard Lee, Regulatory Services Manager, introduced the report and explained that the Annual Status Report (ASR) is likely to be submitted to Defra before the end of this calendar year. The majority of data has been collected and verified and shows a significant reduction of nitrogen dioxide (NO₂) levels. Although the reduction will affect the three to five year trends it should be taken into account that 2020 was a unique year and that measures to improve air quality should still be maintained.

The Cabinet noted the report.

60. Port Health Readiness - Delivery of Official Controls (AI 9)

Richard Lee, Regulatory Services Manager, introduced the report and explained the challenges involved in implementing the new controls. The timetable is likely to be deferred further. A key concern is how many checks will be required which is made more complicated as it is difficult to estimate import levels, which in turn impacts on the proposed full-cost delivery system. More information will be known in October and January. The staff rota may only need to operate 18/24 hours rather than 24/24 hours. Some specialist veterinarians, who have not been needed before, have now been recruited. Predictions of readiness are being discussed with a wide range of government agencies. Officers are working on estimates and engaging with other Port Health Authorities. There is some confidence systems will be ready in November.

In response to concerns from members about the £2m staffing costs and safe transportation of live animals, Mr Lee explained that the Port is asking the government to pay the staffing costs for next year at least because of delays. They are also discussing how animals can be transported safely; they are more likely to be the responsibility of the Animal and Plant Health Agency. There is enough room at the Port for the new infrastructure that is required.

The Cabinet noted the report.

61. Annual Fostering Service Report (AI 10)

Members agreed that agenda items 10, 11 and 12 should be considered together as they are closely linked. Alison Jeffery, Director of Children, Families & Education, introduced the reports, highlighting successes such as the Mockingbird model for foster care, the preventative Early Help service and the Family Safeguarding model where adult safeguarding workers help parents with their issues. The review of children's social care is useful as it shares the history of development of social care in Portsmouth. There are three strong lines of critique of the existing system though Portsmouth rejects any possible structural changes to split support from child protection. She thanked the administration for their investment in children's social care. She is immensely grateful as it has helped keep families together and prevent children entering the social care system.

Members agreed the initiatives were driven by what is best for children and the belief that families can help themselves with the right support. They were proud of a single service that uses a restorative approach and agreed that support and protection should be together. They noted some countries which

had separate services were now reviewing them. It was good that Children & Families was now reunited with the Education portfolio as children's relationships in schools are important.

Councillor Vernon-Jackson said Ms Jeffery was moving to a new post and thanked her officially on behalf of the Cabinet for everything she had done to make a major impact on children's lives in the city. Councillor Horton (Cabinet Member for Children, Families & Education) gave her personal thanks and said she had learned much from Ms Jeffery's values and decisions.

The Cabinet noted the report.

62. Annual Adoption Report (AI 11)

Alison Jeffery, Director of Children, Families & Education, introduced the report together with items 10 and 12.

The Cabinet noted the report.

63. Response to the Interim Report of the National Independent Review of Children's Social Care Strategy (AI 12)

Alison Jeffery, Director of Children, Families & Education, introduced the report together with items 10 and 11.

The Cabinet noted the report.

64. Heritage Strategy (AI 13)

Kelly Nash, Corporate Performance Manager, introduced the report. Members said Portsmouth had a unique heritage and was a good place to live and raise children. It was the right time to review its heritage as the city needs to consider how it uses it properly. Members congratulated Councillor Dowling (Cabinet Member for Culture, Leisure & Economic Development) and Councillor Hunt (Heritage Champion).

DECISIONS

Cabinet approved that the draft heritage strategy go out to consultation.

65. Treasury Management Outturn Report 2020/2021 (AI 14)

Chris Ward, Director of Finance & Resources, introduced the report.

Members thanked the Director of Finance & Resources and his team for their effective management of the council's finances, which protects services from cuts.

DECISIONS

Cabinet noted the actual prudential and treasury management indicators based on the unaudited accounts, as shown in Appendix B (an explanation of the prudential and treasury management indicators are contained in Appendix C).

The meeting concluded at 1:50 pm

Councillor Gerald Vernon-Jackson CBE
Leader of the Council

Agenda Item 4



Title of meeting:	Cabinet
Date of meeting:	5 October 2021
Subject:	Recommendations from the Scrutiny Management Panel in respect of the Call in of the decision taken by Cabinet on 22 June 2021 in respect of item 10 on that agenda: Appointments to Outside Organisations
Report by:	City Solicitor
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To present Cabinet with the recommendations arising from the Scrutiny Management Panel held on 15 September 2021.
- 1.2 In reconsidering the matter, Cabinet should take into account any observations made by the Scrutiny Management Panel. The options available to Cabinet are to either amend or reconfirm the decisions made on 22 June 2021.
- 1.3 After reconsideration of the decisions alongside the observations of the Scrutiny Management Panel, the subsequent decision made by Cabinet will not be subject to further Call-in.

2. Options available to Cabinet

- 2.1 That Cabinet reconsider some or all of the attached outside body appointments in light of the concerns raised by the Scrutiny Management Panel.

or
- 2.2 The Cabinet resolves to reconfirm the Outside Body appointments that it made at the 22 June 2021 meeting and in doing so, provide a reason for its decision.

3. Background

- 3.1 At a special meeting held on 15 September 2021 the Scrutiny Management Panel reviewed the decision taken by the Cabinet on 22 June 2021 in respect of item 10 on that agenda "Appointments to Outside Organisations".



- 3.2 At this meeting Cllr Wemyss, one of the Call-in councillors, presented the Call-in and a response was provided by the Leader of the Council, Cllr Vernon-Jackson. The panel asked questions of both parties before debating the matter. In response to the Call-in the Leader of the Council confirmed that he was happy to look at the appointments again.
- 3.3 The Scrutiny Management Panel concluded that the reasons for the Call-in were upheld in that the decision may have been taken without adequate information (of which the nature has been identified). The panel therefore passed a resolution to refer the matter back to Cabinet for reconsideration.
- 3.3 In doing so, and in accordance with the agreed process, the Scrutiny Management Panel has set out the nature of its concerns that are to be addressed in conjunction with the original matter. This is included at para 4 of this report.

4. Reasons for recommendations

- 4.1 The Scrutiny Management Panel resolved that the matter be referred back to Cabinet in order to allow the decisions to be reconsidered with regard to Part 4E of the Constitution: Appointments to Outside Bodies - Political Proportionality Protocol.

5. Integrated impact assessment

- 5.1 The contents of this report do not have any relevant equalities and environmental impact and therefore an Integrated Impact assessment is not required.

6. Legal implications

The legal comments such as they are are contained within the body of this report.

7. Director of Finance's comments

- 7.1 There are no financial implications arising directly from the recommendations contained in this report.

Signed by: Peter Baulf, City Solicitor

Appendices:

Appendix 1 - Reasons for the Call-in.

Appendix 2 - Part 4E of the Council's Constitution: Appointments to Outside Bodies - Political Proportionality Protocol.

Appendix 3 - Table of Outside Body appointments referred back to Cabinet by the Scrutiny Management Panel.

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

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Signed by:

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Appendix 1

Reasons for call in

The cabinet's decisions in respect of certain appointments to outside bodies were defective in two regards:

1. They are in breach of the Appointments to Outside Bodies and organisations, Charities etc - Political Proportionality Protocol which is Part 4E of the Constitution of Portsmouth City Council.
2. The Cabinet failed to consider the Appointments to Outside Bodies and organisations, Charities etc - Political Proportionality Protocol which is Part 4E of the Constitution of Portsmouth City Council when making the decision.

In respect of Point 1 (above) the decisions to appoint Steve Pitt and Terry Hall to the Portsmouth Naval Base Property Trust and the decision to appoint Cllrs Hugh Mason and Cllrs Rob Wood to the King's Theatre Trust Ltd are in breach of rules 6 and 7 of the Protocol. The appointments are in breach of point 7 in that the appointments should be in accordance with proportionality rules where 2 or more appointments are to be made. They are also in breach of the implication of rule 6 that appointments should be Portsmouth City Councillors.

The appointments of David Fuller to the Fratton Community Association and Matthew Winnington to the Eastney Area Community Association are in breach of rule 4 of the Protocol that appointments to local associations should be ward Councillors.

Plus any such other breaches of the Protocol as the Scrutiny Management Panel may determine.

In respect of Point 2 (above) the decision of the Cabinet was made without adequate information because the Cabinet failed to consider the Appointments to Outside Bodies and organisations, Charities etc - Political Proportionality Protocol which is Part 4E of the Constitution of Portsmouth City Council when making their decisions. This is a core policy of the Council and should have been considered when making the decisions which it governs.

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Appendix 2

Part 4E

Appointments to Outside Bodies and organisations, Charities etc - Political Proportionality Protocol

In making appointments to any outside body or organisation, the Executive collectively or an individual Executive member, should act in accordance with the following rules to ensure that, so far as possible, the political proportionality of the council is maintained.

1. The council's political proportionality shall be as may be determined at the annual council meeting.
2. Forthcoming vacancies/appointments will be notified to all members of the council through the member information service (MIS); any member wishing to be considered for an appointment should notify the democratic services manager by a specific date, and the nomination should be supported by their group secretary.
3. If there are more nominations than appointments to be made, the relevant Executive member may meet informally with each nominee to ascertain any additional information in support of the nomination.
4. In respect of community centres, community associations and similar local neighbourhood organisations, wherever practical local ward councillors will be appointed.
5. Where an appointment involves the proposed appointment of an executive member, the appointment should be made by the Executive collectively.
6. Where there is only one representative to be appointed, there shall be a general presumption that the vacancy will be filled by a member of the party forming the administration.
7. Where there are two or more representatives to be appointed the political proportionality rules should apply with due regard being had to the overall level of minority party representation generally on outside bodies. However, the Executive (or individual executive member) and the respective opposition group secretaries (or their nominees) may agree to an alternative arrangement applying in the circumstances of a particular case. Such circumstances, for example, could be insufficient nominations being received; the specialist nature of the body; or a wish to provide continuity of membership of a particular individual on a body.
8. Proposed appointments will be considered at formal meetings of the Executive or at individual executive member decision making meetings.
9. All councillors will be advised of the appointments made through the MIS

This protocol was adopted by the city council on 26 March 2002, under minute 31/02
JH/me

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Membership Details	Name of Body	Period of service	Number of Appointees required	Reason referred back to Cabinet by the Scrutiny Management Panel	Previous Representatives	22 June 2021 Appointments	2021 Nominations (as put to Cabinet 22 June 2021)
Single Member	Eastney Area Community Association (Registered Charity)	Annual	1	Not a ward councillor	Jennie Brent 11/06/2019	Matthew Winnington	Linda Symes / Matthew Winnington
Single Member	Fratton Community Association	Annual	1	Not a ward councillor	Dave Ashmore 11/06/2019	Dave Fuller	Dave Fuller (unless he says no) then Cllr Dave Ashmore
Single Member	New Theatre Royal Trust (Registered Charity and Company)	Annual	1	Not an elected member	Will Purvis 11/06/2019	Will Purvis	Judith Smyth Linda Symes Will Purvis
Multiple Member	Kings Theatre Trust Ltd (Charitable Company)	Annual	2	Not in accordance with political proportionality	Hugh Mason Luke Stubbs 14/07/2020	Councillor Rob Wood Councillor Hugh Mason	Linda Symes Hugh Mason Rob Wood
Multiple Member	Portsmouth Naval Base Property Trust	3 years	2	Not elected members or politically proportional	Steve Pitt Terry Hall (19/6/18)	Terry Hall Steve Pitt	Cal Corkery Lee Mason Matthew Atkins as a second councillor if there is no other willing sitting councillor Terry Hall Steve Pitt

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Agenda Item 6



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet
Date of meeting: 5th October 2021
Subject: Clean Air Zone Charging Order
Report by: Tristan Samuels, Director of Regeneration
Wards affected: All
Key decision: No
Full Council decision: No

1. Purpose of report

- 1.1 Central Government has imposed a Ministerial Direction on the City Council to deliver a Class B charging Clean Air Zone (CAZ) to reduce levels of nitrogen dioxide to comply with at least the legal limit value in the shortest possible time.
- 1.2 To enable the CAZ charges to be introduced for non-compliant vehicles entering the zone a charging order is required. The purpose of this report is to gain approval from Cabinet to formally make the charging order.

2. Recommendations

It is recommended that Cabinet:

- 2.1 **Approve the making of the Portsmouth Clean Air Zone Charging Order 2021 (the Charging Order) substantially in the form provided as Appendix A to this report, to take effect in time for the CAZ launch date of the 29th November 2021.**
- 2.2 **Delegate authority to the Assistant Director for Transport jointly with the City Solicitor (or their delegate) to agree and authorise any non-material changes to the Charging Order prior to making, in consultation with the Leader and Cabinet Members for: Traffic and Transportation; Climate Change and the Green Recovery; and Community Safety & Environment.**
- 2.3 **Authorise the City Solicitor to seal and make the Portsmouth Clean Air Zone Charging Order including any changes to the version of the Order provided as Appendix A as may be necessary in accordance with recommendation 2.2 above.**



3. Background

- 3.1 Air pollution is known to have a significant effect on public health, and poor air quality is the largest environmental risk to public health in the UK. Epidemiological studies have shown that long-term exposure to air pollution reduces life expectancy and exacerbates pre-existing conditions such as respiratory and cardiovascular diseases.
- 3.2 The main pollutant of concern in Portsmouth is Nitrogen Dioxide (NO₂). Public Health England advise that it is well established that NO₂, particularly at high concentrations, is a respiratory irritant that can cause inflammation of the airways. There is currently no clear evidence of a threshold concentration of NO₂ in ambient air below which there are no harmful effects for human health.
- 3.3 As a result of ongoing breaches of legal NO₂ limits the Government has identified Portsmouth as one of a number of UK cities that must take action to achieve clean air compliance in the shortest possible time. The Government suggests that Charging Clean Air Zones are an effective way to do this.
- 3.4 Charging CAZs define areas that vehicle owners are required to pay a charge if they drive through or within. The charge only applies to older, more polluting vehicles, specifically diesel vehicles that are older than Euro 6 and petrol vehicles that are older than Euro 4.
- 3.5 The Government's Clean Air Zone Framework sets out four different classes of charging CAZ, detailing the types of vehicles subject to a charge under each class:
- Class A: Buses, coaches, taxis and private hire vehicles
 - Class B: Buses, coaches, taxis, private hire vehicles and heavy goods vehicles
 - Class C: Buses, coaches, taxis, private hire vehicles, heavy goods vehicles and light goods vehicles
 - Class D: Buses, coaches, taxis, private hire vehicles, heavy goods vehicles, light goods vehicles and cars
- 3.6 The types of vehicles charged under each of class of CAZ are set by central government as set out above. It is not possible to pick and choose which vehicles to charge under each class of CAZ. Because Portsmouth City Council has been directed by central government to implement a Class B CAZ, it would not be possible to decide that either buses, coaches, taxis, private hire vehicles or heavy goods vehicles would not be charged in the city.
- 3.7 Portsmouth CAZ will be a Class B CAZ and will be the third in the country to launch. Bath & North East Somerset's Class C CAZ launched in March 2021 and Birmingham's Class D CAZ launched in June 2021. Other cities that are expected to be required to implement CAZs include (but are not limited to) Bradford, Bristol, Manchester, Sheffield and Newcastle.



- 3.8 The Portsmouth CAZ is intended to achieve compliance with legal limits for nitrogen dioxide in the shortest possible time. Once compliance has been achieved and monitoring shows that it can be maintained, Portsmouth City Council will agree with central government the timetable to decommission the CAZ.
- 3.9 The CAZ is only one of a number of measures that Portsmouth City Council has delivered and continues to deliver to reduce air pollution in the city. This includes, but is not limited to:
- The retrofitting of 105 buses in the city so that they operate at euro 6 standard
 - The replacement of many of our own fleet of vehicles with electric and hybrid vehicles
 - The installation of rapid vehicle charging points in on-street and off-street locations around the city
 - The planting of trees and green infrastructure, as outlined in the Green Infrastructure Delivery Plan
 - The installation of bike hangars to encourage increased uptake of cycling and shift away from using private cars
 - Operating school travel planning initiatives including Stomp for Stamps and School Streets to encourage cleaner, greener and safer travel to school

4.0 **Portsmouth CAZ Charging Order**

- 4.1 The Charging Order is the legal instrument that allows the Council to implement the CAZ and introduce charges for non-compliant vehicles entering it. The Charging Order has been drafted in accordance with the approved business case submission to central government, the feedback from public consultation, decisions made by this Cabinet in October 2019, October 2020, December 2020 and June 2021, and the necessary requirements of the Transport Act 2000. The Portsmouth CAZ Charging Order found at Appendix A to this report details the following:

The boundary of the CAZ

- 4.2 Article 2 of the Charging Order includes plans showing the precise boundary of the charging zone. The plans can be found at Appendix B to this report. The location and size of the CAZ has been developed to target the two NO₂ exceedance locations on the A3 Alfred Road and A3 Commercial Road. The boundary has been amended following public consultation, and as agreed by this Cabinet on 29th October 2019 and 6th October 2020. The location and size of the CAZ has been submitted to, and approved by central government's Joint Air Quality Unit through the Portsmouth Local Air Quality Plan Full Business Case.

Vehicles to be charged

- 4.3 Article 3 of the Charging Order specifies the type or classification of vehicles that will be charged in the Portsmouth CAZ, that is: non-compliant buses, coaches,

taxis, private hire vehicles and heavy goods vehicles. Private cars or light goods vehicles (vans) will not be charged in the Portsmouth CAZ, as specified in article 4 of the Charging Order.

- 4.4 Portsmouth City Council is unable to pick and choose which vehicles are charged in the CAZ as the vehicle types charged under each class of CAZ are specified by Central Government through the Clean Air Zone Framework.

Emissions standards for compliant vehicles

- 4.5 Article 6 of the Charging Order sets out the emissions standards required for a vehicle to be considered CAZ compliant. The standards are per Government guidelines, meaning that diesel vehicles Euro 6 standard or higher and petrol vehicles Euro 4 standard or higher are CAZ compliant.

Refunds and administration fees

- 4.6 Article 11 of the Charging Order explains that refunds can be requested in certain instances, and a transaction fee of £3 will be levied against refunds processed.

Charges for non-compliant vehicles and penalty charges for non-payment

- 4.7 Articles 7, 8 and 9 of the Charging Order lists the daily charge to be paid if a non-compliant vehicle enters the CAZ. If payment is not made a penalty charge is payable, the cost of which is reduced if paid within 14 days of issue per the legislation. Details of the penalty charges are detailed in article 12 of the Charging Order. The Charging Order confirms that the daily CAZ charge is payable in addition to the Penalty Charge. Charges for the Portsmouth CAZ are listed in the table below:

	Bus or Coach	Taxi or Private Hire Vehicle	Heavy Goods Vehicle	Light Goods Vehicle	Car
Daily CAZ Charge	£50	£10	£50	£0	£0
Penalty charge for non-payment	£120	£120	£120	£0	£0
Reduced penalty charge (if paid within 14 days)	£60	£60	£60	£0	£0

Exemptions and sunset periods

- 4.8 Article 10 of the Charging Order, supplemented by annexes 2 and 4, lists those non-compliant vehicles that will be granted an exemption for the lifetime of the CAZ, or a time limited sunset period. There are also some vehicles which will be granted an exemption for a set number of days each year, or one off exemptions in emergency circumstances. The Order clarifies which of these have been set by central government, and which have been decided upon locally, as agreed by this Cabinet on 1st December 2020 and 22nd June 2021.



- 4.9 The vehicles that are exempt from the Portsmouth CAZ charges are: emergency service vehicles; specialist heavy vehicles, including recovery vehicles; and emergency replacement buses and coaches. These are locally set exemptions and may not apply to CAZs in other local authority areas.
- 4.10 The vehicles that will be given time limited exemptions for the Portsmouth CAZ are: wheelchair accessible taxis and private hire vehicles (exempt for first 6 months of CAZ operation); school and community transport (exempt for the first 2 years of CAZ operation); horse transporters classified as HGVs (exempt for 10 trips per year); and non-commercial vintage buses (exempt for 10 trips per year). These are locally set sunset periods and time limited exemptions and may not apply to CAZs in other local authority areas.

Methods of Payment

- 4.11 The Charging Order confirms that payments for entry into the CAZ should be made through the Central Clean Air Zone Service. This is a service provided by central government which all CAZ authorities must use to process CAZ payments. Drivers or vehicle operators who enter into the CAZ can use the service to pay online or over the phone.

Plan for applying any funds generated

- 4.12 The Charging Order includes a 5 year and a 10 year plan for using any income generated from the CAZ after operation and maintenance costs and fees for the Clean Air Zone Service are deducted. It is not anticipated that the proposed Scheme would generate substantial net proceeds, and it should be noted that the CAZ is not intended as a revenue raising scheme- its purpose is to reduce levels of NO₂ in the city by encouraging a reduction in vehicle use and the use of cleaner vehicles. The Charging Order states that any net proceeds will be used to directly or indirectly facilitate the achievement of the transport policies set out in Portsmouth Transport Strategy (LTP4).

5. Reasons for recommendations

- 5.1 It is recommended that Cabinet approve the recommendations set out in paragraphs 2.1 to 2.3 of this report because the Clean Air Zone Charging Order is required to implement the CAZ and ultimately deliver improvements to air quality in the city.
- 5.2 Should the Cabinet not approve the implementation of the Charging Order, the Clean Air Zone project will be delayed and it is unlikely that clean air compliance will be achieved in the shortest possible time, with a resultant risk of incurring significant but as of yet unspecified fines.

6. Integrated impact assessment



- 6.1 An integrated impact assessment has been undertaken which demonstrates that the making of the Charging Order will lead to improvements in air quality as it is the legal tool through which CAZ charges can be made against polluting vehicles. The assessment has demonstrated that the making of the Charging Order may have a negative impact on low income groups due to the charges issued to drivers and operators of non-compliant vehicles, such negative impacts are being mitigated through the distribution of the Clean Air Fund which can be used for replacement or retrofit of non-compliant vehicles. The assessment has also found that due to the inclusion of local exemptions and sunset periods any potential negative impacts on equality and diversity have been mitigated.

7. Legal implications

- 7.1 The Ministerial Direction dated 25 March 2020 requires the Council to implement the local plan for NO₂ compliance to ensure compliance with the legal limit value for NO₂ is achieved within the Council's area in the shortest possible time, and by 2022 the latest. Under section 85(7) of the Environment Act 1995, it is the duty of the Council to comply with any direction given to it.
- 7.2 As part of the submission of the Full Business Case to the Secretary of State back in December 2020, the Council was required to prepare and submit a draft Charging Order which needed to meet the requirements set out in the Transport Act 2000.
- 7.3 The Charging Order has been drafted in accordance with the statutory powers pursuant to Part 3 of the Transport Act 2000, The Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013, and of all other enabling powers in order to establish the road-user charging scheme (CAZ). The Charging Order is the legal instrument that practically implements the Full Business Case for the CAZ and sets out the requirement for road users who are subject to charging in the CAZ.
- 7.4 Part of 1 of Annex 5 of the Charging Order sets out a 5-year plan and also a 10-year plan for applying any of the net proceeds which the CAZ may generate as required under Schedule 12 to the Transport Act 2000. Part 2 of Annex 5 of the Charging Order sets out a detailed programme for applying the net proceeds generated during the opening five year period of the operation of the CAZ.
- 7.5 The decisions of the Cabinet meetings dated 1 December 2020 and 22 June 2021 have been reflected in the latest draft Charging Order.
- 7.6 The Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013 (SI 2013/1783) provides for the civil enforcement of a penalty charge notice imposed by the Charging Order made under Part 3 of the Transport Act 2000.

8. Director of Finance's comments

- 8.1 The charges for non-compliant vehicles and penalty charges for non-payment outlined in this document are consistent with those used in the Financial Model supporting the Full Business Case.
- 8.2 The set-up, running and decommissioning costs of the Clean Air Zone will be covered by both the initial grant from the Joint Air Quality Unit (JAQU) and the subsequent income from non-compliant vehicles. It is not anticipated that the proposed Scheme would generate surplus income. The risk of a deficit is borne by JAQU.

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Signed by:

Appendices:

Appendix A- Portsmouth CAZ Charging Scheme Order (DRAFT)

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

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

Title of document	Location
Cabinet Report 09/09/2019 Local Air Quality Plan Progress Update	https://democracy.portsmouth.gov.uk/documents/s23892/Air%20Quality%20Local%20Plan%20Update%20Report.pdf
Cabinet Report 29/10/2019 Local Air Quality Plan Outline Business Case	https://democracy.portsmouth.gov.uk/documents/s24649/Cabinet%2029.10.19-%20Local%20Air%20Quality%20Plan%20OBC%20cover%20report.pdf
Cabinet Report 06/10/2020 Clean Air Zone: Consultation Feedback	https://democracy.portsmouth.gov.uk/documents/s28269/Cabinet%206%20Oct%2020%20-%20Clean%20Air%20Zone%20report.pdf
Cabinet Report 01/12/2020 Clean Air Zone - Exemptions, Sunset Periods & Hours of Operation	https://democracy.portsmouth.gov.uk/documents/s29058/Clean%20Air%20Zone%20-%20Exemptions%20Sunset%20Periods%20Hours%20of%20Operation.pdf
Cabinet Report 22/06/2021 Clean Air Zone - Additional Exemptions, Sunset Periods and Fee Waivers	https://democracy.portsmouth.gov.uk/documents/s30956/Clean%20Air%20Zone%20-%20Additional%20Exemptions%20Sunset%20Periods%20and%20Fee%20Waivers.pdf
Clean Air Zone Framework	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863730/clean-air-zone-framework-feb2020.pdf

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:

Transport- Air Quality Improvement

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

Portsmouth Charging Clean Air Zone (CAZ) Charging Order

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

- Existing
- New / proposed
- Changed

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

The CAZ Charging Order is the legal instrument that allows PCC to begin charging vehicles for entry into the Portsmouth CAZ. The aim of the CAZ is to reduce concentrations of harmful nitrogen dioxide in the shortest possible time.

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?

Formal public consultation was undertaken in June/July 2019 and July/ August 2020 and more targeted consultation with stakeholders directly impacted by the CAZ has been ongoing since September 2020. The proposals have changed as a result of this consultation, including revisions to the CAZ boundary and the approval of sunset periods and exemptions for specific vehicle types.

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?

No impact

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

N/A

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?

No impact

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

N/A

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Air pollution is responsible for tens of thousands of deaths each year across the country and is also a contributory factor in many long-term health conditions. Poor air quality is the largest environmental risk to public health in the UK. The introduction of the charging CAZ (which this charging order will enable) will lead to a reduction in harmful air pollution by:

- encouraging the most polluting vehicles to switch to less polluting types to avoid paying CAZ charges
- encourage modal shift for journeys made through the CAZ
- encourage fewer journeys to be made through the CAZ for the most polluting vehicles

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

Roadside emissions are monitored by PCC through the LAQM regime and the AQD monitoring requirements. It is expected that concentrations of nitrogen dioxide will decrease as a result of the introduction of the CAZ which is enabled through this charging order.

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?

The introduction of the CAZ will lead to daily charges to be issued for 'non-compliant' vehicles that drive in the zone. One of the intended outcomes of the CAZ is that vehicle operators change to vehicles with lower emissions, however for low income groups this may not be possible and if they still need to drive within the CAZ they will be required to pay the CAZ charge. This impact is being mitigated through the introduction of the Clean Air Fund which provides grants to drivers and operators of non-compliant vehicles to retrofit or replace their vehicles for lower polluting types. This means that the financial impact on low income groups is reduced.

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

PCC are monitoring the levels of update of the Clean Air Fund grants as well as feedback from impacted groups regarding their ability to replace their vehicles with compliant types.

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 charing order will lead to a number of older taxis and private hire vehicles being upgraded to newer, less polluting models. Grant funding is provided to support this through the Clean Air Fund, in particular offering a higher grant for owners of Wheelchair Accessible Vehicles, reflecting the fact that this group face the highest vehicle upgrade costs. This ensures that WAVs are able to continue to operate and provide a key service to vulnerable groups within the city. The charging order also includes exemptions and sunset periods for certain specialist vehicles. This includes a 6 month sunset period for wheelchair accessible taxis and private hire vehicles, and a lifetime exemption for emergency service vehicles.

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

Rates of uptake of Clean Air Fund grants are monitored by PCC and numbers of applications for sunset periods and exemptions will also be monitored.

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 charging order is the legal instrument that allows PCC to charge vehicles for driving in the CAZ. The CAZ is aimed at reducing nitrogen dioxide emissions, however through a reduction in number of vehicle trips and a switch to lower emission vehicles it is likely that a reduction in carbon emissions will also be achieved.

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

Any reductions in carbon emissions will be picked up through PCCs carbon emissions monitoring, however reductions directly attributable to the CAZ will not be measured.

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?

The proposals would lead to an uptake of electric vehicles within the fleet. This will reduce the use of internal combustion engine and traditional fuels in favour of electricity from the grid.

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

The changes in composition of the local vehicle fleet will be reviewed. Whilst energy consumption will not be directly monitored the improvement in age of the fleet can be used as a proxy.

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?

None

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?

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?

None

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?

The charging order will enable charges to be levied against certain polluting vehicles for driving within the zone. The zone is intended to reduce concentrations of nitrogen dioxide but will also lead to reduction in other air pollutants due to the reduction in vehicle use and the change of vehicles to lower emission types.

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

The air pollution within the CAZ and elsewhere in the city will continue to be monitored using a network of diffusion tubes and background monitoring stations.

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?

None

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

N/A

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?

None

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?

None

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?

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?

None

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

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

None

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

Q8 - Who was involved in the Integrated impact assessment?

Samuel Whitfield- Senior Transport Planner
Hayley Trower- Air Quality Improvement Manager

This IIA has been approved by: Hayley Trower- Air Quality Improvement Manager

Contact number: 02392 841106

Date: 03/09/21

Title of meeting:	Cabinet
Date of meeting:	05/10/2021
Subject:	Portsmouth Health & Care - Discharge to Assess Model.
Report by:	Andy Biddle - Director of Adult Social Care
Written by:	Patrick McCullagh - Senior Project Manager
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

1.1. The purpose of this report is to:

- a. Update Cabinet (following the reports in June 2020 and March 2021) on the delivery of the Health and Care Portsmouth vision for developing a local integrated intermediate care offer which offers Discharge to Assess, (D2A) rehabilitation, reablement and recovery support, primarily in people's home and in community beds where necessary that meets the needs of Portsmouth citizens.
- b. To seek the necessary approvals to enable Adult Social Care to work with Health & Care partners in the city to permanently establish a Discharge to Assess unit comprising beds within Harry Sotnick House.

2. Background/Context

2.1 There is a national directive to fully embed a 'Discharge to Assess' (D2A) and 'Home First'¹ approach in local systems. This means that people are supported to safely leave hospital as soon as they are clinically able; that assessments of people's long-term care and support needs happen outside of the acute trust and that for most people, all of this happens in their usual place of residence. Additionally, with the implementation of Criteria to Reside (CTR) (see Appendix 1), we are likely to see an increasing level of complexity and acuity for those we need to support to either avoid admission to hospital or to leave in a safe and timely manner.

¹ <https://www.nhs.uk/NHSEngland/keogh-review/Documents/quick-guides/Quick-Guide-discharge-to-access.pdf>

- 2.2 The vision for Portsmouth is to enable people to receive the right level and type of health and care services in their own home and community wherever possible, enabling them to remain well and independent for as long as possible by maximising their recovery, managing their long-term conditions, and avoiding unnecessary hospital admissions.
- 2.3 In support of the vision and the national directive an integrated health and care transformation programme has been established, this programme of work has been developed to help inform the future development and design of community bed-based and home-based services to ensure we have the right capacity and capability in the right places providing the right spaces. The aim of this is to:
- Deliver the national ambition set out in the Hospital Discharge Guidance² (ensuring a target for the number of people Medically Optimised for Discharge, (MOFD) for Portsmouth is no greater than the locally set target of 20)
 - Achieve a sustainable rehabilitation and reablement offer (home and bed based), including D2A; and,
 - Be able to flex to meet additional demands.
- 2.4 In December 2020, a business case was presented to the Portsmouth South East Hampshire, (PSEH) strategic group, setting out the case for continued funding in 2021/22 to deliver the steps necessary to stabilise and evolve the current service model to respond to system pressures. It was intended that this would provide the foundation for building future capability and confidence to transition to a full 'home first' approach, including urgent community response, in line with national directives.

3. Recommendations

- 3.1 It is recommended that Cabinet:
- a. Agree to the permanent transfer of the staff and related available budgets for the Victory Unit to Harry Sotnick House, acknowledging that this will result in Adult Social Care ceasing use of the Victory Unit at Wyllie Road.
 - b. Agree that the Director of Adult Care consider and evaluate options for the use future of the space at Wyllie Rd.
 - c. Acknowledge that it has been possible to establish and operate the new Discharge to Assess unit within Harry Sotnick House at the current capacity, due to a combination of both the staff resources from the Victory Unit and the funding available through the governments temporary COVID Hospital Discharge Scheme.
 - d. Acknowledge that health & care system partners have an ambition to establish a permanent 40-bedded D2A unit at HSH and that this proposal would require

² <https://www.gov.uk/government/collections/hospital-discharge-service-guidance>

joint commissioning with and permanent funding contributions from Portsmouth CCG.

- e. Agree that the Director of Adult Care continue negotiations and enter into the necessary agreements with Health & Care partners, in consultation with the s.151 officer and the City Solicitor, (or their delegates) to establish:
 - i. A permanent jointly funded and commissioned D2A unit within Harry Sotnick House.
 - ii. Operational and funding arrangements to support people discharged from hospital, who cannot be supported within the D2A unit and require support from within the external care market, prior to a Care Act assessment being completed.

4. Discharge to Assess Model

- 4.1 As stated above, in December 2020 a business case was presented to the Portsmouth South East Hampshire, (PSEH) strategic group, setting out the case for continued funding in 2021/22 to deliver the steps necessary to stabilise and evolve the current service model to respond to system pressures. It was intended that this would provide the foundation for building future capability and confidence to transition to a full 'home first' approach, including urgent community response, in line with national directives.
- 4.2 One of the key assumptions in the business case is for the City Council to permanently transfer the funding from the Victory Unit to support the D2A bedded option at Harry Sotnick House (HSH). On 18th January 2021 in a response to the third wave of the pandemic, Victory Unit staff temporarily relocated to HSH Southsea Unit. This created an additional 20 D2A beds and allowed the Gunwharf unit to offer a designated unit for Covid positive patients. The number of D2A beds on Southsea increased as the number of designated beds decreased and from the 1st of August 2021 there are 30 D2A beds.
- 4.3 The discharge to assess model sets out 4 pathways (see Appendix 2):
 - a. **Pathway 0**
Likely to be minimum of 50% of people discharged:
 - simple discharge home
 - no new or additional support is required to get the person home, or such support constitutes only:
 - informal input from support agencies; or
 - a continuation of an existing health or social care support package that remained active while the person was in hospital

b. Pathway 1

Likely to be minimum of 45% of people discharged: able to return home with new, additional or a restarted package of support from health and/or social care. This includes people requiring intensive support or 24-hour care at home.

c. Pathway 2

Likely to be maximum of 4% of people discharged: recovery, rehabilitation, assessment, care planning or short-term intensive support in a 24-hour bed-based setting, ideally before returning home

d. Pathway 3

For people who require bed-based 24-hour care: includes people discharged to a care home for the first time (likely to be a maximum of 1% of people discharged) plus existing care home residents returning to their care setting (for national data monitoring purposes, returning care home residents will count towards the 50% figure for Pathway 0).

4.4 The benefits of a fully mature, integrated system that has the right capacity in the right place are outlined below³:

- People's health outcomes improve as more people will be able to live at home for longer if services are designed for discharge to home to be the default.
- People's length of stay in a hospital bed decreases due to longer-term assessments taking place in a more appropriate situation and place. Evidence suggests this should reduce deconditioning and improve outcomes significantly for 10 days in hospital (acute or community) leads to the equivalent of 10 years ageing in the muscles of people over 80.
- Improves system flow by enabling patients to access urgent care at the time they need it.
- Reduces duplication and unnecessary time spent by people in the wrong place.

5. Impact of Discharge to Assess

5.1. D2A is seen to have significant potential to move medically optimised patients to community settings to assess their long-term care needs and improve acute flow.

5.2. D2A is not a new concept and has been tried and tested by other health communities across England. Local examples of D2A evidence how improvements can be made as part of ongoing changes in ways of working:

- South Warwickshire – reported 0.5m net long-term costs averted in year 1 for pathway 3
- Sheffield – The Health Foundation reported a 37% increase in patients who can be discharged on their day of admission or the following day
- Medway – Delayed Transfer of Care (DTC) rates were down by 25% in 3 months⁴.

³ <https://www.nhs.uk/nhsengland/keogh-review/documents/quick-guides/quick-guide-discharge-to-access.pdf>

⁴ <https://www.nhs.uk/nhsengland/keogh-review/documents/quick-guides/quick-guide-discharge-to-access.pdf>

5.3. A D2A guide produced by Department for Health, ADASS and NHS England identifies benefits of a fully established D2A model include:

- People’s health outcomes improve as more people will be able to live at home for longer if services are designed for discharge to home to be the default
- People’s length of stay in a hospital bed decreases due to longer-term assessments taking place in a more appropriate situation and place. Evidence suggests this should reduce deconditioning and improve outcomes significantly for 10 days in hospital (acute or community) leads to the equivalent of 10 years ageing in the muscles of people over 80.
- Encourages NHS and Adult Social Care leaders to work together for the best outcomes and experiences for people through joint approaches to discharge to assess. This may include joint commissioning or funding
- Improves system flow by enabling patients to access urgent care at the time they need it
- Reduces duplication and unnecessary time spent by people in the wrong place
- Enhances working relationships between the health, social care and housing sectors and increases development opportunities for their staff
- Sharing responsibility, risks and skills across partners leads to innovative and creative solutions that deliver safe, effective care and support⁵.

5.4. As part of the Covid discharge requirements released in March 2020 the government mandated a D2A model to be implemented in all acute trusts across England, with an intention to support more people to be discharged to their own home. Updated policy, released on by the government on 5th July 2021 says, ‘Health and social care systems are expected to build on this work during the first half of 2021 to 2022 to embed discharge to assess across England as the default process for hospital discharge during the funded period.’⁶

5.5. The Discharge Hub and D2A unit went live in April 2020. Since April, the Portsmouth System has seen a significant reduction by 22 Medically Optimised for Discharge (MOFD) patients on average and 217 bed days lost. This has resulted in improved flow from the acute and a reduced the risk to patients of infection, low mood, and reduced motivation, which can affect a patient’s health after they have been discharged and increase chances of readmission to hospital⁷.

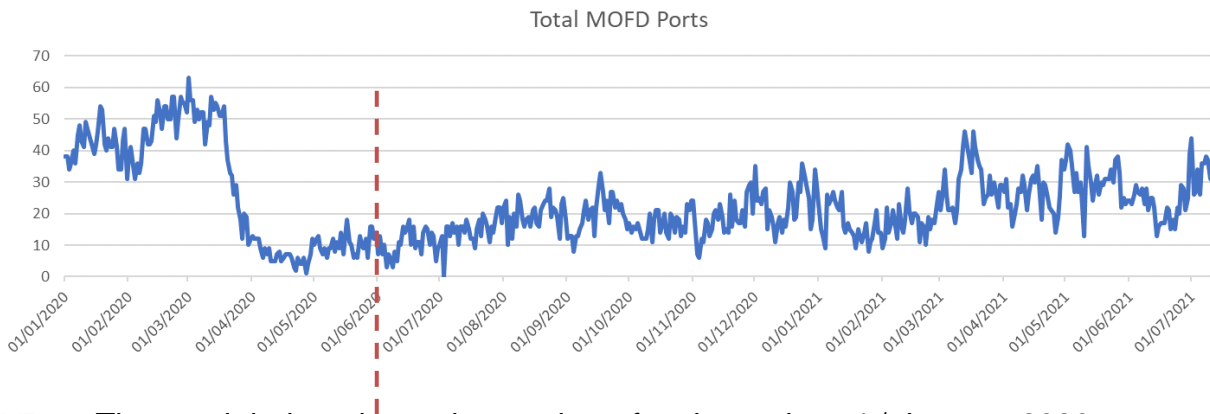
⁵ . <https://www.nhs.uk/nhsengland/keogh-review/documents/quick-guides/quick-guide-discharge-to-access.pdf>

⁶ <https://www.gov.uk/government/publications/hospital-discharge-service-policy-and-operating-model/hospital-discharge-service-policy-and-operating-model>

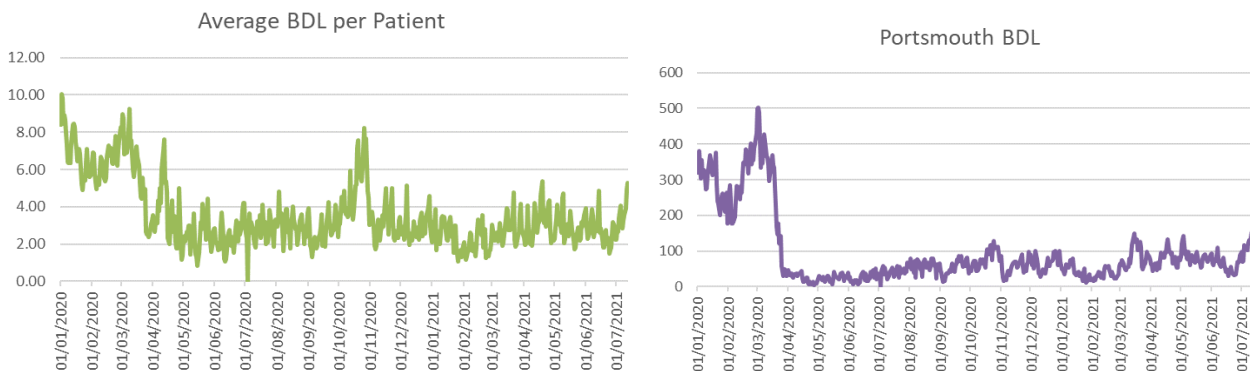
⁷ <https://www.kingsfund.org.uk/publications/delayed-transfers-care-quick-guide>

	Average MOFD	Average BDL	Average BDL per Patient
1st Jan – 6th April 2020	41.4	273.5	6.26
7th April 2020 – Current	19.4	56.3	2.94

5.6. The graph below shows the number of MOFD patients since 1st January 2020.



5.7. The graph below shows the number of patients since 1st January 2020.



5.8. Since the implementation of D2A, the number of patients discharged to a bedded option has remained stable. However, based on the discharge data, below, 56% of patients from a rehab setting and 47% from a D2A setting, return to their usual place of residence and 9% of patients from a rehab setting and 25% of patients from a D2A setting are discharged to a residential or nursing home.

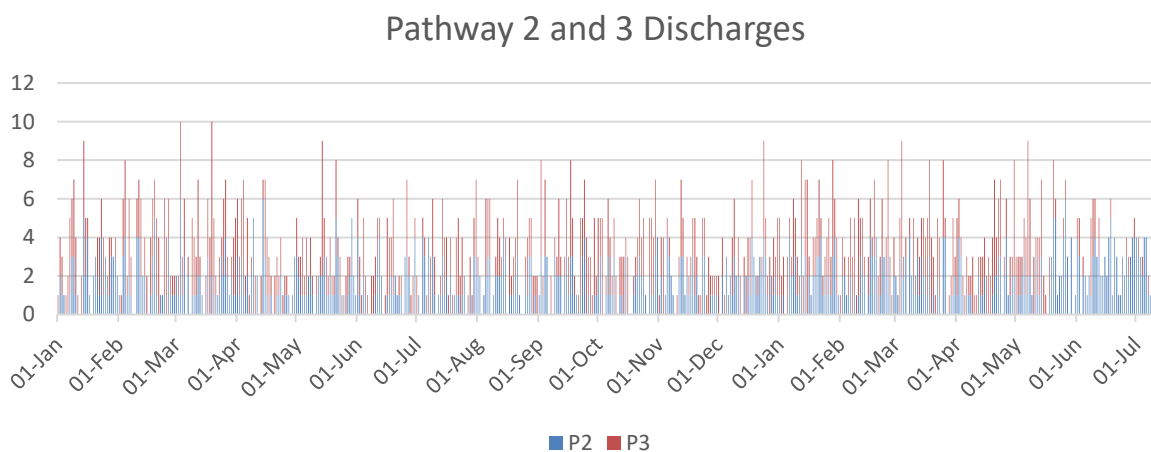
Discharge Destination	Rehab	D2A (Southsea)
Usual place of residence	56%	47%
Nursing or residential placement	9%	25%
Readmission	22%	8%
RIP	4%	9%
Other	9%	11%

5.9. The key factor is that approximately 45% of patients who were admitted to Southsea Unit returned to their usual place of residence, instead of going to a nursing or residential placement. The potential annual saving because of avoiding nursing or residential placements to PCC and CCG are in the region of £170,000 per year. This assumes all clients are full cost.

6. Demand

6.1 Since 1st January 2020 to 11th July 2021, the Portsmouth system has facilitated 1838 acute discharges to a bedded placement. This means on average 3.29 patients are discharged to a bedded placement each day. Not all individuals discharged from Portsmouth Hospital would require a D2A bed. Patients that are identified as End of Life (EOL) at the point of discharge or required a non-weight bearing bed would be discharged straight to a private residential or nursing spot purchase placement.

6.2 It should be noted that due to the Covid-19 pandemic and the stay-at-home order, the demand is not considered traditional.



6.3 From April 2020 - March 2021 - There were 57 placements, of which 11 were identified as EOL on discharge, with private providers with costs over £1K per week have been made. These were mainly placed with private providers due to requiring providers with specific skills to manage individual needs.

6.4 The additional capacity and a D2A option have increased flexibility, enabling flexible admission criteria to be able to respond to changes in demand and complexity as required, and therefore less requirement for spot purchases in private residential and nursing homes.

6.5 However, occupancy levels are relatively low, suggesting the Portsmouth system has excess bedded capacity than that dictated by demand, based on previous year data. During Covid all beds have been used flexibly for sideways moves, D2A and designated beds.

6.6 It should also be noted that throughout 2020/21, elective surgeries were cancelled to free up resource to care for patients with Covid-19. There are now many patients who are currently waiting for surgical procedures because of the pandemic. In addition, a stay-at-home order was in place, this order is likely to have had an impact on the type of demand that presented at PHU, which would have influenced the cohort demand for the discharge pathways.

7. Proposed operating model

It is proposed that the D2A unit is permanently established based on the Victory Unit funding profile, maintaining the improved Length of Stay, (LoS) for Portsmouth citizens that allow as many people discharged from Hospital to benefit from assessment and onward care planning.

7.1 During the period that discharge to assess funding is available, it is proposed that the unit continues to operate at 30 beds, funded through NHS funding, with the intention to negotiate permanent funding with NHS colleagues by the end of the 2021/22 financial year. This offers additional resilience during the winter period and acknowledges the need to maintain the discharge of people from the acute hospital.

7.2 The unit will be operated by the City Council within Harry Sotnick House (HSH). The D2A unit will accept referrals seven days a week between the hours of 9 AM and 6 PM and these beds will provide an interim placement to support hospital discharge. It will provide D2A beds for people prior to them moving on to their long-term placement e.g., a return home or alternative care home accommodation.

7.3 These beds will provide short stay following a patient's discharge from acute services to allow for assessment of a longer-term package of care, long-term placement, or return to their previous level of independence and usual care setting.

7.4 It will not be possible for the D2A unit to support all client needs. Therefore, the following exclusion criteria will be applied:

- People under 18 years of age
- People who do not meet the Accessibility/Client criteria.
- People who are not medically optimised
- People whose needs cannot be met within Southsea Unit at the time of referral following risk assessment
- Individuals with behaviours that challenge, including individuals with particular mental health needs
- Bariatric patients requiring more than the assistance of 2 staff
- People who are on oxygen therapy who cannot be supported by the Home oxygen team. (This does not include Individuals requiring non-invasive ventilation (NIV), e.g., CPAP, BIPAP or those who have a tracheostomy)
- Those people who require additional 1:1 support to maintain their safety
- Those individuals who are deemed to be end of life

- Those people who require a non-weight bearing period prior to further assessment
- Those people who have had a period of assessment prior to admission to an acute hospital, where a long-term placement has been identified and were going back through the D2A pathway will add no further value.

7.5 If permanent funding, (in addition to the Victory Unit funding) cannot be achieved for the establishment of the D2A unit this may mean that people could have to wait in hospital for assessment of need. It is in the interest of the NHS and the Local Authority to achieve discharge to assess on a permanent basis for Portsmouth citizens, given the impact further delays in hospital would have on people and their families and the health and care system.

8. The Victory Unit

8.1 The Victory opened in 2015 providing a 20 bedded unit for social rehabilitation. It currently sits as part of contract with Housing 21 who lease the site to PCC for a peppercorn rent. In return PCC agreed to provide a hot meal daily for the residents of Maritime House. This is a contractual obligation until 2025, resulting in PCC providing a chef and kitchen assistant seven days a week. Adult Social Care are currently exploring options to continue providing a meal to residents which enables these staff to fill gaps in the wider provider service, but maintains this contractual obligation.

Demand

8.2 The tables below illustrate the demand for social rehabilitation in comparison to the D2A unit

Victory Unit	2019-2020	2020-2021
% Occupied in Month (average)	70%	-
ALOS, (avg length of stay) of Discharged Pts in Month (average)	38	-
Admissions in Month (average)	11	-
Discharges in Month (average)	10	-

Gunwharf / Southsea Unit	2019-2020	2020-2021
% Occupied in Month (average)	83%	89%
ALOS of Discharged Pts in Month (average)	21	13
Admissions in Month (average)	27	35
Discharges in Month (average)	27	35

8.3 As most Victory clients were admitted from the acute hospital with a much lower acceptance criteria, the tables above clearly illustrate that more people are able to benefit from a D2A bed and its higher acceptance criteria than the Victory units' model of social rehabilitation due to the reduced length of stay and availability of a larger Multidisciplinary Team. With the move to deliver the Home first model and the

transformation of community services with the development of Urgent Community response and Discharge to Assess the Victory unit model has served its purpose.

- 8.4 The social rehabilitation that was provided by the victory unit has been transferred and the client cohort have been seen in their own homes by PRRT and the community independence service (CIS). There is however a small group of people who need a period low level bed-based rehabilitation which the Southsea unit will provide and has been built into the 18-day length of stay.
- 8.5 The best option for the future use of the Victory unit which would support the medium- and long-term financial plan would be to offer the unit to H21 (who have expressed an interest in using the unit. The key reason for this is that it is a no cost option and would free up an additional £80,000 of costs at the same as offering an increased number of extra care beds to the city.
- 8.6 This option supports the need to provide the maximum number of D2A beds with the greatest flexibility, within an affordable financial cost and consolidates the integrated bedded pathway between Solent and PCC and therefore delivers the hospital discharge guidance.

9. Integrated Impact Assessment

An integrated impact assessment has been completed

10. Finance Comments

- 10.1 The report is seeking the approval for the permanent transfer of the staff and available budgets relating to the Victory Unit to Harry Sotnick House, to establish a new permanent D2A unit.
- 10.2 During the COVID pandemic, the government has provided additional funding for local areas to facilitate its Hospital Discharge Scheme. This additional funding is provided through the NHS via the CCG and combined with the staff resources from the Victory unit has enabled the provision of c. 30 beds. In order to ensure the safe operation of the unit, it was necessary for the Council to take on 18 additional permanent staff at risk.
- 10.3 Health & care system partners have an ambition to establish a permanent 40-bedded D2A unit at HSH. This proposal would require joint commissioning with and permanent funding contributions from the CCG. Currently both parties are in discussion as to the operational and funding arrangements for a 40-bed D2A solution. Any joint commissioning arrangement would be through a variation to an existing s.75 agreement between PCC and the CCG. All proposals will require a financial appraisal to ensure the affordability for the service before any final decisions.
- 10.4 The D2A unit at Harry Sotnick House is not able to support all clients discharged from hospital and some people are being discharged to care settings within the

external care market in Portsmouth, prior to their Care Act Assessment being completed. These costs continue to be funded through the Hospital Discharge Scheme. Again, the City Council and the CCG are in discussions about potential long-term operational and funding arrangements to enable these arrangements to continue.

- 10.5 The Hospital Discharge Scheme funding is expected to continue until the end of the current financial year. Should long-term operational and funding arrangements not be agreed prior to the cessation of the temporary funding, the Council would need to: (a) reduce its D2A provision at Harry Sotnick House in line with its available resources; and (b) cease placing people in care settings within the external care market prior to the completion of their Care Act Assessment. This would result in the return to pre-COVID arrangements of completing Care Act Assessments within the acute setting.
- 10.6 If the decision to permanently transfer the staff and available budgets relating to the Victory Unit to Harry Sotnick House is agreed, then it will be necessary for further financial evaluation and appraisal as to the options for the future use of the space at Wyllie Rd; including the current commitment on the Council to provide a meal to residents at Maritime House.

11. Legal Comments

- 11.1 The City Solicitor is satisfied that it is within the City Council's powers to approve the recommendations as set out in this report. The report seeks approval for the permanent transfer of staff from the Victory Unit to Harry Sotnick House. The proposed decision is the subject of proportionate and engaged consultation with the effected colleagues.

The proposed movement of staff is a specifically agreed term within the staff contracts which permits movement within the city and subject to the needs of the employer.

Signed by

(Director)

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

Appendices:

Appendix 1 - : criteria to reside – maintaining good decision making in acute settings

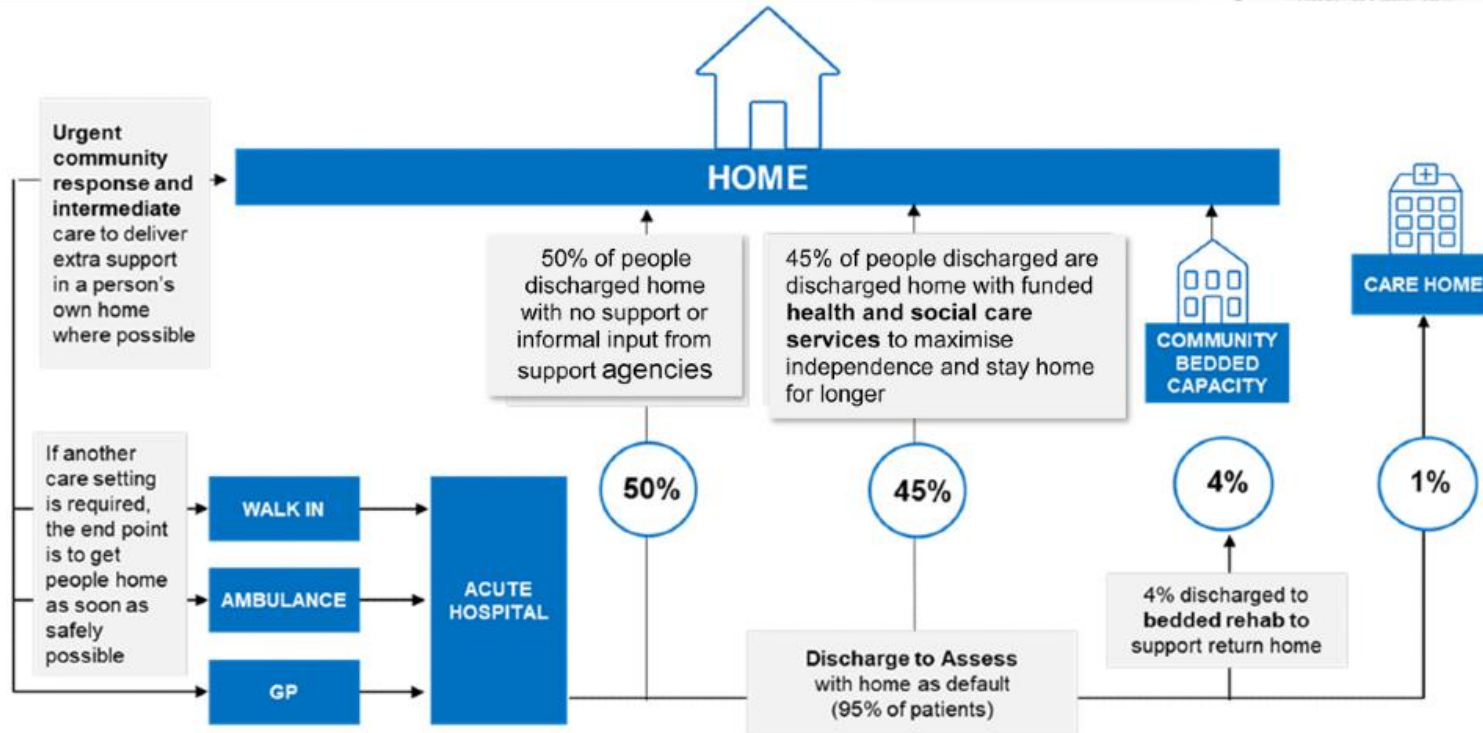
Every person on every general ward should be reviewed on a twice daily ward round to determine the following. If the answer to each question is 'no', active consideration for discharge to a less acute setting must be made:

- Requiring ITU or HDU care?
- Requiring oxygen therapy/NIV?
- Requiring intravenous fluids?
- NEWS2 > 3? (clinical judgement required in persons with AF and/or chronic respiratory disease)
- Diminished level of consciousness where recovery realistic?
- Acute functional impairment in excess of home/community care provision?
- Last hours of life?
- Requiring intravenous medication > b.d. (including analgesia)?
- Undergone lower limb surgery within 48 hours?
- Undergone thorax-abdominal/pelvic surgery with 72 hours?
- Within 24 hours of an invasive procedure? (with attendant risk of acute life- threatening deterioration)

Clinical exceptions will occur but must be warranted and justified. Recording the rationale will assist meaningful, time efficient review.

Appendix2 Discharge to Assess Model

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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:

Adult Social Care

Service, function:

Portsmouth Adult Social Care service provides support and advice to adults aged 18yrs and over who may need help in retaining their independence, perhaps as a result of a disability, long term condition or frailty associated with growing older. We work to assist those people to take control of how their care needs are met and help people secure the best possible care from the service of their choice. When full independence is no longer possible we will help people find the longer term living arrangements that best suits them.

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

Portsmouth Health & Care - Discharge to Assess Model.

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 national directive to fully embed a 'Discharge to Assess' (D2A) and 'Home First' approach in local systems. This means that people are supported to safely leave hospital as soon as they are clinically able; that assessments of people's long-term care and support needs, happen outside of the acute trust and that for most people, all of this happens in their usual place of residence.

The vision for Portsmouth is to enable people to receive the right level and type of health and care services in their own home and community wherever possible, enabling them to remain well and independent for as long as possible by maximising their recovery, managing their long-term conditions, and avoiding unnecessary hospital admissions.

The key aims of the vision are to:

- Deliver the national ambition set out in the Hospital Discharge Guidance (ensuring a target for the number of people Medically Optimised For Discharge, (MOFD) for Portsmouth is no greater than the locally set target of 20)
- Achieve a sustainable rehabilitation and reablement offer (home and bed based), including D2A; and,
- Be able to flex to meet additional demands

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

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?

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

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

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?

A D2A guide produced by Department for Health, AADAS and NHS England identifies the benefits of a fully established D2A model and included:

- People’s health outcomes improve as more people will be able to live at home for longer if services are designed for discharge to home to be the default
- People’s length of stay in a hospital bed decreases due to longer-term assessments taking place in a more appropriate situation and

place. Evidence suggests this should reduce deconditioning and improve outcomes significantly for 10 days in hospital (acute or community) leads to the equivalent of 10 years ageing in the muscles of people over 80.

- Encourages NHS and Adult Social Care leaders to work together for the best outcomes and experiences for people through joint approaches to discharge to assess. This may include joint commissioning or funding
- Improves system flow by enabling patients to access urgent care at the time they need it
- Reduces duplication and unnecessary time spent by people in the wrong place
- Enhances working relationships between the health, social care and housing sectors and increases development opportunities for their staff
- Sharing responsibility, risks and skills across partners leads to innovative and creative solutions that deliver safe, effective care and support .

How are you going to measure/check the impact of your proposal?
 % of re-admissions (an increase is not always a negative indicator)
 Number of beds occupied by stranded adult patients defined as those with a LoS of 7 or more who are admitted via A+E

Discharge to usual place of residence from across the system

Discharge to usual place of residence on the day of their admission or the following day

Reduced hospital related falls

Reduced hospital acquired infections

Size of care packages (in both the short and long term)

Reduction in Delayed Transfers of Care (DToC) in all parts of the system including community beds

Patients and carers reporting a positive experience of the service- Proposed questions to include:

Q1 What was good about the experience?

Q2 What could be better?

Q3 What else would you like to tell us?

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?

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

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?

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?

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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?

Establishing a permanent D2A unit provides employment opportunities in social care in teh city.

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?

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

Q8 - Who was involved in the Integrated impact assessment?

Patrick McCullagh, Senior Project Manager.

This IIA has been approved by: Andy Biddle, Director of Adult Social Care.

Contact number: 023 9284 1160

Date: 10/09/2021

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Agenda Item 8



THIS ITEM IS FOR INFORMATION ONLY

Title of meeting: Cabinet

Subject: Greening Strategy Update Report

Date of meeting: 5 October 2021

Report by: Bethan Mose, Public Health Principal (Wider Determinants of Health)

Wards affected: All

-
1. **Requested by** Cabinet Member for Climate Change & Green Recovery
 2. **Purpose**
 - 2.1 To provide an update to Cabinet on:
 - progress made since the Greening Strategy was adopted in March 2020;
 - the Green & Healthy City work programme;
 - next steps.
 - 2.2 It is recognised that the greening agenda is very broad, with significant activities being undertaken across Council services and by partner organisations in the city that contribute to broader environmental aims. For the purposes of this paper, the focus is on progress against the four key areas as set out in the Greening Strategy. A further paper on wider 'green' activities that contribute to the reduction of carbon emissions will be brought to Cabinet at a later date.
 3. **Background**
 - 3.1 The Greening Portsmouth Strategy document was considered and adopted by [Cabinet in March 2020](#) and supports other programmes of work in the city, including the Climate Action Plan, Clean Air Zone, Air Quality Strategy, Local Transport Plan 4, emerging Local Plan and the Portsmouth Health and Wellbeing Strategy.
 - 3.2 The Strategy outlines the approaches to deliver a greener city, whilst working towards the PCC objective to be carbon neutral by 2030. Emphasis is placed on increasing tree canopy cover whilst also recognising the importance of other forms of greening, advocating a mix of greening schemes appropriate to the urban environment.
 - 3.3 PCC, through land ownership and statutory functions, holds the potential for significant greening opportunities across its estate, whilst also being able to influence across partnerships to create opportunities to enhance the greening of land in private ownership. The Strategy sets out four key areas, which provides the framework for the progress update and work programme over the next 12 months.

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- 3.4 Since its adoption, resource has been allocated to focus on the delivery of the Strategy through the Public Health Transformation Fund. The early part of 2021 saw the appointment of a new Green and Healthy City Co-ordinator; a fixed-term role to oversee delivery of specific projects, liaise between services delivering greening as part of their core functions, act as a point of contact for collaboration and lead bids for external funding.
- 3.5 The role sits in the Public Health team to ensure strong alignment with health and wellbeing priorities, particularly health inequalities. There is a wealth of good quality evidence (see Table 1) demonstrating the positive impact that greenspaces can have on physical and mental health, whilst also enabling people to build social capital:

Table 1: Health and Greenspace Evidence

<p>The Netherlands - every 10% increase in exposure to green space translated into a reduction of five years in age in terms of expected health problemsⁱ.</p> <p>Similar benefits found by studies in Canadaⁱⁱ and Japanⁱⁱⁱ.</p>	<p>Green space linked with reduced levels of obesity in children and young people in America^{iv}.</p> <p>Strong evidence that access to open spaces is associated with higher levels of physical activity^v and reductions in a number of long-term conditions such as heart disease, cancer, and musculoskeletal conditions^{vii}.</p>	<p>Proportion of green and open space is linked to self-reported levels of health and mental health^{viii} for all ages and socio-economic groups^{ix}, through improving companionship, sense of identity and belonging^x and happiness^{xi}.</p>
<p>Living in areas with green spaces is associated with significantly less income-related health inequality^{xii}. In greener areas, all-cause mortality rates are only 43 per cent higher for deprived groups, compared to 93 per cent higher in less green areas.</p>		
<p>However, people from more deprived areas have less access; children in deprived areas are nine times less likely to have access to green space and places to play^{xiii}.</p>		

- 3.6 There is a strong business case for greening activities in urban areas from a health and wellbeing perspective:
- parks and public gardens are associated with health and wellbeing at the community level, including satisfaction with ‘place’, increased social cohesion and interaction^{xiv}, increases in volunteering, and opportunities for more creative ‘play’ among children, as well as better educational performance.
 - increasing access to parks and open spaces could reduce NHS costs of treating obesity by more than £2 billion^{xv}. Access to green space can reduce mental health admissions too, resulting in additional savings for the NHS^{xvi}.
- 3.7 PCC can significantly influence how people can use the city's greenspaces through the Greening Strategy, offering co-benefits for both health, the wider urban environment, biodiversity, climate change and air quality.

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4. Progress

4.1 The Greening Portsmouth Strategy sets a clear ambition to increase the amount of green infrastructure, canopy cover and planting opportunities. We need to accelerate the planting of trees in the city, as well as enhancing lower level planting (hedges and shrubbery) and creating green walls or green roofs. To double canopy coverage in the city, we need to add 360 new trees in parks and open spaces, and 120 new street trees (net of replacements) every year for the next 25 years.

4.2 A summary of key achievements over the last year is set out below. The progress made has been the result of collective efforts across PCC services, mainly business as usual, however moving forwards PCC has made capital funding available, adding to existing budgets so that we can start greening the city. In the first phase of delivery (next two years), we will seek to implement (in addition to business as usual activity):

- o Significant additional planting in our parks and open spaces
- o Development of wild areas across the city
- o Improved and enhanced planting on PCC housing land
- o More street trees in priority areas.
- o Supporting our Community to de pave gardens and green their outside space.

Table 2: Progress 2020-2021

<p>'Re-wilding' areas - areas left to naturalise being trialed for 2021:</p>	<p>Long Curtain banks Pembroke Gardens Pier Road Duisburg Way Clarence Parade Car Park East Bastion The Pyramids</p>	<p>Bransbury Park Kingston Rec Ground Kingsley Road Stamshaw Park Alexandra Park sports field Langstone Gardens</p>	<p>Portsmouth Hill Extended areas of managed countryside taken out of regular amenity mowing (approx 2 additional hectares)</p>	
<p>Urban meadows - annual wildflower / meadow areas sown 2021 (incl.those in previous 3 yrs): College Park, Althorpe Drive (Anchorage Park), Copnor Bridge, Prison Corner, Milton Park, Queen St (Portsea), Hempsted Green, Tamworth Park, Portsmouth Rd (Cosham), Bransbury Park, Zetland Field, Bransbury Gardens, Clarendon Gardens, Mills Road, Western Parade (Southsea), Pembroke Triangle, Southsea Rock Garden, Southsea Castle Moat, Ladies Mile, Canoe Lake, St James' Green, Lake Road.</p>	<p>788 new trees planted during 2020/2021</p>	<p>31 new wild meadow sites - 7 sites @ 7,668 m² on housing land</p>	<p>150,300 new plant between 2019/2021 - mixture of plants, shrubs and native hedging planted across housing land in the HNBS directorate.</p>	<p>17 new sites of re-wilding and natural grassland</p>
<p>Examples fo other managed sites and management regimes: Fort Cumberland west - contains remnants of coastal heathland with grassland and scrub control, an ecologically important habitat; Milton Common - manage variety of rough and species-rich grassland interspersed with scrub and wetlands - management aims to improve ecological diversity; Hilsea Lines - a mosaic of habitats from wildflower meadow to wetland, managed for both wildlife and open space; Farlington Triangle - known for its wetlands and reed beds, the area contains one of the few natural populations of water voles in Hampshire.</p>			<p>Green Asset Register developed listing all greening by type and location, planted since 2020</p>	
<p>Virtual Green Team - The Greening Strategy is supported by a "virtual team" of officers working across the city to ensure that there is a joined up approach to land that is the responsibility of the city. The virtual team includes: Estate Services, Parks and Open spaces, Arboriculture Officers , Air Quality Lead – Transport Colas, Landscape architects, Tree Wardens</p>				

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5. Future Work Programme

- 5.1 Officers are working proactively across Council services to identify opportunities for planting through existing delivery pathways - a good example being through the Green and Clean team in Estate Services, which has the dual benefit of providing greening in areas of the City that experience higher levels of health inequalities and poor health outcomes. Where external planting and maintenance contracts exist we are working together with partners to find creative ways to increase greening opportunities.
- 5.2 We continue to pursue funding opportunities, with a number of bids submitted that are awaiting a decision. Through a successful funding bid to 'Forgotten Places' through Trees for Cities in the summer, we were awarded £35,950. This will provide for the 2021/2022 planting season: 160 standard trees, 4200 whips, 20 fruit trees.
- 5.3 We are working to establish a clear process for grassroots community engagement, aiming to provide a clear pathway for communities to undertake local re-wilding projects and how to access potential CIL funding to support this.
- 5.4 It is important to recognise that many sites are already actively managed to protect and enhance biodiversity, with specific management plans and designation of areas subject to differing maintenance regimes. At sites that are largely laid out as amenity grass, we have trialled and will continue to expand areas that will be left to naturalise or where regular mowing is relaxed. This is subject to assessment on a site-by-site basis, as well as responding to public suggestions.
- 5.5 Whenever open spaces are being re-designed as part of new or restoration projects, such as Victoria Park or the extensive coastal defence works around the city, the landscaping is designed to provide a more diverse habitat and is maintained in accordance with the maintenance and management plan.
- 5.6 In terms of enhancing biodiversity, it should be recognised that established grassland management already takes place at many natural and semi-natural sites in the city and particularly those actively managed by our Countryside Officers. Their management approach has a significant impact on biodiversity.
- 5.7 A communications plan is under development to tie in with seasonal planting regimes and generate public interest in greening and wilding areas of the City. The Green and Healthy City Coordinator is closely working with other public facing projects that deliver both health and environmental benefits, including the Portsmouth [Superzone](#) project and supporting the Council's climate change [Crowdfunder](#) initiative.
- 5.8 A detailed work programme for the next 6-12 months is included in Appendix A. This includes developing a broader understanding and evidence base for greening to tackle health inequalities and improve health outcomes.

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6. Next Steps

- 6.1 We will continue to look for external funding opportunities and there are a number outlined in Appendix A.
- 6.2 Focus for the next few months is to strengthen the communications plan and commence publicity, timed to coincide with planting regimes and seasonal maintenance.
- 6.3 Specific pieces of work planned for the next 6-12 months include:
- Developing Guiding Principles for greening the City
 - Develop a step-by-step guide for community groups to use when seeking approval and funding to undertake greening on PCC-owned land.
 - Update Tree Charter and work towards [Tree Cities of the World](#)
 - Mapping of all new green infrastructure 2019 onwards and explore development of an interactive online asset map,
 - Explore project to create green walking trails and nature corridors around the City
 - Develop Healthy Streets assessment
 - Explore links with PCC's Leisure and Physical Activity Strategy for outdoor opportunities.
 - Explore option to bring back the Portsmouth in Bloom competition.
- 6.4 Longer term, a more strategic approach will be taken towards grassroots community engagement, working with landowners and influencing strategic development. We are beginning to explore this via the Virtual Green Team and will update on progress in due course.

.....
Signed by Helen Atkinson, Director of Public Health

Appendices:

Appendix A: Green and Healthy City Workplan

Appendix B: References

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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
Clean Air Zone	Home - Cleaner Air Portsmouth
Air Quality Strategy	Air quality in Portsmouth - Portsmouth City Council
Local Transport Plan 4	Cleaner, greener and safer - our transport vision for Portsmouth - Portsmouth City Council
Health and Wellbeing Strategy	Health and Wellbeing Strategy - Portsmouth City Council
New Local Plan	New local plan evidence - Portsmouth City Council
Climate Action Plan	Climate action - Portsmouth City Council

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APPENDIX A: WORK PROGRAMME

Greening Portsmouth Strategy Theme				
Greening the Public Realm	Greening Private Space	Grassroots Engagement	Policy Approach	Comms Plan & Funding Opportunities
<p>Partnership working</p> <ul style="list-style-type: none"> • Wilder Portsmouth through HIOW Wildlife Trust • Supporting HIOW Wildlife Trust and UoP application for built environment research fellowship funding for creative greening in the city centre. <p>Woodland Trust providing advice and support; particular interest in working with planning on National Model Design Code pilot.</p> <ul style="list-style-type: none"> • Tree Council - Community Orchards, Pocket Parks and community engagement for tree planting • Climate Action Board, supporting community interest through wasted space campaign and signposting for project development 	<ul style="list-style-type: none"> • Landscape Architects setting up meeting with Head of major tree planting projects to link with Network Rail £1million tree fund for 2022 	<p>Urban Tree Challenge Fund - this is a capital bid for £83,000 to plant trees near schools and healthcare centres and in areas with fewer trees and higher social deprivation. Outcome due September 2021; if successful, will support areas to improve health and wellbeing and help connect people to the outdoors.</p>	<p>Greening and Health Literature Review</p> <ul style="list-style-type: none"> - to support emerging Health and Wellbeing Strategy; and - to provide stronger business case for future projects and funding bids <p>Greening and Health Joint Strategic Needs Assessment (TBC)</p> <ul style="list-style-type: none"> - informed by above and previous work undertaken by planning supports objectives of emerging Health and Wellbeing Strategy - supports objectives and provides evidence base for Local Plan 	<p>Develop robust Comms Plan and online presence</p> <ul style="list-style-type: none"> - Further House Talk article planned - aimed at PCC employees to share their greening and gardening at home. - #GreeningPortsmouth - Next In The Know - promote tips webpage and share some of the photographs of people's gardens (and then encourage more) <p>PCC social media focus on</p> <ul style="list-style-type: none"> - rewilding, biodiversity and pollination - Sharing projects and successes - Providing advice and support from Wilder Portsmouth campaign

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Greening the Public Realm	Greening Portsmouth Strategy Theme			Comms Plan & Funding Opportunities
	Greening Private Space	Grassroots Engagement	Policy Approach	
<p>South East Hampshire Rapid Transit - working with Transport to identify greening opportunities within the 9 SEHRT schemes across the city.</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 80</p>	<p>QA Hospital Trust</p> <ul style="list-style-type: none"> - Biodiversity and Greening Strategy and associated projects - PCC support led by Landscape Architects 	<p>Develop a step-by-step guide for community groups to use when seeking approval and funding to undertake greening on PCC-owned land.</p>	<p>Local Plan Policy</p> <ul style="list-style-type: none"> - Continuing to link into the emerging Local Plan and relevant policy making - Linking to PCC's Local Design Code as part of the national pilot programme. 	<p>Other funding opportunities</p> <ul style="list-style-type: none"> - CIL (Community Infrastructure Levy) - DEFRA (Department for Environment, Food & Rural Affairs) - Forestry Commission - Network rail tree fund - Trees for Cities – (National Lottery and DEFRA) - Local Authority treescape fund
<p>Church Street& Southampton Road</p>	<p>Proposals for St James's hospital site - 100 trees and wilding areas - support to Solent NHS with advice and design for green infrastructure of their site. Links to wider development proposals for St James's which also have a strong focus on greening.</p>		<p>Regen, Development, Housing, Estate Services</p> <ul style="list-style-type: none"> - Tipner/Lennox Point design and masterplanning - Horatia and Leamington design and masterplanning - Buckland Environmental Improvements 	<p>Explore a return to the Portsmouth in Bloom competition.</p>

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Greening Portsmouth Strategy Theme				
Greening the Public Realm	Greening Private Space	Grassroots Engagement	Policy Approach	Comms Plan & Funding Opportunities
<p>Parks & Open Spaces and Estate Services supporting biodiversity and rewilding initiatives by</p> <ul style="list-style-type: none"> - protecting and enhancing biodiversity - specific management plans - designation of areas subject to differing maintenance regimes <p>Trialling areas that will be left to naturalise or where regular mowing is reduced.</p>			<p>Update Tree Charter and work towards Tree Cities of the World: About - Tree Cities of the World</p>	
<p>Superzone pilot - place based approach to tackle the environmental drivers of obesity, bringing together work across PCC services into four multidisciplinary workstreams</p> <ul style="list-style-type: none"> - Active places - Healthy food environment - Cleaner air - Community safety <p>Greening options being explored as part of cleaner air and community safety workstreams.</p>			<p>Explore links with PCC's Leisure and Physical Activity Strategy for outdoor opportunities.</p>	

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Agenda Item 9



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet
Date of meeting:	5 th October 2021
Subject:	Housing Delivery Test Action Plan
Report by:	Ian Maguire, Assistant Director of Planning and Economic Growth
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To seek approval for the publication and implementation of the Housing Delivery Test Action Plan 2021.

2. Recommendations

- 2.1 That the Housing Delivery Test Action Plan 2021, attached as Appendix 1, be approved for publication and implementation.

3. Background

Introduction

- 3.1 The Housing Delivery Test (HDT) was introduced by the Ministry of Housing, Communities and Local Government (MHCLG) in 2018 to hold to account local authorities in respect of delivery of homes against the need defined by the Government's standard methodology for housing requirement.
- 3.2 The HDT assesses the number of homes built in each local authority area over the previous three years and compares these against Government requirements. Local Planning Authorities that fail to meet delivery targets are required to take appropriate action to address under delivery.
- 3.3 Portsmouth City Council, in the decision to approve the Portsmouth draft Local Plan consultation document on 27th July 2021 has rejected the Government's target of more than 17,000 homes and believes that decisions on housing need should be made by local people in Portsmouth. Notwithstanding this the City Council recognises that the requirements under the Housing Delivery Test are binding upon it and irrespective of the targets set by Government remains committed to working to deliver the housing that the people of Portsmouth need.

3.4 The 2020 HDT results were published in January 2021 and identified that Portsmouth had achieved 80% of the housing required under the Government methodology within the City over the three years from 2017 to 2020, below the 95% requirement; the Council are therefore required to produce an Action Plan to address housing delivery. In addition, as the figure is below 85% a buffer of 20% will also be applied to the City's 5-year housing land supply calculation, until the Council can demonstrate an HDT result over 85%.

Purpose

- 3.4 National Planning Practice Guidance (NPPG) sets out the requirements for the action plan: "It will identify the reasons for under-delivery, explore ways to reduce the risk of further under-delivery and set out measures the authority intends to take to improve levels of delivery." An Action Plan should be produced within six months of the HDT results publication.
- 3.5 The Housing Delivery Test Action Plan 2021 has been prepared in line with the NPPG. The plan recognises that delivering growth within the City is a complex issue and sets out how the Council has been working continuously to find solutions to address these issues.
- 3.6 The Action Plan provides an analysis of potential causes of lower housing delivery for the past three years of delivery (2017-20), the on-going delivery challenges faced by the City and how these could be addressed.

Findings

- 3.7 The evidence set out in the Housing Delivery Action Plan, on performance of the development management service and delivery on strategic housing sites supports the conclusion that the main constraints to delivery in the city are not due to the how the Council's Planning Service performs but rather by inherent structural issues facing the city caused by its unique geography, market position and the Government's frequent changing of housing targets and position on the nitrate pollution issue in the Solent; This has contributed the constraints to housing delivery set out below:
- Land Availability - ongoing limited land availability restricting choice of sites, and notably a land supply which largely consists of challenging brownfield development sites
 - Need for nitrate mitigation under the Habitat Regulations: The moratorium on granting planning permissions for new homes in Portsmouth between April and November 2019 while a strategic solution was developed and the uncertainty this caused in the development industry in the region.
 - Viability challenges due to site specific constraints, high cost of brownfield land development and the low value of development land in the city

3.8 The Council has already begun to remedy many of these factors using the tools available to it including building dwellings itself, reviewing the current Local Plan to identify more development opportunities, adopting an interim Nitrate Neutrality Strategy and working with developers to ensure developments are viable within the city.

3.8 The Action Plan in Appendix 1 of the report sets out work that the Council will undertake and what is already being done to address to constraints set out above, these include:

- Prepare the revised Local Plan and identify new housing allocations.
- Continue work on studies including Strategic Housing and Economic Land Availability Assessment and evidence on market demand.
- Regular Brownfield Register updates.
- Continue to support Portsmouth City Council Housing department and Council owned Ravelin Housing company by providing advice in delivering affordable housing across the city.
- Work with the PfSH Authorities on future SDOA identification work
- Updated South Hampshire Spatial Position Statement to be undertaken and agreed by PfSH and Local Authorities.
- Continue to update unilateral Statement of Common Ground /documents with Neighbouring Authorities
- Whole Plan Viability Assessment
- Housing and Economic Land Availability Assessment including call for sites
- Updated Interim Nutrient Neutral Mitigation Strategy with co-operation on any appropriate longer term strategic solutions with PfSH or other partners

3.9 The majority of these actions will be undertaken by the Planning Service working with partners external and internal.

4. Reasons for recommendations

4.1 It is recommended that Cabinet approves the Housing Delivery Test Action Plan 2021 for publication and implementation.

4.2 The Action Plan highlights the work the Council has undertaken to date as well as outlining the actions the Council will implement in order to tackle the difficulties the City faces in meeting the housing need for the community.

5. Integrated impact assessment

5.1 The contents of this report do not have any relevant equalities and environmental impact and therefore an Integrated Impact assessment is not required.

6. Legal implications

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2. The preparation of an action plan where housing delivery has fallen below 95% over the previous three years is a requirement of the NPPF (paragraph 76). The NPPF is a material consideration in planning decisions and must also be taken into account in the preparation of Local Plans. The Housing Delivery Action Plan would similarly form a material consideration in decision making.

7. Director of Finance's comments

7.1 The actions set out within the report will be met through current budgets.

.....
Signed by:

Appendices:

Appendix 1: Portsmouth Housing Delivery Action Plan 2021 - 2022 - August 2021

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
National Planning Policy Framework (2021)	National Planning Policy Framework - GOV.UK (www.gov.uk)
National Planning Policy Guidance: Housing supply and delivery	Housing supply and delivery - GOV.UK (www.gov.uk)

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

.....
Signed by:

Housing Delivery Test Action Plan 2021 - 2022



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July 2021

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1 Introduction

1.1 Context

- 1.1.1 Portsmouth City Council (PCC) has responded to the challenge of boosting the delivery of new homes by taking a proactive approach to working with developers and landowners to help facilitate delivery on a number of very complex brownfield sites within the geographical confined area of a small 'island city'.
- 1.1.2 The current Portsmouth Plan Core Strategy 2027 (PCLP') was adopted in January 2012 following an Examination in Public (EiP). The Local Plan sets out that during the plan period 2012 to 2027 the housing target was to be 12,254 net new dwellings with an average delivery of 584 per annum. However, the housing requirement set in the Local Plan (adopted January 2012) was 5 years old in April 2017, so housing requirements after this date are now based on the Government's Standard Method 'local housing need' figure. Applying the current standard method (Dec 2020) results in a 'local housing need' of 855 dwellings per annum (pa) (updated to 872 pa with new affordability ratio data in April 2021). The NPPF includes the requirement for a 'buffer' of 5% to ensure choice and competition in the market for land, or 10% where an authority relies on a recently adopted local plan or annual position statement, or 20% where there has been significant under delivery of housing over the previous 3 years (measured against the Housing Delivery Test).
- 1.1.3 It is important to note that while Portsmouth City Council, as the Local Planning Authority, is responsible for the suitable allocation of land in the city for housing and the granting of planning permissions for new dwellings with appropriate conditions, the Housing Delivery Test relates to the number of annual completions of new homes constructed in the city and compares this against the housing requirement set by Government using their methodology. While PCC, in the decision to approve the Portsmouth draft Local Plan consultation document on 27th July 2021 has rejected the Government's target of more than 17,000 homes and believes that decisions on housing need should be made by local people in Portsmouth, the City Council nevertheless recognises that the requirements under the Housing Delivery Test are binding upon it and irrespective of the targets set by Government remains committed to working to deliver the housing that the people of Portsmouth need.

1.2 Housing Delivery Test

- 1.2.1 The Housing Delivery Test (HDT) was introduced by the Government in 2018 as a monitoring tool in order to speed up the delivery of housing. The HDT is an annual measurement of housing delivery in terms of the total number of new houses and flats (including student and other C2 delivery) completed in a local authority area annually. The HDT results for all local authorities in England have been published annually since Feb 2019.
- 1.2.2 The HDT will be used to determine the level of consequences applied to the local authority where the delivery of the housing requirement has not been met. The National Planning Practice Guidance (PPG) provides further details on Government planning policies set out in the National Planning Policy Framework (NPPF), including the Housing Delivery Test measurement. This states where delivery of housing has fallen below the housing requirement, certain policies set out in the NPPF will apply. Depending on the level of delivery these are:
- The authority should publish an action plan if housing delivery falls below 95%;

- A 20% buffer on the local planning authority's 5 year land supply if housing delivery falls below 85%; and
- Application of the presumption in favour of sustainable development if housing delivery falls below 75% subject to the transitional arrangements (NPPF Paragraph 222).

1.2.3 These consequences apply concurrently. For example, those who fall below 85% should produce an action plan as well as the 20% buffer. The consequences will continue to apply until the subsequent HDT measurement is published. The relevant consequences for any under-delivery will then be applied. Should delivery meet or exceed 95% no consequences will apply.

1.2.4 In line with NPPF Paragraph 11, the primary implication of the presumption in favour of sustainable development for decision takers is that policies which are most important for determining applications are out of date and hence planning permission should be granted unless (emphasis added):

- The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF as a whole.

1.3 Housing Delivery Test Results (January 2021)

1.3.1 The HDT Measurement Rule Book (February 2019) sets out the method for calculating the HDT result. The HDT compares the net homes delivered over the **previous three financial years** to the homes that should have been built over the same period as identified by the housing requirement for each authority. The housing requirement is either that identified in a recently adopted Local Plan i.e. where the plan is less than 5 years old, or a standard methodology is applied, as set out in the HDT Technical Note (February 2019), namely the annual average household growth plus any unmet need.

1.3.2 The previous years' (February 2020) HDT results set out that the City scored 119% with an over-delivery of 395 dwellings over the previous three years against the standard method target of 855 dwellings per annum. The 'over delivery' above the minimum requirement seen in the period 2016 - 2019 was largely due to a significant number of student accommodation schemes being completed¹. Student accommodation made up 59% of the total completions for this period however this trend is not expected to continue as the number of student accommodation completions declined in 2019/20 and they make up only 13% of permitted sites as of 31.03.2020.

1.3.3 The most recent HDT results were published by the MHCLG on 19 January 2021 for the 2017/18 - 2019/20 period. Unlike the previous year's HDT there was a shortfall of 524 dwellings which meant that PCC received a score of 80%. Therefore, as a consequence of the HDT, there is a requirement for PPC to prepare an Action Plan and include a 20% delivery buffer on top of the annual minimum housing target. The Action Plan should cover the period 1 April 2021 to 31 March 2022. The results as published are set out in Table 1 below.

1.3.4 In light of the temporary disruption caused by the first national lockdown announced on 23 March 2020 due to the Coronavirus Pandemic, MHCLG has reduced the period for measuring the homes required in 2019/20 by one month. Table 1 above shows what the original figure

¹ During 2017 - 2020 student housing made up to 60% of total residential delivery within the City.

would have been in brackets if the government had not adjusted the period to take into account the impact of COVID 19. PCC's required housing number was reduced from 855 to 794 meaning that PCC scored 80% rather than the anticipated 78%. However, the outcome would have been the same if either figures had been used. It is expected that the COVID pandemic will continue impact on future delivery however the government has yet to confirm if they will make a similar allowance for the 2021 completions as they have done for 2020.

Table 1: Portsmouth Housing Delivery Test Result, January 2021

	Year			Total
	2017-18	2018-19	2019-20	
Number of homes required	718	857	794 (855) ²	2,368 (2,430)
Number of homes delivered	990	627	270	1,887
Difference	272	-230	-524 (-585)	-481 (-543)
Housing Delivery Test Result				80% (78%)
Housing Delivery Test Consequence				20% buffer and Action Plan

The Action Plan

- 1.3.5 This Action Plan considers the possible reasons for the under delivery of new housing against the Government's targets during the past three years and whether these relate to the Council's responsibilities as the local planning authorities, and how these might be addressed to aid future delivery in the City.
- 1.3.6 The PCC HDT Action Plan summarised in Section 4 of this report has been produced by the LPA in line with requirements set out in national planning guidance which states that such plans should:
- outline the local challenges;
 - identify actions to address under delivery in so far as possible; and
 - set out measures to maintain or improve levels of delivery

1.4 National Planning Practice Guidance

- 1.4.1 The national PPG for Housing and Delivery sets out that the Local Planning Authority (LPA) may wish to include an analysis of under delivery in their Action Plans considering any:
- Barriers to early commencement after planning permission is granted and whether such sites are delivered within permitted timescales;
 - Barriers to delivery on sites identified as part of the 5 year land supply;
 - Whether sufficient planning permissions are being granted and whether they are determined within statutory time limits;
 - Whether the mix of sites identified is proving effective in delivering at the anticipated rate;

² Figures in brackets are the original 2019/20 figures without the COVID 19 adjustment by MHCLG.

Portsmouth City Council Housing Delivery Test Action Plan 2021-2022

- Whether proactive pre-planning application discussions are taking place to speed up determination periods;
- The level of ongoing engagement with key stakeholders to identify more land and encourage an increased pace of delivery;
- Whether particular issues such as infrastructure or transport could be addressed at a strategic level.

1.4.2 Chapter 2 of this report sets out an initial analysis of potential barriers to housing delivery in Portsmouth.

1.4.3 The PPG also sets out potential actions LPAs could consider as part of the Action Plan:

- revisiting the Strategic Housing Land Availability Assessment (SHLAA) / Housing and Economic Land Availability Assessment (HELAA) to identify sites potentially suitable and available for housing development that could increase delivery rates, including public sector land and brownfield land;
- working with developers on the phasing of sites, including whether sites can be subdivided;
- offering more pre-application discussions to ensure issues are addressed early;
- considering the use of Planning Performance Agreements;
- carrying out a new Call for Sites, as part of plan revision, to help identify deliverable sites;
- revising site allocation policies in the development plan, where they may act as a barrier to delivery, setting out new policies aimed at increasing delivery, or accelerating production of an emerging plan incorporating such policies;
- reviewing the impact of any existing Article 4 directions for change of use from non-residential uses to residential use;
- engaging regularly with key stakeholders to obtain up-to-date information on build out of current sites, identify any barriers, and discuss how these can be addressed;
- establishing whether certain applications can be prioritised, conditions simplified or their discharge phased on approved sites, and standardised conditions reviewed;
- ensuring evidence on a particular site is informed by an understanding of viability;
- considering compulsory purchase powers to unlock suitable housing sites;
- using Brownfield Registers to grant permission in principle to previously developed land; and
- encouraging the development of small and medium-sized sites

1.4.4 In light of the PPG, Chapter 3 of this report identifies actions that were taken in the period 1 April 2019 to 31 March 2020 by the PCC Planning Policy, often in conjunction with other PCC colleagues and/or external parties. Chapter 4 sets out any conclusions drawn.

2 Potential Barriers to Housing Delivery

2.1 Introduction

2.1.1 The Planning Practice Guidance sets out a series of factors which may impact upon housing delivery. This section analyses each factor recommended in the PPG and concludes if it may have impacted on the delivery of new homes during the 2017/18 to 2019/20 period.

2.2 Potential Barriers to Commencements

2.2.1 The PPG recommends that the Local Planning Authority examine barriers to early commencement after planning permission is granted and whether such sites are delivered within permitted timescales. Barriers to commencement by the LPA could include granting permissions with overly restrictive conditions and allocated sites with insurmountable constraints, either through inappropriate or out of date allocations.

Planning permissions

2.2.2 As can be seen in Table 2 below, since April 2017 a total of 162 dwellings with planning permission were not delivered in the city because of a lapse of permission where development failed to commence within the permitted timescales. To compare this to what was successfully delivered in the city during this time, this figure is 18% of the total number of dwellings commenced and 9% of the total number of dwellings constructed. This shows that the majority of the permissions that the City Council is permitting are being delivered, however there are still some schemes that don't come forward.

2.2.3 There is a comparatively small number of dwellings that remain 'under construction' for a lengthy period (which would represent 5% of the amount delivered), suggesting there perhaps are some smaller sites that have implemented their planning permission but have possibly stalled in their construction. The reasons for this are unknown but could be investigated further to determine the reason. Given that for a start to be made in the majority of cases planning constraints and conditions on development would have need to have been satisfied it is likely that viability, finance or other non-planning related constraints are responsible for these developments not proceeding.

2.2.4 Whilst every dwelling is needed to meet Portsmouth's housing target, as the proportion of dwellings with lapsed permissioned is so minor compared with the number total dwellings completed during this period, it seems unlikely that the Council was creating major barriers to commencement during this period, through conditions attached to the grant of planning permission or related issues.

Table 2: Number of dwellings commenced and lapsed since April 2017 - March 2020

Year	Dwellings Commenced	No of Dwellings where permission has lapsed	No of dwellings under construction for more than 5 years	Dwellings completed
2017 - 2018	350	133	23	962
2018 - 2019	257	16	32	648
2019 - 2020	288	18	32	270
Total	895	162	87	1,880

Housing Delivery on Allocated Sites

2.2.5 The PPG recommends that the Local Planning Authority reviews whether the mix of sites identified in the adopted Local Plan is proving effective in delivering at the anticipated rate. The current Portsmouth Plan (2012) is reliant on a small number of strategic sites to meet the bulk of the council's housing target, a site allocations document was intended to follow the Core Strategy but was overtaken by a change in direction in national planning policy. The Council's SHLAAs and HELAAs (from 2012 to 2019) also sought to identify potential housing opportunities during this period. As can be seen in Table 4 below, delivery on the adopted Strategic Sites was limited in the 2017 to 2020 period. There was delivery in the city centre (now expected to significantly exceed the Core Strategy estimate for delivery going forward) both in this period and prior to 2017 however the other two allocated sites were yet to commence, though significant progress has been made on the planning of Tipner which is expected to deliver significantly more development than envisaged by the Core Strategy.

Table 3: Delivery on allocated sites 01.04.2017 - 30.03.2020

Strategic Allocation	Core Strategy allocation	2017/2018	2018/2019	2019/2020	Total
PCS1: Tipner	1,730	0	0	0	0
PCS2: Port Solent	500	0	0	0	0
PCS4: Portsmouth City Centre	1,600	465*	553*	57*	1,075
PCS6: Somerstown and North Southsea	539				

*These are student completions with every 2.5 student bedrooms providing the equivalent of 1 dwelling

Commented [CR1]: To be added

Table 4: Anticipated Strategic Site delivery outlined in the current Portsmouth Plan

Plan Period	Anticipated Strategic Site Delivery
2012 - 2017	729
2017 - 2022	1,871
2022 - 2027	519

2.2.6 When considering potential past reasons for under delivery of development on the city's strategic sites there needs to be consideration of the specific constraints which face them as urban and brownfield land:

1. Land assembly - many of the city's strategic sites have required or will require significant land assembly either by Portsmouth as the Local Authority or a private developer / partnership. This has been a notable constraint for the City Centre and Tipner Strategic Development sites, resulting in delays for both sites.
2. Changing market conditions - Changes at a national and global level have led to delays in bringing strategic sites forward in the City. The City Centre had secured permission for retail led expansion and redevelopment in the late 2000's, however the changing market following the 2008 recession and the continuing move to online has removed much of the demand that would have driven that scheme and resulted in the need for an all new approach to the area.

2.2.7 It should be noted that changing National Policy has also been factor in 'under delivery'. The Government has introduced the Standard Method approach to calculating since initial proposals for many of the city's strategic sites were first conceived, resulting in much higher housing targets for the city than the adopted Local Plan and its supporting evidence were prepared to deliver (420 per annum). The following table illustrates how the housing targets

have changed over time during this period, first as revised inputs became available, then changes to the standard method took effect.

Table 3 Portsmouth Housing Need Standard Methodology

Date of release	Change	Annual figure
Jan 2012	Local Plan adopted (Policy PCS10)	420
Sep-17	Initial publication	835
May-18	Revised affordability	863
Sep-18	Revised household projections	595
Oct-18	Revised NPPF	863
May-19	Revised affordability	867
Dec-20	Revised Methodology	855
Apr-21	Revised affordability	872

2.2.8 The strategic sites identified in the Portsmouth Plan have not be able to be delivered on the trajectory envisioned by the Core Strategy, in part due to the constraints identified above. The existing allocations are being revisited as part of the preparation of the new Local Plan.

2.3 Insufficient housing land supply

2.3.1 We should also consider whether there was sufficient identified land available for housing during the 2017/18 to 2019/20 period.

Portsmouth 5-year land supply

2.3.2 As can be seen in Table 5 below Portsmouth had close to a five year land supply during 2017-2019 when the council was still meeting the government's housing delivery target, falling in the final year to 3.8.

2.3.3 The primary reasons for the decline in the five year land supply are likely to have been the slow delivery of the strategic sites allocated in the 2012 Plan (see section 2.2 for further analysis) and to some degree the limited amount of available development land within the city.

Table 5: Portsmouth's 5 year Land Supply position since April 2016

Monitoring Year	Land Supply in years
2016-2017	5.1
2017-2018	4.7
2018-2019	4.7
2019-2020	3.8

Engagement with stakeholders on identifying development land

2.3.4 This section looks whether there was sufficient on-going engagement with key stakeholders (for example, landowners, developers, utility providers and statutory consultees) during the 2017-20 period to identify land for new homes and encourage an increased pace of delivery.

- 2.3.5 The City Council undertook stakeholder engagement as part of its preparation of the annual Housing and Economic Land Availability Assessment (HELAA). As part of the HELAA work a number of "Call for Sites" have been undertaken, including two in the period from 2017 -20 in the summer 2018 and autumn 2019. Major landowners and agents active in the city were contacted, as well as relevant individuals who had previously expressed an interest through previous Planning Policy consultations. The details of the consultation were placed on the Council's website. Key information on specific aspects, such as size of site, current use, proposed scale of development etc. was sought from respondents in a consistent manner.
- 2.3.6 These consultations resulted in limited numbers of new sites being put forward for development, with many of the sites being put forward already being identified and assessed by the Council with the summer 2018 consultation receiving six responses (of which four were already known sites), and the autumn 2019 consultation receiving responses relating to 12 sites six of which were already identified for housing).
- 2.3.7 The limited numbers of sites put forward, and the high proportion of sites being put forward which were already known of by the City Council, suggests that a lack of stakeholder engagement by the City Council is not limiting factor for the number of potential housing sites coming forward, but it is instead physical constraints limiting the availability of sites for development in the city.

2.4 Effective Development Management Service

- 2.4.1 This section addresses the parts of the list identified in the PPG that are relevant to the development management process as follows:
- Whether sufficient planning permissions are being granted and whether they are determined within statutory time limits;
 - Whether proactive pre-planning application discussions are taking place to speed up determination periods;

Sufficient granting of planning permissions

- 2.4.2 As can be seen in Table 6 below there were 3,454 dwellings granted planning permission and 1,880 dwellings completed in the three year period plus a further 895 commencing; a ratio of 54% homes granted to homes delivered (or 80% if included commenced schemes).
- 2.4.3 The fact that the number of completed dwellings amount to only just half of the number of dwellings granted planning permission during the same period would strongly suggest that the development management process is not holding up delivery in the city and that there are may be other reasons, outside of the Local Authority's control, for lower housing delivery.

Table 6: Dwellings permitted, commenced and completed during 2017 - 2020

Monitoring Year	Dwellings Permitted	Dwellings Commenced	Dwellings Completed
2017/2018	1,091	350	962
2018/2019	945	257	648
2019/2020	1,418	288	270
Total	3,454	895	1,880

Determination times

- 2.4.4 Table 7 shows that a majority of planning applications were determined within the statutory period with on average 87% of major and 78% of minor applications being determined within

the 13 week and 8 week deadline respectively. This would suggest whilst these rates could be still be increased, (the steps being taken / proposed to address this taken since are outlined in Chapters 3 and 4) the speed of which applications are determined by the Council are unlikely to be significant constraint to delivery.

Table 7: Percentage of Applications Determined by year and time (Source MHCLG)

Year	Major decisions within 13 weeks	Major decisions, over 13 weeks	Minor decisions within 8 weeks	Minor decisions over 8 weeks	Other decisions within 8 weeks	Other decisions over 8 weeks
2016	81%	19%	73%	17%	89%	11%
2017	95%	5%	90%	10%	85%	15%
2018	79%	21%	74%	26%	79%	21%
2019	88%	13%	78%	22%	80%	20%
2020	92%	8%	73%	27%	75%	25%

Pre-application discussion

- 2.4.5 The PPG suggests that Local Planning Authorities ensure that proactive pre-planning application discussions are taking place to speed up determination periods. As can be seen in Table 8 below, Portsmouth City Council processed a significant number of pre application discussions, though there was a gradual decline during the delivery period since could reflect the uncertainty affecting housing development in the Solent at this time (see section 2.5). The reasonably low refusal rates for the same period (Table 9) could indicate that nature of pre-app discussions were effective.
- 2.4.6 It is clear that the council are being proactive in having pre-planning application discussions with developers both internal and external to speed up determination periods and achieve suitable outcomes and is therefore not a barrier to development coming forward.

Table 8: Pre-application cases received April 2017 to March 2020

Year	2017-2018	2018-2019	2019-2020
No of Pre-Apps	584	525	479

Table 9: Applications by type and decision 2017 - 2020 (Source MHCLG)

Application Type	Decision	Year		
		2017-2018	2018-2019	2019-2020
Major	Granted	90%	94%	83%
	Refused	10%	6%	17%
Minor	Granted	78%	81%	87%
	Refused	22%	19%	13%

2.5 Mitigation Requirements under the Habitat Regulations

- 2.5.1 The water environment within the Solent region is internationally important for its wildlife and is protected under the Water Environment Regulations and the Conservation of Habitats and Species Regulations as well as national protection for many parts of the coastline and sea. There are high levels of nitrogen and phosphorus input to this water environment with sound evidence that these nutrients are causing eutrophication at these designated sites.

- 2.5.2 Following changes in European Case law, Natural England, the government's adviser for the natural environment, began advising Local Planning Authorities in early 2019 that all new development involving, or generating additional, overnight stays must be 'nutrient neutral' to ensure that development does not add to the existing nutrient burdens. While nitrate pollution arises from a number of sources, including in particular agricultural run-off and wastewater overflows, it was considered that new occupied dwellings and other development generating additional overnight stays would add to the degradation of the protected habitat through the additional waste water generated, even though the direct impacts on the Solent water environment and particularly the city's permitted output through the Budd Farm Wastewater Treatment Works (WwTws) via Eastney Long Sea Outfall, is negligible (a less than 1% contribution to the nitrogen load of Langstone Harbour).
- 2.5.3 Despite this, the range of sources of nitrate pollution and the complex and partly unknown impact pathways into the Solent, Natural England have advised that the uncertainty of impacts from additional wastewater generated by each new development on water quality must be appropriately addressed in order for the Appropriate Assessments of each proposal to conclude that there are no adverse effects on habitat sites (and therefore for the Council's decisions to be legally compliant). This places the burden of a much wider issue on the planning system and the local housing industry.
- 2.5.4 As a result of this new constraint on housing proposals, no new homes (deemed to have a potential likely significant impact on the Solent SPAs) were granted planning permission in Portsmouth from April to November 2019 while a strategic solution to the issue was explored.
- 2.5.5 To address this moratorium on granting planning permission and aid the delivery of new homes in Portsmouth, the City Council was able to develop and bring into force an *Interim Nutrient Neutral Mitigation Strategy* on 29 November 2019, largely due to its unique position as a landowner of a significant amount of Council housing stock by offsetting the impact of new development through water efficiency upgrades to existing homes within the Council's control. The Strategy provided a robust framework through which planning applications could achieve 'Nutrient Neutrality', agreed in principle with Natural England, and included guidance on what types of development require mitigation, mitigation options and cost recovery schedule.
- 2.5.6 The issue of nitrate pollution arguably was the most significant barrier to the delivery of housing in Solent catchment during the delivery period, affecting the granting of planning permissions in Portsmouth for over half of 2019, causing a backlog of planning applications and uncertainty in the industry which continued into 2020.

2.6 Development Viability

- 2.6.1 The adopted Portsmouth Local Plan and the supporting Community Infrastructure Levy (CIL) have were prepared with city-wide viability appraisals.
- 2.6.2 Portsmouth generally has two main constraints which affect development viability in the city, the first of these is the lower housing sales prices than much of the surrounding area, with the average house price for PCC being the is 203rd lowest (out of 339) at £237,526 of the Local Authorities nationwide, this is exacerbated further when considered in the context of South East England which is characterised by higher house prices. The 2nd main issue is a lack of unconstrained land in the city for development caused by the city's geography, The majority of the sites identified as being suitable for development within Portsmouth are Brownfield land (these site have an assumed value of £1,250,000 per hectare (PCC viability Study), compared to and assumed benchmark for £25,000 for agricultural land).

- 2.6.3 Understandably, there have been delays to the determination of some planning applications due to the time involved in addressing complex on-site issues and the negotiation of planning obligations including affordable housing and transport contributions. Some of these delays are linked to the processes for appraising planning application viability assessments for example with regard to meeting policy requirements for affordable housing provision.
- 2.6.4 There are some sites within identified regeneration areas which have not come forward, in part due to uncertainty with regard to viability. This is linked to necessary policy requirements for the area and specifically flood risk infrastructure to accommodate a provision of residential development and/or other sensitive uses. A full, long term flood defence strategy for the whole city area, which provides the required approach and timescales for implementation, had not been finalised at the time of preparing the adopted Local Plan.
- 2.6.5 There are factors which can affect the viability of a development within Portsmouth some elements are required in order to be in-line with national guidance or to overcome constraints which would otherwise prevent development, that weren't anticipated when the Local Plan and CIL were adopted in 2012. An example of this would be contributions required under the Habitat Regulations to mitigate the impacts of residential development on the Solent's Special Protection Areas (SPAs) including the finalised Solent Recreation Mitigation Strategy (2017) and the Interim Nutrient Neutral Strategy (2019). These requirements have added additional costs to residential development that have made the viability in Portsmouth even more challenging during the 2017 -20 period.
- 2.6.6 The City Council has commissioned a Viability Study in support of the preparation of the new Local Plan and will be consulting on the requirements for development contributions, as set out in section 4 of this report.

2.7 Conclusions

- 2.7.1 The Council need to produce a Housing Delivery Test Action Plan following the publication of the Housing Delivery Test results in January 2021; the number of new homes built in Portsmouth in the past three years was an average of 80%³ of the city's set annual housing target; below the government's highly aspirational target of 95% deliver for all planning authorities.
- 2.7.2 Having analysed the factors identified in the PPG that may be responsible for under delivery of new homes against the government's assessed annually housing target, the data available for the 2017/18 - 2019/20 period indicates that the City Council's planning service has been performing well with a large majority of planning applications being determined within required timeframes, around double the amount dwellings being granted planning permission compared to those delivered, both of which were reflected in the high rates of schemes approved (89% for majors and 82% for minors on average). Regular stakeholder engagement on identifying development sites in the city was also undertaken during this time.
- 2.7.3 However, possible barriers have been identified in the challenges of delivering of large scale strategic sites allocated in 2012, including land assembly, changing market conditions, new viability constraints (flood defence needs and habitat mitigation requirements). The 5-year land supply did dwindle during this period, and there are recognised constraints on land

³Inclusive of an adjustment for the initial pandemic lockdown in March 2020.

supply (including the development of challenging brownfield sites), but this is unlikely to have been a significant constraint given the identified opportunities at that time. The need for nitrate mitigation under the Habitat Regulations and the moratorium on granting planning permissions for new homes in Portsmouth between April and November 2019 would have had a significant impact on delivery due to uncertainty this caused in the development industry in the region. This is added to by the viability challenges in the city due to site specific constraints, high cost of brownfield land development and the low value of development land.

- 2.7.4 The impact of Government's changing national policy, including a significantly higher housing target than was envisioned when the Local Plan was adopted, should also be taken into account.
- 2.7.5 This evidence supports the conclusion that the main constraints to delivery (as reflected in delivery in the 2017 - 20 period) in the city are not therefore due to the how the Council's Planning Service performs but rather by inherent structural issues facing the city caused by its unique geographical constraints, market position, changing environmental case law and the Government's position on the nitrate pollution issue in the Solent.

3. Future Key Actions

- 3.1 To address the key issues identified in Chapter 2 (land availability, development viability, and nitrate mitigation) the Council has outlined several possible key actions to help deliver new homes in Portsmouth. This chapter will address each issue and set out what actions have or will be taken. These are specific identified interventions in addition to those which are already being implemented as outlined in chapter 3.
- 3.2 The City Council has not waited until the publication of this Housing delivery Test Paper to identify ways in which it can have a positive impact upon housing delivery rates in the city. There are already a number of measures being undertaken by the Council, some of which have been running for a number of years which have been implemented in order to increase housing delivery in the City.

3.1 Development Management

- 3.1.1 Although Development Management has not been identified as a significant barrier to delivering new homes, the Council is striving to make continued improvements and has implemented a number of significant measures to boost housing delivery and in particular the large strategic sites allocated within the current Local Plan including the appointment of a senior officer focused specifically on the delivery of Strategic sites. A New Neighbourhood Team has been established within the Development Management department to focus upon the delivery of major and strategic developments across the City. An experienced planner has been appointed to lead this team, with over 30 years of experience including work at the Ebbsfleet Garden City Development Corporation and in respect of the Longcross Garden Village coming forward at Runnymede Borough Council.
- 3.1.2 The City Council has also expanded the Development Management team with numerous appointments in the last six months:
- 2 x Team Leaders
 - 3 x Principal Planning Officers
 - 3 x Senior Planning Officers
 - 1 x Planning Officer
 - 1 x Enforcement Officer
 - 2 x Validation Team Officers
 - 1 x Uniform/IDOX Database Consultant
 - 1 x Principal Heritage Consultant
- 3.1.3 Aside from specific personnel, the Department is also actively promoting the wider use of Planning Performance Agreements to establish a clear officer resource for projects (including other key departments such as Highways) against agreed determination timeframes, providing significant pre application advice for applicants as part of this process in order to ensure well designed housing and swift delivery. The use of PPA templates is being deployed across the DM team for all major applications. Other measures being considered include the wider use of s106 Unilateral Undertakings, required potentially at the validation stage of applications, to ensure that delays in application determination are minimised.
- 3.1.4 Greater use of bodies such as Design South East and the Design Council is also being promoted to help deliver optimal development layouts and designs that, when submitted, can be processed and approved without significant delay. This would require the developer to fund the design workshop/panel.

3.2 Land Availability

- 3.2.1 There are two main mechanisms that the planning team can use to attempt to address housing land supply issues in the City (in addition to the measure outlined in chapter 3) the first is to revisit the housing land supply through the Housing and Employment Land Availability Assessment (HELAA) and the second is to work with neighbouring authorities through the Duty to Cooperate to accommodate any unmet need arising.

Housing and Economic Land Availability (HELAA)

- 3.2.2 Portsmouth City Council has increased the level of ongoing engagement with key stakeholders to identify more land and encourage an increased pace of delivery. This includes engagement with the Council's 'development arm', the Strategic Developments teams and the Housing service. The Council's HELAA will be reviewed annually to identify deliverable opportunities for new homes in the city, including engagement with landowners and key stakeholders as required.
- 3.2.3 Portsmouth City Council first published a SHELAA assessment in 2009 with the most recent version being published in February 2019, informed by an updated Call for Sites. The preparation of 2021 HELAA has identified potential land for an additional 4,681 dwellings on 10 broad locations and 293 sites, 1,496 of which are available within the first 5 year period. The HELAA has considered a wide range of sites including public sector (including Council owned land) and due to the nature of the city a large number of brownfield sites.
- 3.2.4 The HELAA has identified a large number of small and medium sized sites in order to attempt to decrease reliance on the main strategic allocations. Due to the built up nature of the city and areas of challenging housing viability in the city, sites can be difficult to bring forward. This is reflected in the City Council's Viability Study and the recommended approach for levels of developer contribution and affordable housing proposed in the Council's Regulation 18 draft Local Plan; which sets aspirational targets for affordable housing but accepts case by case viability testing may be necessary. It is hoped that taking on board these recommendations informed by viability testing will increase the levels of housing delivery on small and medium sized sites across the city by ensuring that developer contribution requirements are not set at a level that is too onerous.
- 3.2.5 The HELAA, identifies developable land within the city. The current HELAA has identified potential land for an additional 4,681 dwellings on 10 broad locations and 293 sites 1,496 of which are available within the first 5 year period. This is significantly less than is needed showing that readily available land is in short supply within the city.
- 3.2.6 The City Council will continue to update and revise its HELAA to take account of any additional sites coming forward and will revisit the assumptions made on the capacity of identified sites as and when new information becomes available.

Working with others - duty to cooperate

- 3.2.7 Due to the constraints on land availability outlined in Chapter 2, the Council is proactive working with other local authorities to meet the City's unmet housing need. This section summarises the Duty to Co-operate and Statements of Common Ground with regard to housing delivery.
- 3.2.8 The Localism Act 2011 sets out the statutory framework regarding the Duty to Cooperate. The duty to co-operate covers a number of public bodies and these are set out in the Town and

Country Planning (Local Planning) (England) Regulations 2012. Further information is contained in the National Planning Policy Framework (NPPF) (paragraphs 24 – 27, NPPF 2021).

- 3.2.9 Local authorities are under a Duty to Co-operate with each other and with other prescribed bodies on strategic matters such as housing, economic growth, transport and infrastructure provision which have cross-boundary implications. This needs to be undertaken constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross-boundary matters.
- 3.2.10 In South Hampshire, there is a long history of cross-boundary working between local authorities and their strategic partners. PCC has been a founding member of the Partnership for Urban South Hampshire (PUSH) which was formed in 2003 and renamed the Partnership for South Hampshire (PFSH) in 2019. PFSH includes twelve local authorities and closely collaborates with the Solent Local Enterprise Partnership, the Environment Agency, Natural England and Homes England.
- 3.2.11 In June 2016 the South Hampshire Spatial Position Statement was published, it sets out development targets for each Council to 2034. It is based on significant cross-boundary evidence and will assist local authorities in meeting the duty to cooperate on strategic and cross-boundary matters. Further work is currently being undertaken to update the evidence base to take into account the provisions of the latest NPPF including the provisions of the Standard Methodology. This will inform a new spatial strategy covering the period to 2036 with a long term vision to 2050. The document will also represent a multi-lateral statement of common ground.
- 3.2.12 Statements of Common Ground (SoCG) are being prepared and will be maintained on an ongoing basis throughout the plan making process. The advice in the national Planning Practice Guidance (PPG) is that as a minimum these statements should be published when the area covered and the governance arrangements for the co-operation process have been identified and the substantive matters to be addressed have been determined. The SoCG can then be used to identify any outstanding matters that will need to be addressed and the process for reaching agreements and where possible an indication of when such statements are likely to be updated.
- 3.2.13 The Council have undertaken work to agree and continue to update SoCG, with the following neighbouring authorities, and others as may arise:
- Partnership for South Hampshire (multi-lateral statement covering the South Hampshire sub-region)
 - Fareham Borough Council; and
 - Havant Borough Council
- 3.2.14 Through internal collaboration within and working with strategic partnerships such as PFSH the Council is working hard to identify land both within and outside the authority area. The Council will continue to work proactively with other authorities on the distribution of housing need across the sub region, including any SoCG on agreed contributions to Portsmouth's unmet housing need.

The new Portsmouth Local Plan

- 3.2.15 The emerging Local Plan 2038 (LP2038) has regard to changes to national planning policy since 2015, new evidence studies, public consultation, and a revised PFSH Position Statement currently under development. Portsmouth is seeking to respond positively to the

challenge of housing delivery. Though the city has very little greenfield land available for potential housing development given that it is heavily urbanised. The significant open areas it does have are public open spaces and/ or areas of protected habitat of strategic importance to the City and the local communities, to providing necessary access to open space for residents.

- 3.2.16 A 'Regulation 18' draft of the new Portsmouth Local Plan has been prepared. There are a number of proposed changes from the existing development plan which aim to increase the supply of housing in the city to meet the government's housing targets including:
- Proposed strategic development site policies - within the city are a number of allocated strategic development sites which are allocated for a mix of uses including predominantly housing, these allocations have been tested to ascertain where further housing development can be achieved, through looking at the mix of uses, opportunities to increase density and promote good design including tall buildings.
 - Draft Density policy- the city council is proposing a new density policy that has minimum density requirements across the city that represent a significant uplift compared to the previous policy position. It is anticipated that this will help to enable the delivery of more housing across the city, especially on small and medium sites.
 - Draft Housing mix, type and tenure policy- This policy sets the levels of affordable housing, accessible housing and other developer contributions specific to housing. The policy requirements have been informed by the Council's Local Plan Viability Study to be set at a level that allows for the vast majority of identified sites to be deliverable.
- 3.2.17 The identified strategic sites are considered suitable for mixed-use development including new housing development. The sites largely re-use previously developed land for mixed-use development primarily housing and employment but also providing wider community benefits such as environmental and access improvements. The proposed housing supply for the plan period includes the identified potential non-strategic housing sites from the HELAA assessment which will help to secure a mix of housing types across the City.
- 3.2.18 The identified Strategic Sites will be consulted on within the LP2038 at the Regulation 18 public consultation stage in late summer 2021. Each of the Strategic sites identified has their own specific challenges and opportunities.

3.3 Development Viability and Delivery

Viability Assessment

- 3.3.1 The City Council has produced a Local Plan Viability Study in support of its new Local Plan. The viability study has identified that development viability is a barrier to delivery as set out in chapter two of this report. In response to this the Viability study has made the following recommendations;
- 3.3.2 That the Council revisits its housing policy, and moves to the following total policy requirement.
- The Minimum Policy Requirements (Water efficiency standard and 20% accessible and adaptable, 5% wheelchair Adaptable)

- 20% Affordable Housing on sites of 10 unit and larger.
- Future Homes Standard Option 2.

- 3.3.3 On sites in the lower value area and schemes of six storeys and more the applicant would be able to submit a site-specific viability appraisal (in line with the requirements of paragraphs 10-008-20190509 and 10-009-20190509 of the PPG).
- 3.3.4 These recommendations are in the context of CIL continuing at the current rates and S106 payments, associated the environmental mitigation of £5,000/unit. Whilst the non-residential uses are not viable, they are not rendered unviable by the cumulative impact of the Council's policies, rather by the general market conditions. The employment uses (office and industrial) are coming forward.
- 3.3.5 These recommendations reflect the tight development values in the city and are being taken forward by the emerging Local Plan in order to ensure that the policy requirements set do not restrict the ability to deliver residential development in the city. The Council is however seeking to ensure at least 30% of new homes on sites of 10 units or larger are secured as Affordable Homes, notwithstanding the viability constraints, but will seek to ensure individual development viability appraisals are carried out to ensure this policy aspiration does not restrict delivery.
- 3.3.6 The City Council is currently testing the appropriate levels of developer contribution through its regulation 18 Local Plan consultation having reference to the recommendations coming out of the Viability Study.

Council Led Development

- 3.3.7 The City Council is one of the largest residential landowners in the City and also owns land in neighbouring boroughs including Havant and East Hants. This has allowed the Council to take an active role in delivery of housing within the City.
- 3.3.8 The Council is committed to addressing the City's housing shortage and within its Housing Directorate has implemented schemes to improve the delivery of both affordable and market housing within the city.
- 3.3.9 The Council currently have a pipeline of 315 units, with a further 10 sites currently in feasibility stages. Of the units currently in the pipeline, three of the largest sites sit in Havant. The sites currently in feasibility have a greater focus on delivering in Portsmouth and there are large scale developments amongst these sites.
- 3.3.10 There are a number of council estate areas within the city where Portsmouth City Council has significant land holdings. The housing management teams in the Council are working to understand where Council owned land holdings can be used to bring forward development.
- 3.3.11 The Council's intention is to build the homes Portsmouth people need and can afford and to ensure that these homes are as energy efficient as possible. The Council is utilising teams capable of delivering homes and have in house expertise in architecture, landscape architecture, building surveying, M&E service and energy services, and is working to expand build capacity. The Council has recently commenced its first Passive House build projects.
- 3.3.12 The City Council is currently looking at other forms of development rather than direct delivery which may help us to deliver homes more quickly. Opportunities include considering joint

ventures with private developers and with the council's wholly owned housing company which has recently been formed. An opportunity has arisen through One Public Estate grant funding for us to investigate use of our land for custom or self-build. The first schemes for this are in Havant but once the expertise needed to deliver a scheme in this way is in place these skills can be used in Portsmouth.

- 3.3.13 The City Council has set up Ravelin Housing LTD (RHL), which is a commercially wholly owned development company set up with the aim to deliver both affordable and private housing for sale and for rent. RHL is the commercial development arm of the Ravelin Group Limited, family of companies.
- 3.3.14 RHL has been brought forward by the City Council not to compete with but rather to complement the private sector developers in the city at a time where there is clear evidence that there is market failure. RHL will deliver projects aligned with the Council's corporate objectives, thereby supporting the city's economic growth and regeneration needs whilst specifically focusing on satisfying the demand for new housing of all tenures.
- 3.3.15 RHL's strategic goals aim to deliver multi-tenure housing for sale and rent with a target to deliver 1,000 residential units over 10 years commencing with development delivery from 2021. There have been numerous sites identified for development and are currently in the initial stages of the planning process or at pre application stage.
- 3.3.16 In addition to the schemes being brought forward by Ravelin the City Council has close involvement in a number of the cities strategic sites most notably at Tipner and in the City Centre. This has involved the Council being directly involved in land assembly and compulsory purchase in order to enable the delivery of the strategic sites.

Council's Interim Nutrient Neutral Mitigation Strategy

- 3.3.17 The Council adopted the Interim Nutrient Neutral Mitigation Strategy on 29 November 2019. The Strategy was 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 PFSH and relevant stakeholders.
- 3.3.18 The Interim Strategy, which has utilised water efficiency upgrades to the Council's housing stock, is 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, helping housing to continue in the city.
- 3.3.19 The Council is in discussions with potential partners such as the Wildlife Trust regarding a land management schemes that reduce the nitrogen load of agricultural land and provide offsetting 'credit' for purchase, alongside suitable legal agreements. . There are currently a number of landowners within the catchment offering nitrogen offsetting opportunities which can be secured to enable the grant of planning permission, where this can be agreed with the local planning authority and Natural England. The Council is currently in discussions on a partnership agreement that would help to enable minor housing schemes in the city in view of the recognised viability constraints the city faces. The Council has been signposting applicants for major development proposals to the Trust and other mitigation options in the meantime.

4 Conclusions

- 4.1.1 PCC has identified the following potential barriers for the 2017-20 period (as identified in section 2 of this report) and identifies key actions to address them:
- **Housing Land Supply:** while positive engagement and consultation on the identification of development opportunities will continue, the city's constraints on developable land mean that it is unlikely Portsmouth will be able to meet the Government's full housing target for Portsmouth for the plan period without some of our housing need being met from outside of the city, in co-operation with other neighbouring authorities.
 - **Development viability and delivery:** Poor development viability in the city, restricts growth and limits opportunities for sites to come forward. The Council will seek to set deliverable policies for the new Local Plan informed by its evidence base and through consultation on the Plan. PCC will assist delivery in the city through the delivery of own schemes and continuing to provide enable strategic framework/ solution to the nutrient neutral mitigation requirements for new homes.
 - **Development management:** although development management procedures were not found to be barrier to the delivery of new homes during the monitored period, the Council is striving to continue to make improvements its planning applications service for to ensure quality outcomes for all.
- 4.1.2 The Action Plan for above is in Appendix 1.
- 4.1.3 The Council is content that it is both cognisant of these delivery issues and is working constructively, usually in partnership with third parties, to resolve them with the aim of improving housing delivery. Where necessary actions will be updated, or new actions added in response to currently unforeseen issues or barriers to development, or as a result of changes in government policy, legislation or planning practice guidance. Close working relationships with infrastructure providers, developers and other key stakeholders will be key to ensuring a step change in increasing housing supply locally.

Next Steps

- 4.1.4 Appendix one sets out a range of short and medium term actions which aim to increase the delivery of new homes in the City. It also identifies timescales and responsibilities for delivery of the actions, where appropriate. Monitoring of the actions will be undertaken annually following receipt of the annual HDT measurement (anticipated to be November each year), and the annual review of the Action Plan will draw on information from a range of sources including the annual housing completions surveys (which provides figures for the number of new homes completed each year) and other relevant documents.

Appendix 1: Portsmouth Housing Delivery Test Action Plan

Cause	Evidence	Action	Responsible	Status
Strategic Issue: Housing Land Supply				
Housing Land Supply	Insufficient land to meet future requirements based on government standard housing methodology.	Prepare the revised Local Plan and identify new housing allocations. Continue work on studies including Strategic Housing and Economic Land Availability Assessment and evidence on market demand. Regular Brownfield Register updates. Work with the PfSH Authorities on future SDOA identification work	City Development - Planning Policy	Ongoing
Progress with Duty to Co-operate and sub-regional Strategic Planning	Need for an updated sub-regional strategic (South Hampshire Spatial Position Statement) to deal effectively with housing distribution and unmet housing need.	Updated South Hampshire Spatial Position Statement to be undertaken and agreed by PfSH and Local Authorities. Continue to update unilateral Statement of Common Ground /documents with Neighbouring Authorities	Partnership for South Hampshire South Hampshire Local Authorities	Ongoing
Strategic Issue: Development Viability and Delivery				
Identifying developable sites/Bringing sites forward.	Supporting evidence for deliverability of strategic sites in Local Plan Review	Whole Plan Viability Assessment Housing and Economic Land Availability Assessment including call for sites Consultation on the draft new Local Plan Continue to support Portsmouth City Council Housing and Council owned Ravelin Housing company to deliver new and affordable homes across the city.	City Development - Planning Policy	Ongoing
Nitrates pollution in the Solent	Effective suspension of housing consents without Natural England approved mitigation in place.	Updated Interim Nutrient Neutral Mitigation Strategy with co-operation on any appropriate longer term strategic solutions with PfSH or other partners	PCC City Development - Planning Policy and other South Hampshire LPAs	Ongoing
Development Management				
Potential for delays to grant of planning permission	Need to ensure planning applications are determined with agreed timescales and provide an effective, efficient service.	The use of PPA templates for major applications. Wider use of s106 Unilateral Undertakings at the validation stage of applications to ensure that delays in application determination are minimised. Ensure team is fully resourced as required.	City Development - Development Management	Ongoing

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Agenda Item 10



Title of meeting: Cabinet
Date of meeting: 5th October 2021
Subject: Approval of The Corporate Plan
Report by: Chief Executive
Wards affected: All
Key decision: NO
Full Council decision: NO

1. Purpose of report

1.1 To seek approval from Cabinet to the Council's Corporate Plan - Our plan for recovery and renewal 2021-22.

2. Recommendations

2.1 Cabinet is recommended:

- a) **To approve the Council's Corporate Plan - Our plan for recovery and renewal 2021-22 (see Appendix 1)**
- b) **To note that the plan demonstrates the Council's commitment to the recovery and renewal of the city that will be necessary, post pandemic, to support achieving the Vision for Portsmouth that has been agreed with partners**
- c) **To agree that delegated authority be given to the Chief Executive to make minor changes to the draft document prior to publication**

3. Background

3.1 The Council's Corporate Plan, 'Our plan for recovery and renewal 2021-22', sets out how - with our partners, residents and communities - we will tackle the health, social and economic inequalities that have been made worse by the pandemic and in so-doing will re-double our effort to address Climate Change which is the other global crisis that we face. The priorities within the plan show how we will achieve recovery and renewal within the city. They reflect the themes set out in the city vision and the need to tackle the effects that the pandemic has had on Portsmouth.

3.2 The new Corporate Plan (attached as Appendix 1) was developed following an analysis of the impact of the pandemic on our residents and on the services that we provide. The plan also takes full regard of the values and aspirations within the City Vision and the priorities of the Council Administration.



3.3 Work to develop the City Vision brought together 2,500 people and organisations. Through this participative process five shared values were developed.

- Collaboration
- Community
- Equality
- Respect
- Innovation

These values are at the heart of the way that key organisations within the city will work and the way we will shape our core services and our plans for the future. As the Council developed its Corporate Plan it made sure that it was driven by these shared values.

3.3 As described above, the City Vision also identifies a number of aspirations of for Portsmouth by 2040. The aspirations are:

- A healthy and happy city
- A city rich in culture and creativity
- A city with a thriving economy
- A city of lifelong learning
- A green city
- A city with easy travel

3.4 As a council we will work in partnership with other organisations, and with residents and communities, to shape our services and our transformational projects, plans and strategies to help achieve these aspirations. The Corporate Plan sets out a number of priorities for the City Council and these are aligned to the six aspirations set out above. The council priorities are:

- Improving health and care for our local communities
- Supporting people to live active, healthy lives
- Prioritising mental health
- Making more good quality homes available for our residents
- Building aspirations and encouraging ambition for our city and its residents
- Supporting young people
- Encouraging everyone to learn and develop skills
- Creating opportunities for employment
- Encouraging clean growth and culture-led regeneration
- Supporting the local economy to recover from the pandemic
- Taking positive action to tackle climate change
- Enabling greener, healthier and better-connected journeys

3.5 The Corporate Plan brings all these elements together and shows how everything links, including the major projects that the council is undertaking. The Plan also provides detail of the performance measures that will be monitored to see the progress we are making towards achieving the aspirations and priorities. Where possible these performance measures are taken from existing and established performance frameworks such as the Public Health Outcomes Framework.

4. Reasons for recommendations

4.1 The Corporate Plan has been developed to show how our plans for recovery and renewal, post the pandemic, are aligned to the City Vision. Cabinet is being asked to approve this draft plan and to note the links with the city vision. Delegated authority to the Chief Executive is requested enable any final changes to the draft document including minor changes to the text and to the format of the document.

5. Integrated impact assessment

5.1 No integrated impact assessment has been undertaken because the individual projects and key activities within the plan will be subject to their own assessments.

6. Legal implications

There are no legal implications specifically associated with this report. Any projects undertaken will be subject to their own assessments.

7. Director of Finance's comments

There are no direct financial implications associated with approval of this report. The strategies to achieve the plan and any projects that flow from this will be subject to their own individual financial assessments.

.....
Signed by:

David Williams
Chief Executive

Appendices:

Appendix 1 - Corporate Plan - Our plan for recovery and renewal 2021-22.

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

None

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

.....

Signed by:

Portsmouth City Council

CORPORATE PLAN

Our plan for recovery and renewal 2021/22

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But first, thank you...	03
Working together, shaping our city	04
City Vision: shared values , shared aspirations	05
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Easy travel	18

BUT FIRST, THANK YOU...

In introducing the council's plan for recovery and renewal, our priority first and foremost is to recognise the contribution of every single one of you.

You have worked harder than we ever thought possible, in circumstances that we couldn't previously have imagined. You have been flexible and adaptable, and committed to the city and its communities throughout the pandemic, while simultaneously managing the challenges facing you at home and with your own friends and families. Thank you.

Now, as the vaccine rollout brings hope of increasing stability, it's time to look to the future and to set out our plans for recovery and renewal.

Our plan recognises the paramount importance of our core services and sets out the things we need to focus on.

Together as one council, and with our partners, residents and communities, our aim is to tackle the health, social and economic inequalities that have been made worse by the pandemic and in doing so re-doubling our effort to address the other global crisis we face, climate change.

David Williams

Chief executive

Cllr Gerald Vernon-Jackson

Leader of the council

WORKING TOGETHER, SHAPING OUR CITY

While the council has a responsibility to deliver the core services that our residents depend on and value, we also have an important role in providing leadership in the city.

We do this by working in partnership with our local NHS, with voluntary and community sector organisations, with businesses, with schools, colleges and the University, and with our residents and communities.

This role was the driving force behind our work facilitating the creation of the city vision, which brought more than 2,500 people and organisations together to set out the aspirations of the people of Portsmouth for their city in 2040. People also had the chance to tell us how the impact of the pandemic had influenced this vision.

The city vision will act as our overall guide as we move forwards together.



▲ Image of City Vision citizen's conference.

CITY VISION: SHARED VALUES , SHARED ASPIRATIONS

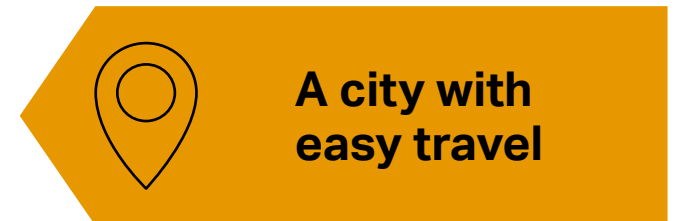
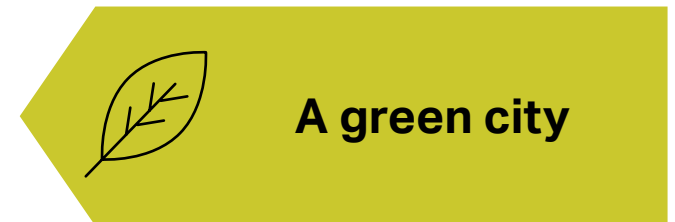
The city vision sets out the city's values, shared aspirations for the way people will behave towards each other and how it will feel to live here.

**PORTSMOUTH
PEOPLE VALUE
COLLABORATION,
COMMUNITY,
EQUALITY,
RESPECT, AND
INNOVATION.**

As a council we share those values with our residents and communities and will make sure the values are at the heart of the way we behave, the way we work, and the way we shape our core services and our plans for the future.

The city vision also sets out six clear aspirations for Portsmouth.

In 2040, Portsmouth will be:



As a council, we will work in partnership with other organisations, and with residents and communities, shaping our core services and our transformational projects, plans and strategies to make these aspirations a reality.

OUR COUNCIL AIM AND PRIORITIES

Our priorities for recovery and renewal both reflect the themes set out in the city vision, and the need to tackle the effects of the pandemic on Portsmouth.



Improving health and care for our local communities



Supporting people to live active, healthy lives



Prioritising mental health



Making more good quality homes available for our residents



Building aspirations and encouraging ambition for our city and its residents



0-18 Supporting young people



Encouraging everyone to learn and develop skills



Creating opportunities for employment



Encouraging clean growth and culture-led regeneration



Supporting the local economy to recover from the pandemic



Taking positive action to tackle climate change



Enabling greener, healthier and better-connected journeys

TRACKING OUR PROGRESS, MEASURING SUCCESS

The following pages set out how the themes from the city vision and the council's priorities and deliverables fit together. It also shows how we will track progress towards the vision, and achievement against the priorities we have identified.

The measures suggested for outcome indicators are largely long-term indicators taken from the Public Health Outcomes framework and other established frameworks. Quarterly measures are tracked and reported corporately on a regular basis, and will provide a snapshot about issues that emerge from the priorities.



▲ Image of people cycling in the city.

A HEALTHY & HAPPY CITY



We do everything we can to enhance wellbeing for everyone in our city by offering the education, care and support that every individual needs for their physical and mental health. All our residents and communities live in good homes where they feel safe, feel like they belong, and can thrive.

CORPORATE PRIORITIES



Improving health and care for our local communities



Supporting people to live active, healthy lives



Prioritising mental health



Making more good quality homes available for our residents



Supporting young people



Enabling greener, healthier and better-connected journeys

ADMINISTRATION PRIORITIES

- Invest an extra £2.8m in adult social care. This will mainly provide additional home care support to elderly residents so that they can stay in their own homes.
- Ensure that there are mental health teams supporting every school in the city.
- Continue to provide the Kooth service which gives young people access to an online mental health and wellbeing community.
- Start the building of 150 council houses for local families and pilot Passivhaus principles for new council housing developments to ensure homes are as environmentally sustainable as possible.
- Buy back at least 100 former council flats/houses to house local families in need.
- Start the demolition of Leamington House and Horatia House and work with local residents on a plan for replacements which include at least 272 affordable homes.
- Build new all weather pitches and a new pavilion at Cosham's King George V playing fields.
- Bring forward detailed plans for a new swimming pool in the south of the city.
- Continue with the bid to secure over £2m in investment to regenerate and restore Victoria Park.
- Create School Streets and more Play Streets in Portsmouth.
- Increase the number of mobile CCTV cameras.
- Progress the anti-poverty strategy so fewer families live in poverty.
- Become an Accredited Living Wage employer. All council staff are currently paid at least the Real Living Wage, this would extend this to all staff working on contracts with the council who work in private firms and the voluntary sector as these contracts come up for renewal.

OUTCOME INDICATORS

- Improvements against Indicators of poverty (including fuel poverty) (PHOF).
- Reduction in social isolation (PHOF).
- Reduction in suicide rates (PHOF).
- Reduction in homelessness and households in temporary accommodation (PHOF).
- Reductions in substance misuse (PHOF).



- Reductions in hospital admissions for harm (PHOF).
- Reductions in crime and offending (PHOF).
- Increases in physical activity rates (PHOF).
- Increase in use of outdoor space for exercise or health reasons (PHOF).

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Reduction in levels of obesity (adults and children).

Reduction in days spent by children in alternative care.

ACTIVITY MEASURES AND KEY PROJECTS

Quarterly Measures

- Number of children in alternative care and number of alternative care days.
- Average wait time for CAMHS.
- Care leavers in appropriate accommodation.
- CQC service ratings – % > good (nursing; domiciliary; residential and community).
- Funded client numbers (residential, nursing home or domiciliary care).

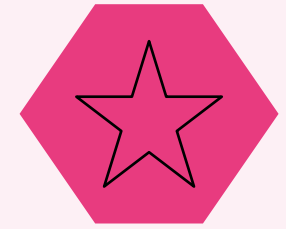
- Number of clients remaining at home 91 days post-reablement.
- Average delayed transfer of care bed attributable to ASC.
- Numbers of households on waiting list for accommodation.
- Number of households making a homelessness approach over the quarter.
- Number of households where homelessness was prevented/relieved over the quarter.
- Total number of households in temporary accommodation.
- Number of private properties bought back into use as a result of private sector intervention.
- Number of private sector dwellings made safe for occupants to live in.
- Number of properties purchased back for housing stock.

Major Projects

- Council house building projects.
- Horatia House and Leamington House redevelopment.
- Mental health support.

- Family safeguarding.
- Relocation of the family contact centre (September 2022).
- King George V development.
- Leisure centre programme.
- Victoria Park.
- School Streets and Play Out Pompey.
- Anti-poverty strategy.
- Cosham development.
- Living Wage Accreditation.
- New models of care.
- Residential remodelling, including Edinburgh House and Patey Centre.
- Domiciliary care intervention.
- Integrated localities intervention.
- Health and Care Portsmouth as place-based delivery mechanism for the Hampshire and Isle of Wight Integrated Care System.
- Telecare and assistive technology.
- Oakdene.
- Homelessness strategy.

CULTURE AND CREATIVITY



People in Portsmouth enjoy a vibrant cultural scene that makes the most of our location, our heritage and our creative energy. We are full of things to do and places to be, welcoming locals and visitors with diverse events, attractions and venues that positively benefit our people and our city. We are known locally, regionally and internationally as a great waterfront and city destination.

CORPORATE PRIORITIES



Supporting young people



Creating opportunities for employment



Encouraging clean growth and culture-led regeneration



Supporting the local economy to recover from the pandemic

ADMINISTRATION PRIORITIES

- Put culture at the heart of the city's culturally-led regeneration.
- Buy the New Theatre Royal to ensure it remains as a community asset for future generations.
- Continue the rebuilding of the sea defences in Southsea, invest in making the seafront the jewel in Portsmouth's outside space.
- Continue with the bid to secure over £2m in investment to regenerate and restore Victoria Park.
- Support Portsmouth Creates to ensure our cultural and creative community thrives.
- Keep our libraries open.

OUTCOME INDICATORS

- Audience participation data, including growth in key sectors.
- Visitor data.

ACTIVITY MEASURES AND KEY PROJECTS

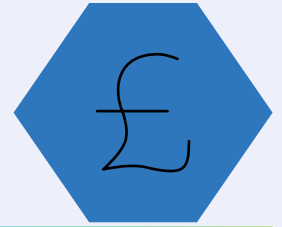
Quarterly Measures

- Physical and digital visits to museums and libraries.
- Number of events supported.

Major projects

- New Theatre Royal.
- Southsea sea defences and masterplan.
- Victoria Park.

THRIVING ECONOMY



Portsmouth supercharges local businesses and entrepreneurs and attracts investment nationally and internationally from businesses of all sizes. We build strong partnerships between employers and people to develop an excellent skills base and offer brilliant career opportunities to young people, students and adults.

CORPORATE PRIORITIES



Supporting young people



Encouraging everyone to learn and develop skills



Creating opportunities for employment



Supporting the local economy to recover from the pandemic

ADMINISTRATION PRIORITIES

- Continue to provide placements for young people under the Kickstart programme.
 - Create modern work spaces so people can work flexibly.
 - Support the football club in their plans for better access to Fratton Park from Fratton Station.
 - Invest over £7m in Commercial Road and Fratton Road to support the evolution of our high streets.
 - Encourage in-house bids on contracts so that more services can be taken back in house.
 - Use the council's new social value policy to strengthen the 'Portsmouth Pound' by, where possible, ensuring Portsmouth City Council spends its money within the city.
 - Continue to work closely with Shaping Portsmouth and other partners to nurture local small businesses and help them to grow and thrive.
 - Put culture at the heart of the city's culturally-led regeneration.
- Progress the anti-poverty strategy so fewer families live in poverty.
 - Become an Accredited Living Wage employer. All council staff are currently paid at least the Real Living Wage, this would extend this to all staff working on contracts with the council who work in private firms and the voluntary sector as these contracts come up for renewal.

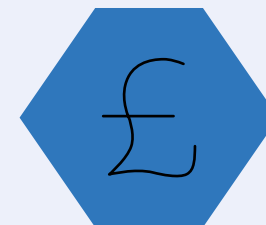
OUTCOME INDICATORS

- Improvements across indicators of poverty (PHOF).
- Increase the % of 16-64 year olds employed (PHOF), particularly 16-25 year olds.

ACTIVITY MEASURES AND KEY PROJECTS

Quarterly Measures

- Number of Kickstart placements.
- Number of apprenticeships.
- 16-25 in education, employment or training.
- Enterprise centre occupancy.



- Speed of decisions for major planning applications.
- Speed of decisions for non-major applications.
- National non-domestic rates collection rate.

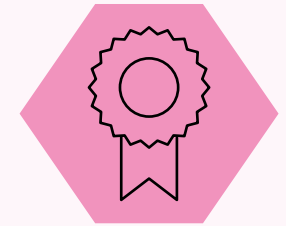
Projects

- Football club, improving access from public transport.
- Lakeside Northharbour.
- Future High Streets.
- Social value policy.
- City centre.
- Tipner redevelopment and Lennox Point.
- Port and border control post.
- Local Full Fibre Networks.



▲An impression of what Lennox Point could look like

LIFELONG LEARNING



Our young people are encouraged to develop high, positive aspirations, and are fully invested in to make the most of their talent and potential. Adults have a wide range of education opportunities to choose from at every stage of life that empower them and enrich their lives.

CORPORATE PRIORITIES



Building aspirations and encouraging ambition for our city and its residents



Supporting young people



Encouraging everyone to learn and develop skills

ADMINISTRATION PRIORITIES

- Invest an extra £3.5m in the building of classrooms for children with special educational needs.
- Continue to invest in ensuring our school buildings are properly maintained.
- Ensure that there are mental health teams supporting every school in the city.
- Continue to provide the Kooth service which gives young people access to an online mental health and wellbeing community.
- Continue to provide placements for young people under the Kickstart programme.
- Invest in future-proofing vital IT to support local schools.
- Develop a partnership which aims to ensure that every child, young person and adult in the city has access to a digital device to aid learning and drive cutting edge digital learning across all schools.
- Keep our libraries open.

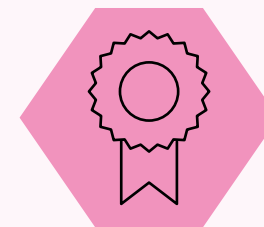
OUTCOME INDICATORS

- Educational attainment indicators (PHOF) including readiness for school.
- Reduction in youth offending (PHOF).
- Reduction in teen pregnancy (PHOF).
- Reduced loss of school time through absence and exclusion.

ACTIVITY MEASURES AND KEY PROJECTS

Measures

- School attendance.
- School exclusions.
- Reduced timetables.
- % children attending good or outstanding schools / % of schools good or outstanding.
- Number of families receiving early help.
- % care leavers in employment.
- % care leavers in education, employment and training.



- Number of individuals supported by employment, learning and skills service to gain work, retain jobs and progress personally.
- Number of individuals engaged in Accredited Adult and Family Learning through the community learning service.

Projects

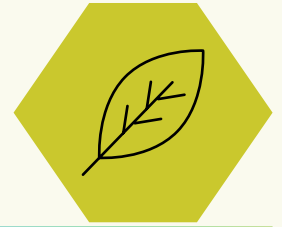
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- Rebuild of Mayfield School (September 2021).
- Opening of special free school for autism in Wymering (September 2022).
- Expansion and remodelling of Cliffdale Primary Phases 2, 3 and 4 (by September 2024).
- Expansion and remodelling of Redwood Park Academy (September 2022 onwards).
- Refurbishment of The Lantern (Mary Rose Academy) for September 2021.
- Inclusion Centres (Flying Bull Primary – September 2022, Arundel Court Primary – September 2023, Penhale Infant/TPA – September 2021).
- Digital learning strategy implementation.
- College merger.



▲ Image of the expansion and remodelling of Cliffdale Primary School

A GREEN CITY



We have excellent air quality because of our green spaces and sustainable transport, and this means our people live healthy and active lives. We are carbon neutral, use renewable energy and actively work to address climate change. We protect and enhance both our land and maritime environment for future generations.

CORPORATE PRIORITIES



Creating opportunities for employment



Encouraging clean growth and culture-led regeneration



Taking positive action to tackle climate change



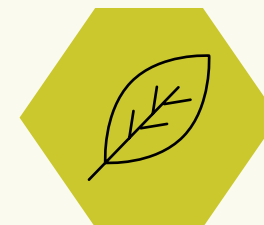
Enabling greener, healthier and better-connected

ADMINISTRATION PRIORITIES

- Double the number of homes that receive food waste recycling services in the city and plan to make the scheme citywide as soon as possible.
- Start the build on an anaerobic digester to accept food waste from Portsmouth and other councils.
- Work with key partners across the city to help Portsmouth become carbon neutral by 2030.
- Install more solar panels on council buildings, and offer funded green energy audits to local residents so they can reduce their carbon footprint.
- Continue to oppose the government's decision to force the building of 855 new houses in Portsmouth each year and their demand that land is identified for 20 years of building at this rate.
- Produce a local plan which recognises Government requirements, but does not sacrifice jobs for housing and which respects the importance of the natural environment.
- Continue to oppose the Aquind application.
- Invest £200,000 in green projects across the city, including supporting a community greening fund.

OUTCOME INDICATORS

- Air quality measures.
- Carbon emissions measures.



ACTIVITY MEASURES AND KEY PROJECTS

Quarterly Measures

- Estimated city recycling rate for quarter.
- Tonnages of waste collections.
- Bin collection misses.
- New demands on clean city team.

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Projects

- Lennox Point.
- Waste infrastructure.
- Air quality local plan.
- Climate strategy.
- Local Plan.
- Greening strategy projects.
- Switched on Portsmouth.
- Paulsgrove country park.
- Mitigation strategy for nitrates neutrality.



▲ Image of solar panels being installed in Portsmouth – part of the Switched on Portsmouth project

EASY TRAVEL



Fewer journeys are made by car because we have excellent public transport connections between bus, train, cycling and walking routes, making it easier and more enjoyable to be out and about. We encourage and support more walking and cycling, and we make it easy for people to travel regionally, nationally and internationally for work and pleasure.

CORPORATE PRIORITIES



Supporting people to live active, healthy lives



Creating opportunities for employment



Encouraging clean growth and culture-led regeneration



Taking positive action to tackle climate change



Enabling greener, healthier and better-connected

ADMINISTRATION PRIORITIES

- Increase the number of electric charging points on streets in Portsmouth.
- Rework major junctions so traffic flows easier, air pollution is reduced and both pedestrians and cyclists are safer.
- Work with the bus companies to increase the number of buses, reduce fares and introduce through ticketing between companies to encourage more people to use the buses and leave their cars at home.
- Extend the Park and Ride at Tipner and look at providing a freight park so deliveries to the city centre can be with electric vehicles to help reduce air pollution.
- Work to encourage more people to cycle or walk through the city on safe routes and explore low traffic neighbourhoods in partnership with local communities to reduce pollution, improve road safety and make roads more pleasant.
- Support shops by maintaining car parking, but making areas easier for people to get to on foot, bus or bike.
- Create School Streets and more Play Streets in Portsmouth.

OUTCOME INDICATORS

- Modalities of travel measures.

ACTIVITY MEASURES AND KEY PROJECTS

Measures

- Parking enforcement.
- Road collisions 0-21.

Projects

- Major junctions work.
- Tipner Park and Ride extension.
- Cycling – LCWIP.
- Buses – SEHRT.
- School Streets/Play Streets.
- The Hard.

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Agenda Item 11



Portsmouth
CITY COUNCIL

THIS ITEM IS FOR INFORMATION ONLY

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

Title of meeting:	Full Cabinet
Subject:	Switched On Impact Report
Date of meeting:	5 th October 2021
Report by:	James Hill, Director of Housing, Neighbourhood and Building Services
Author:	Andrew Waggott, Energy Services Team Manager
Wards affected:	All

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

2. Purpose

- a. To highlight the impact of the work undertaken by the council's in-house Switched On Portsmouth service over the preceding twelve month period; via the publication of their annual *Switched On Portsmouth Impact Report*
- b. To detail the progress made to the scope and scale of the services now being delivered within Portsmouth and the surrounding areas by the team; and highlight future areas of activity to further improve the service's coverage.
- c. To show in detail the monetary and energy savings in Portsmouth households; and highlight progress against the action plan set out in the *Energy and Water at Home Strategy 2020-25* and the *Home Energy Support Service* cabinet papers of October 2020 and January 2021.
- d. To highlight in particular the carbon savings that have been achieved through the delivery of the Switched On Portsmouth service. Over the past twelve months, activities delivered by the team have reduced annual emissions by 426 tonnes of carbon dioxide equivalent.

THIS ITEM IS FOR INFORMATION ONLY

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

3. Information Requested

4. Background:

- a. For the full details of the service, please refer to the *Switched On Portsmouth Impact Report 2020-21* in Appendix A. The report details the work of the service between the start of June 2020 and the end of May 2021. This is the second year in which the Switched On team has published an impact report; the first being in 2019-20.
- b. Switched On Portsmouth was launched in November 2019 as part of the development of new domestic energy services and branding, in line with the development of the *Energy and Water at Home Strategy*. For more details of the Switched On Service, and what it offers to residents of Portsmouth, please visit www.switchedonportsmouth.co.uk
- c. The Switched On Portsmouth service aims to offer all households in the city support on matters relating to domestic energy appropriate to their circumstances. This can range from simple advice and home energy visits; through to fully funded installations, such as solid wall insulation and solar panels.
- d. The services offered by Switched On Portsmouth have evolved during the past 12 months to take into account a number of key new challenges and opportunities:
 - i. The Covid 19 pandemic meant a change to many of our face-to-face services; with many being switched to phone or online
 - ii. New service offerings were developed to support those residents not in direct risk of fuel poverty off the back of the *Home Energy Support Service* work
 - iii. The success in securing funding from Phase 1 of the Green Homes Grant Local Authority Delivery (LAD) funding has allowed a rapid expansion of the offers of larger, fully funded energy efficiency measures in private homes; as well as an increased marketing presence
- e. The Switched On Portsmouth service, and energy services team generally, have continued to be recognised over the past year for the work they do. This has included winning the award for *Social Responsibility* at the *National Energy Efficiency Awards* and *Council of the Year* in the *South East Energy Efficiency Awards*. They have also been awarded the Gold medal for "Green Public Service" at the recent national *iESE Public Sector Transformation Awards 2021*.
- f. The Switched On Portsmouth team has increased the number of peer local authorities with whom it works over the past twelve months. This has built on the existing Warmer Homes Partnership to include a total of 19 other councils. The Council leads this consortium by successfully acting as lead authority for both the



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LADs and Warm Homes Fund grants. Further bids for funding have been submitted in recent weeks which would see this consortium of partner authorities extended to 21.

5. Key Impacts

- a. The report highlights a series of key impacts which reflect the Switched On Portsmouth service's aims; to help residents save energy, save money and save carbon.
- b. The service was able to secure significant external, funding in addition to monies already secure during the 2019-20 reporting period. A total of £9.2 million was awarded under Phase 1 LAD funding. This allowed for the installation of free insulation measures, air source heat pumps and solar panels. Portsmouth City Council were the lead authority within a consortium of 18 other councils; and, at the time of the report, over 1,000 homes within Portsmouth had applied to receive measures under the scheme.
- c. More than 650 households were assisted with 'large' measures; including insulation, new heating systems and renewable installations. Support services including the Freephone line, website and home visits were accessed nearly 50,000 times.
- d. The Impact Report reports a combined monetary saving for all households of over £500,000; and a total reduction in carbon emissions of 426 tonnes of carbon dioxide.
- e. As well as the aggregate savings, the Impact Report also highlights two case studies featuring Portsmouth residents, supported by the Switched On service. The case studies show the range of support on offer, and how this can be tailored according to the specific need of the household.
- f. The Switched On Portsmouth team continues to work with other services within the city to ensure a holistic service can be delivered for those who most need it. This includes supporting key agencies such as *Advice Portsmouth*, *Age UK* and *Citizens Advice* by taking on enquiries; and training their frontline staff on matters related to energy and fuel poverty.
- g. The majority of the schemes detailed within the Impact Report act to mitigate climate change by reducing household emissions. These schemes typically reduce the quantity of energy used, through efficiency measures, or contribute renewable energy to homes through the application of solar panels. In most instances, the right thing to do for a fuel poor household, is also the right thing to do to reduce carbon emissions.



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- h. The first-time gas central heating programme is an example of where there is a clear tension between the need to alleviate fuel poverty and the mitigation of carbon emissions. Although gas has a lower carbon factor than electricity today, grid decarbonisation at a national scale will mean that in the lifetime of the system installed, carbon emissions will be higher than if the household had remained on electric heating. However, electricity prices are around 4 times higher than gas per unit; so even the most efficient electric heating systems, such as air source heat pumps, will inevitably push up bills versus a traditional central heating system.
- i. The decision about when to install first-time central heating is nuanced and household-specific. This measure is only used in circumstances where the household is clearly in, or vulnerable to, fuel poverty. If a lower-carbon alternative exists, can be funded and is appropriate for the situation; then this technology is prioritised. The Council has applied for additional funding, under the Sustainable Warmth Grant, in order to specifically target electrically heated properties with low-carbon alternatives.

6. New and Future Services

- a. The Impact Report details a number of Switched On Portsmouth services which have been launched during the latest reporting period. A number of services scheduled to be launched over the coming 12 months are also identified.
- b. Services which have been launched over the past 12 months include:
 - i. Switched On Solar; a tool for assessing the solar potential of residential properties
 - ii. Low cost loans; for households which do not qualify for free measures on the basis of means, in order that they are able to access cheap finance
 - iii. A freephone advice service
 - iv. LAD funded measures such as solar panels, low carbon heating systems and insulation
- c. Services planned to be launched in the coming 12 months include:
 - i. A new innovation project looking at midfloor smart air vents to reduce heat loss in social housing
 - ii. Post occupancy interventions and university-led research to review households' ability to interact with low-carbon and energy saving measures

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- iii. Completing development of an approved installer list, from which residents can access trusted contractors to install energy saving and renewable measures
- iv. The launch of a Minimum Energy Efficiency Service; which landlords can access for support with making their homes more energy efficient

- d. The team has bid for significant additional external funds through an extension of the LAD programme and Sustainable Warmth Funding. If successful, this funding will allow the team to continue to support homes with large, funded interventions until March 2023.

- e. The Switched On Portsmouth team will continue to improve and adapt the services on offer; applying for funding and continually reviewing support to ensure that all households in the city can benefit from reducing the energy they use in their homes.

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

Appendices:

- Appendix A: Switched On Portsmouth Impact Report (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:

Title of document	Location
The Energy and Water at Home Strategy (2020-25); March 2020	https://democracy.portsmouth.gov.uk/documents/s26302/Energy%20and%20Water%20at%20Home%20Strategy%20report%20with%20appendices.pdf
Home Energy Support Service (October 2020)	https://democracy.portsmouth.gov.uk/documents/s28190/Home%20energy%20service%20report.pdf
Home Energy Support Service – Update to the Report of October 2020 (January 2021)	https://democracy.portsmouth.gov.uk/documents/s29329/Home%20Energy%20Support%20Service%20progress%20update%20from%20October.pdf

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Switched On Portsmouth Impact Report (2019-20)	https://switchedonportsmouth.co.uk/wp-content/uploads/2020/07/10.466-Switched-On-Impact-Report_WebReady.pdf
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SWITCHED ON

PORTSMOUTH

IMPACT REPORT 2020 - 2021

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Switched On Portsmouth was launched in November 2019 by Portsmouth City Council to provide a comprehensive service to offer Portsmouth, Gosport and Havant residents ways in which they can save energy and money in their homes. The Switched On brand and website has been built upon work already being undertaken by the council to scale up the work being done to tackle fuel poverty, improve energy efficiency and reduce domestic carbon emissions.

Our services are always evolving and adapting to demand. We have sourced new funding in order to provide a holistic service for our most vulnerable residents, and have developed new services to provide support to every household in Portsmouth. We offer a combination of expert money and energy saving advice and in-depth support and free energy saving measures. Every aspect of our work is focused on bringing real savings, innovations and impacts to local residents to help them to reduce their fuel bills, lower their carbon footprint, and to

ensure they can afford to say safe and warm at home.

A large proportion of the external funding for Switched On runs from June to May, and it is this period that we review in this report.

The 2020–2021 funding year has been a year of rapid development for the service, with huge challenges overcome as a result of the coronavirus pandemic. We have seen a further increase in our reach, even with the limitations of multiple lockdowns. We recognise that there are still homes to reach and we continue to adapt our method of promotion through physical means as well as online.

The council launched its Energy and Water at Home Strategy in 2020¹. This strategy set out future actions to be carried out to reduce the rate of fuel poverty; as well as expanding our energy and water efficiency offer to all households in the city, not just those in the vulnerable category. This impact report shows our progress towards the goals that we set out.

¹ www.portsmouth.gov.uk/services/housing/safety-and-cost-saving-in-the-home/energy-and-water-at-home-strategy/

"Improving energy efficiency and reducing energy consumption in the city is a large part of reaching Portsmouth's Net Zero 2030 target; in-line with the actions set out in the council's Energy & Water at Home Strategy. It is encouraging to see that, as a local authority, we have the skills and capacity to be able deliver various schemes and initiatives to Portsmouth residents. It has also been encouraging to see residents' receptiveness of the schemes on offer and the growing range of support available through Switched On Portsmouth."

Cabinet Member for Climate Change and the Green Recovery, Kimberley Barrett

Energy Support Available



Energy advice

Residents can receive advice and case support through our Freephone advice line, our website advice pages, energy phone appointments and home visits.

Residents can benefit from a free home energy visit through the LEAP service, which offers expert advice and free small energy saving measures, with onwards referrals for income maximisation and larger projects. We also offer home visits for vulnerable customers in need of more in-depth support and multiple visits.



Larger Energy Saving Measures

Switched On Portsmouth secured over £9.4 million of grant funding to offer free solar PV, solid wall insulation and air source heat pumps to low income households across Portsmouth. These grants are worth up to £10,000 per household. The funding is available in 2020-21 only.

Referrals for other measures like cavity wall insulation and loft insulation can be achieved through our Freephone advice line.



Immediate Support

Long-term energy saving measures such as insulation are helpful but we recognise that sometimes households need more immediate support. We offer discretionary fuel top-up vouchers in the winter months, and temporary heaters all year round, for people in difficult temporary situations. Carbon monoxide detectors are also available.

We are also sending 'warm and well' items such as thermometer cards in Winter 2021/22.



Switched On Solar

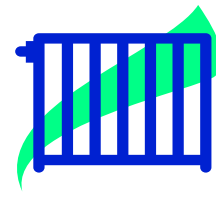
Switched On Solar is an innovative new approach to facilitating the uptake of Solar Photovoltaics (PV) in the private residential sector. The free online tool gives potential buyers all the information they need including generation, cost, payback, array size and suitable location on the actual property. The tool is supplemented by the approved installer list and low cost loans.

Energy Support Available (continued)



Emergency boiler replacement

During the winter months, eligible owner-occupiers can benefit from a free boiler repair or replacement when their gas boiler breaks down or is condemned. New, highly efficient replacement installations, or repairs, will be completed within 10 working days from survey.



First time gas central heating

Eligible residents can receive a fully funded gas central heating system where they are currently heating their home using other expensive methods.

The scheme funds up to £6,000 worth of works with no cost to the household; including all equipment and gas connections, if required.



White goods replacements

Residents who partake in the LEAP service can access our scheme which provides free white goods replacements.

All goods provided have an energy efficiency rating of A+, meaning they cost less to run, helping households save money and carbon, as well as having access to basic necessities.



Switch energy supplier

We offer a simple energy switching service to help residents save money on energy bills. It's quick and easy to compare suppliers and tariffs to ensure that households are only paying what they need to when it comes to their energy bills.

For energy advice or more information on any of the above visit www.switchedonportsmouth.co.uk or call the Freephone advice line on 0800 260 5907.

Energy Support Overview

(June 2020 - May 2021)



830

calls to the Freephone energy advice line



286

frontline workers supported with energy training



313

customers signposted to the priority services register



£56,000

of pre-payment fuel vouchers issued across 676 households



15

temporary heaters distributed



264

Energy appointment support calls



20

white good appliances provided



£9.4m

grant funding won



755

households supported with eco flex energy saving measures in Portsmouth



1,784

Switched on Solar unique searches



44,000

Switched On Portsmouth webpage views



72

home support visits



258

energy switches supported



287

customers signposted to water bill savings/ discounts



271

customers signposted to the warm homes discount



420

first time gas central heating installations



1,059

LAD Applications



Total monetary savings

£506,836



Total carbon savings

426,076kg



116

LAD installations

Case studies



Mr Bumstead

Mr Bumstead got in touch with Switched On Portsmouth as he wanted to lower his energy bills and keep his home warmer.

Through a number of different schemes, we were able to offer Mr Bumstead:

- Free gas central heating including insulation
- Free solid wall insulation to his park home
- Help switching to a cheaper energy provider
- Free energy saving measures including LED light bulbs and devices
- Expert advice on how to save energy and money

Speaking about the help he has received, Mr Bumstead said: "They put lightbulbs in that were cheaper to run and I've got cheaper electricity through changing provider. The service is first class."

Leanne

Leanne was struggling financially during the pandemic and accessed our services via the Freephone advice line. She received:

- A free boiler through the broken boiler replacement scheme saving her approximately £2,280 alongside the associated estimated lifetime bill saving of over £900 from the more efficient boiler
- Energy vouchers provided saved Leanne £172 towards her energy costs
- Support to apply for Portsmouth Water and Southern Water's discounted tariffs saving her around £50 a year off of her bills
- Support to register with the water and energy company Priority Services Register for extra support in emergencies and support with her mental health
- A referral to LEAP for energy saving advice and a free money advice consultation.

"I'm really appreciative for the help and support I have had, and the phone calls have kept me going in what is a dark time. Thank you."



New Services

Switched On Solar

This service allows residents to see the solar potential of their home, download a free report, request a call back from our solar advisor and be referred to an approved installer. The free report provides information on recommended PV array size and location, estimated electricity generation, carbon savings, installation cost, and payback. Since its launch in February 2021 there have been over 1,700 unique searches.

Approved Installer List

We have also launched a list of local approved installers for solar. These installers have been vetted to ensure they have the relevant accreditation, certification and insurances. New lists for with low-carbon heating and insulation installers are set to follow later in the year.

Low-cost loans

Low-cost loans are provided through a partnership with the Wessex Community Bank, an ethical community bank based in Portsmouth. These loans are competitive with the big high street lenders and offer better access for those with poor credit histories.

Referrers' hub

This has been launched to provide a central point of support for staff in public facing roles so they can be informed and confident when providing energy advice to residents. The hub is tailored into roles such as 'I work with low income households' or 'I work with people with health conditions' to provide more tailored role support.

Freephone

The Freephone energy advice line was launched in October 2020 and has provided 830 energy support calls to May. This is now the first point of contact for all energy needs.

Switched On Partnership

In October 2020 we rebranded the 'Fuel Poverty Working Group' as the 'Switched On Partnership' to reflect its increase in scope to support all households. We have also launched sub-groups for health, children & families, housing and climate to provide tailored support. We held the first children and families action group in April 2021 and will launch the others later this year.



"We are delighted to work together with Switched On Portsmouth and support their mission to improve the energy efficiency and resident well-being in Portsmouth homes. Our successful collaboration has demonstrated the council's determination in developing suitable low-carbon strategies for the city with the use of data and scientific approaches."

Dr Phil Wu, Director, Absolar Solutions

Extra support provided

Many households faced challenges through the pandemic and continue to do so, including increased living costs due to spending more time at home and loss of income due to furlough and redundancies. In recognition of the immediate support required, the Switched On Portsmouth team brought forward pre-payment meter top-up voucher provision from autumn 2020 to spring 2021. This service ran from April 2020 to April 2021 providing nearly £58,000 worth of fuel vouchers to 733 households. To deliver these vouchers we partnered with local organisations, like Advice Portsmouth. Speaking about the partnership, Annette Groves, Advice Portsmouth Manager said: *"This was a great help especially to single-parent families who had to provide educational schooling to their children together with being on a low income."* PCC Housing Officers, like Allison Purcell, also

helped to provide the vouchers: *"I have used the top up vouchers for a number of my vulnerable tenants. They were in financial hardship due to the Covid pandemic and were struggling to afford the extra fuel costs due to being at home more. Every tenant I helped was extremely appreciative and said that it helped them cope with extra costs incurred by the lockdown."*

Additionally the Switched On Portsmouth team helped customers through the Covid Winter Grant funding scheme helping them access energy efficient white goods and other essential items for keeping fed and warm.

Service adjustments

The in-person home energy visits were redesigned to be energy phone appointments and alternative methods of delivery. Installations are still able to go ahead in a Covid-safe manner.

"Local authorities received Covid Winter Grant Scheme funding in December 2020, to help vulnerable households with essential costs including gas and electricity. SOP's partnership with The Environment Centre (tEC) enabled PCC to set up a simple referral mechanism for frontline agencies working with people in financial hardship, to provide gas and electricity meter top up vouchers. The variety of energy providers and top up systems means this can be complex and requires expertise, which tEC were able to provide in partnership with another charity, SCRATCH."

**Mark Sage, Tackling Poverty
Coordinator at PCC**

"It has been reassuring to be able to refer customers to the Switched On Portsmouth service for energy support. Age UK Portsmouth has run a covid support programme and the schemes available through Switched On Portsmouth have been a lifeline to many. We hope to continue to work with the team and support each other's Service Users for years to come."

**Samantha Massey, Services Manager,
Age UK Portsmouth**

We continue to work in line with the council's Energy & Water at Home strategy, with upcoming milestones including:

Innovation

In 2019/20 as part of a UK wide project the council piloted smart airbricks in 38 socially tenanted homes, which reduced the properties' heat loss by 12-16%, and gave average bill savings of £70-£90 per annum to tenants in gas-heated property; and £170-£220 in electrically heated properties. The council are now running a mid-floor smart air vent installation pilot in up to 100 council flats. With installs to be completed by September 2021, and energy monitoring running until March 2022.

Research

Working towards a net zero carbon target will involve new and innovative approaches to energy efficiency and renewable energy. We work closely with the University of Southampton's Sustainable Energy Research Group to explore innovation, access funding and to review and validate the savings that are being made through existing schemes; which helps to shape future projects.

Resident engagement, Post Occupancy Evaluations and environmental monitoring

The council is developing a strategy to address carbon emissions and energy consumption in its social housing portfolio.

This will be used in new-build and the retrofit of the Council's existing 15,000 home stock, to ensure they achieve a low-energy standard, such as Passivhaus, EnerPHit or similar.

In support of this, Switched On Portsmouth will extend its resident support to include tenant handover and educational sessions. Adapting resident behaviour, particularly within a multi-unit block, may require frequent visits over a number of years.

Resident support will work in tandem with ongoing post occupancy evaluations and environmental monitoring to provide meaningful quantitative and qualitative data.

Approved Installer Lists

In addition to the solar approved installer list, 2021 will see the launch of lists for low-carbon heating and insulation. While these lists are important for Portsmouth residents, they can also assist in delivering funded schemes in the future, and help create jobs in the local supply chain.

MEES Service

We are developing a Minimum Energy Efficiency Standards service to support private landlords to make the required improvements to their properties to stay compliant.

Funding and Partnerships

The majority of our services are funded externally from grant funding. We work with national and local partners such as Agility Eco and the Environment Centre to secure this funding; and work with funders and partners to secure new grants and funding as they arise.

Sources of funding include:

- The Energy Company Obligation (ECO)
- Warm Homes Fund (WHF) via Affordable Warmth Solutions (AWS) working on behalf of the National Grid
- Green Homes Grant Local Authority Delivery Scheme (LADs)
- The Fuel Poverty Network Extension Scheme (FPNES)
- The Warm Home Discount Industry Initiative (WHDII)
- Energy Redress Funding

We work with external and internal partners to promote our services, in order to support even the hardest to reach households.

Portsmouth City Council chairs a group of partner organisations and teams to lead the direction of the fight against fuel poverty and to improve energy and water efficiency across Portsmouth, Gosport and Havant.

Thank you to all partners for your dedication and continued support.



"The Environment Centre is pleased to be working in partnership with Portsmouth City Council's Switched on Portsmouth programme to provide additional help to residents in vulnerable and complex circumstances. Our energy advisors are able to provide ongoing support and expert advice to these residents, helping them navigate their way towards the outcomes they need. Switched on Portsmouth offers an excellent range of services, and we are proud to be providing the added value that ensures no one is left behind."

Helen Farley, Principal Project Manager, the Environment Centre

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Agenda Item 12

Agenda item:

Decision maker: Cabinet 05 October 2021

Subject: Revenue Budget Monitoring 2021/22 (First Quarter) to end June 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 first 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 09 February 2021.

2. Recommendations

2.1 It is recommended that:

- (i) The General Fund Forecast Outturn for 2021/22 (as at 30th June 2021) is an overall net underspend of £541,600 and is analysed as follows:

FORECAST OUTTURN 2021/22		£000
Forecast Net Overspend (before transfers to/from) Reserves		11,807
Less Expenditure funded from Corporate Contingency:		
	COVID 19 Costs	(8,272)
	Windfall Costs	(2,288)
Less Transfers From Portfolio / Cabinet Reserve:		
	Overspendings (in accordance with approved Council resolutions)	(2,464)
Add Transfers to Portfolio and Other Reserves:		
	Underspendings	676
Overall Forecast Net Underspend 2021/22		(541)

- (ii) The forecast additional spending and forgone income as consequence of the Covid-19 Pandemic totalling £8.27m 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 £497,200 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 9 February 2021 are as follows:

	£
Budget Approved 09 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
75% Reimbursement of Collection Fund Deficits	914,600
Adjusted 2021/22 Budget	162,745,900

- 3.5 Along with the summary of the forecast full year variances as usually reported through these quarterly budget monitoring reports, this Quarter 1 report also includes an updated assessment of the financial impact in 2021/22 of the Covid-19 Pandemic.
- 3.6 This is the first quarter monitoring report of 2021/22 and reports on the forecast 2021/22 outturn as at the end of June 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 June 2021

- 4.1 At the first quarter stage the General Fund Revenue Outturn for 2021/22 is forecast to be underspent by £541,400. 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 1 General Fund Outturn before transfers to / from Reserves is an overall overspend of £11,807,100. After releases from Contingency (to fund Covid related costs of £8,272,000 and Windfall Costs of £2,287,900), there is a net forecast overspend of £1,247,200 as summarised below.

	Total Portfolio Variance	Less Covid-19 Related Costs Met From Contingency	Net Variance
	£	£	£
Children, Families & Education	2,476,400	(1,556,000)	920,400
Communities & Central Services	2,193,300	(649,000)	1,544,300

Community Safety & Environment	546,700	(66,000)	480,700
Culture, Leisure & Economic Development	1,231,000	(1,201,000)	30,000
Health, Wellbeing & Social Care	1,304,900	(771,000)	533,900
Housing	689,700	(267,000)	422,700
Leader	878,500	(258,000)	620,500
Port	2,987,000	(2,987,000)	0
Planning Policy & City Development	368,700	(41,000)	327,700
Licensing Committee	5,000	(18,000)	(13,000)
Traffic & Transportation	(118,300)	(458,000)	(576,300)
Total Portfolio Variance	12,562,900	(8,272,000)	4,290,900
Treasury Management	(755,800)		(755,800)
Total Budget Variance	11,807,100	(8,272,000)	3,535,100
Windfall Costs - Met from Corporate Contingency			(2,287,900)
Total General Fund Variance			1,247,200

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 underspend of £541,400.

	Net Portfolio Variance	Less Windfall Items	Transfers (from)/to Portfolio/ PFI Reserves	Total Variance Excluding Covid-19 Costs
			£	£
Children, Families & Education	920,400		(439,900)	480,500
Communities & Central Services	1,544,300	(1,253,500)	(290,800)	0
Community Safety & Environment	480,700		(88,100)	392,600
Culture, Leisure & Economic Development	30,000		(30,000)	0

Health, Wellbeing & Social Care	533,900		(219,900)	314,000
Housing	422,700		(41,000)	381,700
Leader	620,500	(701,400)	80,900	0
Port	0		0	0
Planning Policy & City Development	327,700	(333,000)	5,300	0
Licensing Committee	(13,000)		13,000	0
Traffic & Transportation	(576,300)		576,300	0
Total Portfolio Variance	4,290,900	(2,287,900)	(434,200)	1,568,800
Use of Cabinet Reserve			(1,354,400)	(1,354,400)
Treasury Management	(755,800)			(755,800)
Overall Variance	3,535,100	(2,287,900)	(1,788,600)	(541,400)

7 Quarter 1 Budget Variations – Forecast Outturn 2021/22

7.1 Children, Families & Education – Non Covid-19 related Overspend £920,400 or After Transfer From Portfolio Reserve £480,500; Covid-19 related costs funded from Corporate Contingency £1,556,000

The cost of Children, Families & Education is forecast to be £920,400 higher than budgeted.

The overspend is largely due to higher Looked after Children costs of £1.1m 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 £1.6m; primarily due to higher costs relating to Looked After Children £1.1m (£1.0m of which is the delay in the implementation of planned savings) and additional staffing costs arising from an increase in referrals leading to more children being subject to a child protection plan £0.3m. These costs will be met from Corporate Contingency.

7.2 Communities & Central Services – Non Covid-19 related Overspend £1,544,300 or After Transfer From Portfolio Reserve and windfall costs Nil; Covid-19 related costs funded from Corporate Contingency £649,000

The cost of Communities & Central Services is forecast to be £1,544,300 higher than budgeted.

Forecast overspending relating to non COVID-19 activity of £1.5m 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 £1.2m. This is a windfall cost and will be met from Corporate Contingency (Para 3.7). In addition, there is overspending within IT services of £0.4m 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 currently 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 £0.1m.

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 £0.3m, additional costs associated with the May 2021 local elections £0.1m and additional staffing costs across the Portfolio of £0.2m. These costs will be met from Corporate Contingency.

7.3 Community Safety & Environment – Non Covid-19 related Overspend £480,700 or After Transfer To Portfolio Reserve 392,600; Covid-19 related costs funded from Corporate Contingency £66,000

The cost of Community Safety & Environment is forecast to be £480,700 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 £66,000. These costs will be met from Corporate Contingency.

7.4 Culture, Leisure & Economic Development – Non Covid-19 related Overspend £30,000 or After Transfer From Portfolio Reserve Nil; Covid-19 related costs funded from Corporate Contingency £1,201,000

The cost of Culture Leisure & Economic Development is forecast to be £30,000 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 £1.2m; primarily as a result of lower usage at leisure sites (£1.0m) and museums (£0.1m). These costs will be met from Corporate Contingency.

7.5 Health, Wellbeing and Social Care – Non Covid-19 related Overspend £533,900 or After Transfer From Portfolio Reserve £314,000; Covid-19 related costs funded from Corporate Contingency £771,000

The cost of Health, Wellbeing and Social Care is forecast to be £533,900 higher than budgeted.

Overspending of £0.5m has arisen principally within the Older Persons Physical Disability in House Residential and Day Care Services due to increased staffing.

The financial impact of the COVID-19 pandemic on the Health, Wellbeing and Social Care Portfolio is forecast to be £0.8m.

Of this overspending, £0.5m relates to planned 2021/22 savings in Commissioned Care that will now not be achieved; £0.5m to meet additional staffing costs at in-house units due staff illness (including shielding) and to increase Social Worker capacity; These additional costs are offset by a net reduction in Older Persons Physical Disability nursing and residential volumes that have not returned to pre-pandemic levels (£0.2m). These costs will be met from Corporate Contingency.

7.6 Housing – Non Covid-19 related Overspend £422,700 or After Transfer From Portfolio Reserve £381,700; Covid-19 related costs funded from Corporate Contingency £267,000

The cost of Housing is forecast to be £422,700 higher than budgeted.

The forecast overspend of £0.4m is as a consequence higher demand for temporary accommodation within the City than budgeted.

Additional costs expected to arise as a result of the pandemic total £0.3m primarily as result of lower income from charges to external Local Authority clients for professional services, net income from 'The View' restaurant and loss of the annual rental income from the "Your Centre". These costs will be met from Corporate Contingency.

7.7 Leader – Non Covid-19 related Overspend £620,500 or After Transfer To Portfolio Reserve and windfall costs nil; Covid-19 related costs funded from Corporate Contingency £258,000

The cost of Leader is forecast to be £620,500 higher than budgeted.

The £0.6m overspend being forecast has arisen due to Spinnaker Tower Sponsorship income not now expected (£0.7m) offset by additional rental income of £80,000 following rent reviews. 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 £258,000 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 £133,000 loss of rent from a unit being used as a Covid-19 test centre. These costs will be met from Corporate Contingency.

7.8 Port – Non Covid-19 related Overspend Nil; Covid-19 related costs funded from Corporate Contingency £2,987,000

Overall net income from 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 £3.0m lower than originally budgeted. The income shortfall will be met from Corporate Contingency.

7.9 Planning Policy & City Development – Non Covid-19 related Overspend £327,700 or After Transfer To Portfolio Reserve and windfall costs nil; Covid-19 related costs funded from Corporate Contingency £41,000

The cost of Planning Policy & City Development is forecast to be £327,700 higher than budgeted.

The Planning Development Control Service is currently forecast to overspend by £333,000 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 Fee income. This overspend is offset by small forecast underspends elsewhere within the Portfolio.

The Planning Development Control Service forecast overspend of £333,000 is a windfall cost which will be met from the Corporate Contingency allocation (Para 3.7).

The Portfolio is currently forecasting a loss of income totalling £41,000 as a consequence of Covid-19. The income shortfall will be met from Corporate Contingency.

7.10 Traffic and Transportation – Non Covid-19 related Underspend £576,300 or After Transfer To Parking/PFI Reserve Nil; Covid-19 related costs funded from Corporate Contingency £458,000

The cost of Traffic and Transportation is forecast to be £576,300 lower than budgeted.

Underspending relating to non COVID-19 activity of £0.6m, primarily as a result of lower energy costs following the street lighting LED project (£0.3m) and lower staffing costs across the Portfolio due to staff vacancies primarily within the PFI Team as consequence of the PFI Contracts Manager, Performance Manager and Data Analyst posts being vacant in 2021/22 (£0.3m).

Additional net expenditure expected to arise as a result of the pandemic totals £0.5m, of which £0.4m is as a consequence of lower income relating to Parking £0.2m; Park & Ride £0.1m; Hard interchange Departure Charges £0.1m. These costs will be met from Corporate Contingency.

7.11 Treasury Management – Underspend £755,800

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.

7.12 Corporate Contingency – Non Covid-19 related releases £2,287,900; Covid-19 related releases £8,272,000

As at Quarter 1, windfall costs totalling £10,559,900 are being forecast which will be met from Corporate Contingency. (Para 3.7)

Items identified as windfall in this Quarter 1 report are:

Loss of Housing Benefit Subsidy	£1,253,500
Spinnaker Tower Sponsorship	£701,400
Planning Development Control	£333,000
Covid-19	£8,272,000

7.13 Other Miscellaneous – Nil

8. **Transfers From/To Portfolio Specific Reserves**

8.1 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

8.2 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.

8.3 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	(562,100)	(290,800)	22,000
Community Safety & Environment	811,800	(723,700)	(88,100)	0
Culture, Leisure & Economic Development	235,300	(153,400)	(30,000)	51,900
Health, Wellbeing & Social Care	497,400	(277,500)	(219,900)	0
Housing & Preventing Homelessness	92,700	(51,700)	(41,000)	0
Leader	772,600	(676,800)	80,900	176,700
Port	3,290,100	(980,000)	0	2,310,100
Planning Policy & City Development	68,000	(37,900)	5,300	35,400
Traffic & Transportation	0	0	0	0
Licensing Committee	77,400	0	13,000	90,400
	8,346,600	(3,295,200)	(2,364,900)	2,686,500

9. Conclusion - Overall Financial Summary

- 9.1 The overall 2021/22 forecast outturn for the City Council as at the end of June 2021 is forecast to be £163,623,700. This is an overall underspend of £541,400 against the Original Budget.
- 9.2 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.
- 9.3 The overall underspend is only achieved by the use of the Council's forecast contingency of £10.6m and the drawdown from Portfolio Reserves of £2.4m.
- 9.4 The overall financial position is deemed to be "amber". Whilst there is an overall forecast underspend for the year it is small in relative terms to the budget and importantly it is relying on a high level of Portfolio reserves being used to fund non Covid-19 related overspending. This may indicate financial difficulties for Portfolios in future years once Portfolio Reserves are depleted.
- 9.5 The overall financial forecast for Quarter 1 for the whole Council is a cause for concern with significant forecast overspends in the areas of Looked after Children (£1.1m), Waste Collection & Disposal (£0.5m), Residential Day Care (£0.5m) and Temporary Accommodation (£0.4m). 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.

- 9.6 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.
- 9.7 Based on the Budget of £162,745,900 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 Underspend 2021/22	0.541
Less:	
Planned Contribution from General Reserves 2021/22	(2.041)
Forecast General Reserves carried forward into 2022/23	21.874

10. City Solicitor's Comments

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

11. Equalities Impact Assessment

- 11.1 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 Network	Services	Local	Area
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The recommendations set out above were:

Approved / Approved as amended / Deferred / Rejected by the Cabinet on 05 October 2021

Signed:

Agenda Item 13



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: The economic impact of cruise on the city of Portsmouth

Date of meeting:

5 October 2021

Report by: Port Director

Wards affected: All

1. Requested by

2. Purpose

To provide an update to Cabinet on cruise activity at Portsmouth International Port (PIP) over the past year and the economic impact on the city as the port continues developments for cruise activity.

3. Background

Since the start of the pandemic PIP has seen operations affected by International travel restrictions and it was expected that there would be an impact on the growth of cruise in Portsmouth this year.

However, despite these challenging conditions 2021 is set to become the most successful in the port's history for cruise with a record number of maiden calls, days alongside, hosting the first naming ceremony and forecast economic growth for the city.

Following a successful capital bid to fund £18.7m of upgrades and investments for the port construction work to extend the length of the cruise berth was well underway prior to the pandemic, despite challenges this critical piece of infrastructure continued and was completed in summer 2020.

Within the same month the berth extension was completed the port welcomed the largest commercial ship into the harbour, Royal Caribbean's Majesty of the Seas, which was 268m in length.

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PIP's berth extension provided an opportunity to showcase to the cruise industry the capabilities in Portsmouth, and contributed towards securing global brand Virgin Voyages in 2021 to launch their world first passenger sailing from the city on their brand new ship Scarlet Lady, which at 277m is the now the largest ship ever managed by the port.

Virgin Voyages offered sailings in domestic UK waters over the summer and were looking for a major UK port to handle this global opportunity for their 2021 Summer Soiree Series

PIP handled over 8,000 Scarlet Lady passengers, assisting in traffic management and supporting off-site Covid-19 testing for the six sailings and a private charter.

A pop-up terminal was built to segregate passengers and keep Covid-19 health protocol measures in place and will be used as alternative for cruise lines wanting to make sure passengers can be kept in sterile bubbles.

The record-breaking firsts for the port's cruise activity this year continued. The port saw the most ever maiden calls, with seven new cruise ships coming to Portsmouth for the first time including TUI's Marella and Marella Explorer 2, the world largest square-rigged sailing vessel, Golden Horizon, Regent's Seven Seas' Splendor, Fred Olsen's Borealis.

Luxury Scandinavian owned line Viking launched their first UK based turnarounds from the city, and we also saw the inaugural departure for their brand new vessel Viking Venus.

PIP were honoured to host the port's first naming ceremony, which saw Saga's Spirit of Discovery christened in Portsmouth with a traditional bottle smashing, which was live streamed across the globe.

In August the port managed three cruise ships at one time, making use of multi berths.

It expected that by the end of the year the port will have managed 120 days of cruise ships alongside, which is a record number.

4. The economic benefits of cruise to the city of Portsmouth

According to the Cruise Lines International Association (CLIA), the cruise industry is worth £10.4 billion to the UK economy and £3.85 billion as direct expenditure and double digit growth year on year. In addition over one million cruise passengers joined "in cruise" in the UK and expected to increase to two million by 2023.

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PIP is developing the port to support the luxury, boutique and expedition cruise ships along its traditional activity for cross channel ferry and cargo activities. The port commissioned Oxford Economics to carry out an independent assessment on the value of cruise growth to the city over a 40 year period from 2021 to 2059. This report has been produced to support the port's passenger terminal extension to be completed by Spring 2023.

The main highlights from the report as follows:

- Contribution to the UK and Portsmouth economy is in the form of port charges, spending of passengers (and crew) on local goods and services (including tourist attractions and hotels) and the purchase of supplies by cruise ships.
- The port's terminal expansion will contribute **£206 million per annum to UK GDP**.
- This contribution includes **£44 million per annum to UK GDP** within the Portsmouth City Council region.
- The development of the passenger terminal extension will sustain a total of **2560 UK jobs** including direct, supply chain and the tourism sector that supports cruise activity.
- These jobs include **550 jobs** across the Portsmouth City Council region.
- Each turnaround call has the ability to generate up to £1.5m for city, through fees to the port which are in turn passed onto the council and spend from passengers in the city

5. Terminal transformation and the Levelling Up Fund

The port is in urgent need of additional space to manage an anticipated 180,000 cruise passengers per annum by 2030. The terminal extension is included in the Portsmouth North bid to the government's Levelling Up Fund to help secure investment to transform the PIP as this would provide huge economic benefit to the Solent region.

In their report Oxford Economics identified that from the Institute for Fiscal Studies (IFS) research, Portsmouth is also considered particularly vulnerable to the immediate economic damage caused by the coronavirus pandemic. Measured against all other Local Authorities in Great Britain, Portsmouth falls into the top quintile of being both vulnerable to the short-term economic impact of COVID-19 and being most "left behind".

Their report goes on to say the planned expansion works at PIP present an opportunity to redress inequality within the city of Portsmouth and the wider region. Increased cruise

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activity from the port investment would generate wages and employment in the local area to potentially reduce unemployment and other indicators of deprivation.

PIP will welcome back Virgin Voyages and the second edition to their fleet Valiant Lady, this means a need to accommodate 2800 additional passengers the port at any one time.

We are attracting cruise lines new to the UK market and would complement the current cruise offer in the south of England.

We will be exploring ways to capture data from cruise lines on the number of overnight stays and joint work that can be done through our partners to maximise opportunities for hotels and attractions in the city.

6. Summary

The port missed the peak summer for International travel due to the ongoing impact of covid for a second year in a row but have shown resilience to support essential travel.

2021 will be record year for cruise activity and 2022 is set to be a bumper year for the port with cruise and ferry travel. We will continue to provide temporary additional facilities as we construct the main terminal transformation which will complete in time for the 2023 spring itinerary.

The port is rapidly becoming the first choice for the luxury cruise market. The terminal transformation will provide the facilities for this market and essentially will create jobs and increase the economic contribution to the city of Portsmouth and wider UK economy.

.....
Signed by (Director)

Appendices:

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)

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

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

Title of document	Location

Agenda Item 14



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet

Date of meeting: 05 October 2021

Subject: Green recovery sustainability measures and the provision of shore power to Portsmouth International Port

Report by: Mike Sellers, Port Director

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

To update the Cabinet of the work of the Portsmouth International Port (PIP) in its green recovery, sustainability measures and the potential provision of shore power to visiting ships in order to reduce ambient emissions.

2. Recommendations

- That the Cabinet support the port for the provision of shore power, subject to securing funding, including the short term development of a battery storage solution (for providing shore power to smaller cruise vessels and new Ro-Ro vessels) as well as a full term solution of supplying all vessels into PIP.
- That the Cabinet continues to support the port's green recovery sustainability drive which includes a hydrogen electrolyser on the port, rolling-out further the current fuel filtering project and the construction and piloting of an external fine particle filter at the port boundary.

3. Background

PIP is a major UK port and the largest and most successful municipal port. The port contributes £189 million to the Portsmouth City Council local economy, supports 2,410 jobs and provides £8 million per annum to essential council services. It is a vital economic contributor to the city and will be critical towards the economic recovery from the COVID-19 pandemic. As such, the port is developing a 20-year masterplan that is due for completion this year. The port's success is the city's success and it is extremely conscious that the economic recovery is a green recovery plan.

PIP has a PCC approved carbon reduction plan and has been taking significant measures towards achieving net zero carbon emissions by 2030.

Landside measures include solar PV, solar carports and battery storage. Further measures such as wind power have been submitted to the planning authority and await decision. Regardless of wind power 70% of the port's power will come from renewable energy by the end of 2022.

Transparency is a core value of PIP and therefore it is the only major UK port with live air quality monitoring which is shared with regulatory services. The data collected will help direct operations to take out peak activity and the results so far show that none of the port's emissions are in exceedance of permitted levels.

However the port recognises that shipping contributes to ambient levels and is working with shippers to provide clean maritime measures. The largest user of the port, Brittany Ferries have commenced fleet renewals and the UK's first Liquefied Natural Gas (LNG) ferry will arrive in 2022. Noble Caledonian have agreed to retrofit their ships to take shore power and the port is moving to supply that shore power for those ships on berth 1. By 2024/5 there will be a mixture of LNG and hybrid ferries calling at the port with a requirement for plugging into shore power; all of which will significantly reduce emissions.

4. Port Sustainability Measures

PIP has pushed its own way ahead with sustainability measures since 2010 when it undertook its first carbon audit (by the Carbon Trust) which resulted in 10 key action points to reduce its carbon footprint. Included in this was the start of replacing all port lighting with LED. Since 2010 the port has built one of the foremost sustainable buildings in the UK with the new terminal building having a sea water heat transfer pump for heating and cooling, sea-water flushing toilets and wind cowls to ventilate.

The port has its continuous improvement of sustainability recognised locally and globally winning the International Quality Organisation of the Year for 2019 and the Portsmouth News Sustainable Business of the Year in 2020 and 2021.

Current sustainable projects include:

- Solar PV installation (currently being installed) which features solar carports in a UK-first for a port.
- Artificial Intelligence/machine learning controlled lithium/lead storage battery being commissioned.
- A 1MW lithium-ion battery energy storage systems (BESS) being installed for storing renewable energy from the solar arrays.
- New zero emission port light vehicles and vans powered by electricity.
- New electric vehicle charging points for customers at the port.
- Planning applications submitted for land-based wind turbines.

- Portico now using Gas to Liquid Fuel (GTL), instead of diesel, reducing emissions including particulates.
- Portico pre-filtering of diesel oil to large cranes to screen-out particles and improve fuel efficiency.
- Five air quality sensors fitted around the port with live data.
- A 35kW Hydrogen Electrolyser Pilot to be installed at the port in collaboration with Portsmouth University fully funded under the Clean Maritime Demonstration Call.
- A 300HP Hydrogen powered launch for port conservancy, mooring operations and safety patrols fully funded by the Clean Maritime Demonstration Call built in collaboration with Portsmouth and Brighton Universities.
- A virtual 'Digital Twin' of the port to be used to investigate energy management potential for visiting ships fully funded by the Clean Maritime Demonstration Call and in collaboration with Portsmouth University.
- SBRI funded study at Portico into the use of geo-spatial data for reducing traffic congestion and improving air quality and the potential use for 'last mile' logistics between Portsmouth and the Freeport area.
- An application to Innovate UK for a 1MW Flow-Battery prototype, barge mounted, as a scalable solution to the lack of UK infrastructure to supply through the grid. This in conjunction with marine South East.
- In collaboration with Portsmouth University, the development of an external boundary fine particle filter to capture and measure fine particle emissions from port operations at the port boundary.
- Feasibility to provide shore power for visiting fishing vessels at the Camber.

5. Ship Sustainability Measures

Since 2015, environmental issues have taken precedence in the shipping sector. The EU Alternative Fuels Infrastructure Directive focussed on shore-power and liquified nitrogen gas (LNG), with LNG taking priority. Alongside this, new International Maritime Organisation (IMO) regulations on air pollution limits focussed ship-owners' attention on scrubber technology. All vessels calling at PIP meet these requirements.

Brittany Ferries are PIP's largest customer and user of the port, accounting for 60% of the port income. They have commenced fleet renewals which includes the introduction of two (LNG) ferries, the first of which will arrive in 2022. Additionally, Brittany Ferries announced that orders have been placed for two hybrid LNG / electric ferries for sailings to France from Portsmouth commencing 2024/5.

Part of PIP's business plan is to grow the 'niche' cruise market of luxury boutique and expedition ships. These regular callers at the port are focused on environmental measures and are the latest generation of new builds which optimise fuel and energy performance in order to improve sustainability and social impact.

For example, Virgin Voyages 'Scarlet Lady' incorporates a number of sustainable measures that are not limited to but include the following:



- A Wärtsilä open/closed loop scrubber which removes 97% of sulphur dioxide emissions as well as a separate selective catalytic reduction system that removes up to 75% of Nitrogen oxides.
- Clean Energy Technology that converts heat from the ship's engines into electricity, reducing the amount of fuel needed to power the ship.
- Eco-mode sensors within cabins that switch off lights, close window curtains and lower air-conditioning when the cabins are unoccupied.
- Single-use plastics are banned on all Virgin ships including bottles, cups, cutlery, straws, bags etc.
- Standard disposable items used in food, beverage and hotel operations have been reduced from 42 to 16 items. Those disposable items that could not be replaced with a reusable item are sourced responsibly from recycled materials.
- There are no wasteful food buffets on-board which prevents an estimated 225 tonnes of wasted food per annum. Instead all food is made to order.
- Water is conserved on-board using a vacuum toilet system that uses only 1 litre per flush rather than the more usual 4 litres and the ship (when at sea) is 100% self-sufficient for water.
- Virgin Voyages are looking at a system of microwave assisted pyrolysis (MAP) that will eventually lead to all waste products from their ships into clean power.

6. Shore Power – Barriers and Solutions

There is a recognition that the provision of shore power will reduce the emissions of ships when alongside by 90%¹. However, there are very few ships that are ready to take shore power and currently there are no ships regularly calling at PIP that are equipped to take shore power.¹

However with the increase in cruise calls and PIP's main port user investing in LNG and Hybrid ferries, PIP wishes to connect these ships to shore power when berthed alongside the port. However there are challenges that need to be addressed:

- A study of PIP by the National Grid identifies that the port needs around 50MW of supply capacity by 2030 and as much as 140MW by 2050. The Bulk Supply Point that feeds half of Portsmouth (south of Fratton) can only take 100MW. The Grid Supply Point in Lovedean can only handle a maximum of circa 650MW, and that feeds everything south of Lovedean from Titchfield to the West and past Chichester to the East.
- There is not enough supply capacity at the port gate to supply the larger cruise ships – for example the port's power supply totals 4.32MW; just one medium size cruise vessel carrying 2000 passengers requires around 6MW, the largest vessels closer to 10MW.
- Current regular visiting ships are not equipped to take shore power.
- The infrastructure to supply the power does not currently exist in the port.

¹ Evidence to the NSW Environment Protection Authority of Australia (2015)

- The avoidance of significant infrastructure that may be entirely funded by government.²

In the UK, there is prominence for shore power as one of the solutions to decarbonisation in the Department for Transport’s, Maritime 2050 ‘Clean Maritime Plan’. There is however currently no actual policy support for shore-power in the UK. Shore power has had very slow global growth in the last two decades with the exception of Norway and California. There has been some progress and growth with shore-power installation projects at over 100 ports worldwide.²

For shore-power to grow in the UK, the Government will need to set out a clear framework for shore-power, to reduce uncertainty, and a package of policies to help ports, ship operators and electricity network operators. The package could also aim to focus on delivery of “quick wins” at the locations where shore-power would lead to the greatest benefits.

7. Provision of shore power at PIP

The port has a five staged plan in addressing this problem with a target of providing shore power to berths in stages however this is dictated by the current insufficiency of UK power infrastructure.

Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
Shore Power Study to determine viability of provision of shore power from Battery Energy Storage Systems , initially to Berth 1 but if successful (and scalable) onto other berths.	To install shore power to Berth 1 either through BESS or through direct grid connection to supply sub 1MW to small cruise liners.	To supply power to Berth 2/3/4 either through BESS or massively uprated grid connection supplying these berth with up to 10MW. Supplying power to hybrid ferries and cruise ships.	To supply power to berth 3/4 either through BESS or massively uprated grid connection supplying these berth with up to 10MW. Supplying power to hybrid ferries.	To supply berths 5 with up to 6MW each to supply shore power to the new generation of Hybrid Condor vessels either through BESS or through massively uprated grid connection.
End 2021	End 2022	End 2024	End 2025	End 2028

In all the cases above there will be direct negotiation with the Distribution Network Operator to increase supply to the port or private wire from the local Combined Heat and Power (CHP) unit.

Discussions are also taking place with National Grid concerning the potential provision of a private wire providing green energy direct from offshore wind farm renewables.

As part of the large solar array currently being deployed in the port, PIP will shortly have a large battery storage capacity of 1.1MW. This should be sufficient to supply

² Government Strategy Bullock, S 2020 Barriers and solutions for UK shore-power.

either of the Noble Caledonian vessels on Berth 1 for the 8 hours duration of their stay.

Please see the Letter of Support from Noble Caledonia³ stating that if PIP were to invest in supplying shore power to Berth 1, Noble Caledonia will invest in retrofitting to each of these ships (during their next dry-docking period) with capacity to take that power.

It is important to note that there is no financial business case that supports the provision of shore power without government subsidy. The port's trade association, British Ports Association (BPA) carried out a study of worldwide port shore power schemes and all were achieved with substantial public funding support. Furthermore the port industry is lobbying government to provide a shore power fund.

With the announcement of the Solent Freeport, there will be support towards green initiatives that PIP will also look to explore.

8. Cost of Shore Power at PIP

Prior to the port embarking on a suitable measure to address the provision of shore power, the initiative will be costed and a funding source agreed. Further work is needed prior to being able to accurately identify the cost of the provision of shore power at PIP but it is anticipated that:

- With the existing AI controlled 'master' battery (funded by Innovate UK) and a new lithium-ion batteries (being installed concurrently with the new solar array) providing enough power to not need an upgraded grid supply system, Berth No.1 could receive shore power within a year at under £2 million, sufficient to supply small cruise ships such as Island Sky and Island Princess.
- Should the port be successful in its current bid for funds (in conjunction with Marine South East) for a prototype 'proof of concept' 'flow' battery of 1MW capacity then berth 1 could be provided with shore power for around £500K. Project 'BlueStor'.
- It is unlikely that the Distribution Network Operator could or would agree to provide the power identified as being necessary by the National Grid Study. National Grid are themselves however looking to provide the port with a 'private wire' direct from a sub-station 14 miles from the port with electricity taken from off-shore wind farms. Alongside with this would be a financial agreement to take that electricity for a period of time sufficient to defray the substantial cost of this infrastructure which would likely be for a period of around 50 years and somewhere between £20million to £50million. This makes for an extremely challenging financial business case that would not be possible without government funding.

³ Letter of Support from the Managing Director of Noble Caledonia attached to this report.



9. Reasons for recommendations

Shipping remains the most environmentally efficient method of transporting goods. PIP is leading the way in decarbonisation and a front runner for being the first zero emission port and the only UK major port with live air quality sensors that have identified that we are currently not in exceedance of UK government guidelines.

Shore power will most certainly play a part in environmental shipping in the future. The fleet replacement of vessels takes decades and the shipping industry is continuing to find environmental means for supply renewable fuel. PIP's largest customer is replacing their fleet with a mixture of LNG and hybrid LNG and electric vessels. PIP are ahead of most major UK ports in landside environmental controls, thanks to the support of the Council and external funding.

PIP's cruise targets are modern vessels that have invested in environmental measures with at least one regular caller committing to conversion to take shore power. There is an opportunity to achieve short term "quick wins" in providing shore power to smaller cruise ships and a medium term demand to provide this for the new build ferries by 2024/5.

10. Integrated impact assessment

Attached.

11. Legal implications

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

11.2 However, the measures proposed (subject to funding being identified) are, as explained in the body of the report, wholly consistent with the commercial and environmental objectives of the Port.

12. Director of Finance's comments

Prior to the port embarking on a sustainability measure, the initiative will be costed and a funding source agreed.

Feasibility study being undertaken with establish an estimate cost for the provision of shore power at PIP, but it is anticipated that this could cost circa £50 million. The financial case will only be achievable with the support of government funding.

.....
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:

1. Evidence to the NSW Environment Protection Authority of Australia (2015)	https://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/soe2015/20150817soe-2015.pdf
2. Bullock, S. 2020. Barriers and solutions for UK shore-power. Tyndall Centre for Climate Change Research, University of Manchester.	https://www.research.manchester.ac.uk/portal/files/188647824/Shore_power_Tyndall_FINAL_EMBARGO_1st_MARCH_2021.pdf
3. Letter of Support from the Managing Director of Noble Caledonia	Attached at the end of this report.

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

.....
Signed by:



NOBLE CALEDONIA

3 August 2021

To whom it may concern

SHORE POWER TO VESSELS AT PORTSMOUTH INTERNATIONAL PORT : LETTER OF SUPPORT

This company has been the principal cruise client of Portsmouth International Port over many years and the port features heavily in future plans as the UK base port for our expedition style cruise vessels.

Over the years and as a tour operator, we have developed a responsible tourism initiative so it was pleasing to note that Portsmouth International Port is considering the installation of shore power facilities to be used by vessels berthed within the port as the project entirely accords with our own ambitions in this regard. We specialise in the operation of smaller vessels which carry smaller numbers of passengers and crew and this style of operation is particularly suited to operations at Portsmouth International Port.

We recognise the challenge that maritime decarbonisation poses to ports and the wider energy supply infrastructure and welcome the innovative BlueStor project to help address this challenge. We would hope to use the pilot BlueStor battery to deliver all-electric vessel operation when alongside at Portsmouth, thus eliminating emissions and reducing our carbon footprint. This can only bring benefit not only to local residents and other neighbours to the port estate but also to the wider community and to the environment as a whole.

Should this project come to fruition, Noble Caledonia would plan to upgrade on-board systems to be able to take full advantage of the BlueStor battery installation.

Noble Caledonia would welcome the future deployment of energy storage infrastructure at Portsmouth to enable our ships to eliminate their use of fossil fuels when berthed.

Yours sincerely

Tim Cochrane
Managing Director



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2 Chester Close, Belgravia, London SW1X 7BE
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REGISTERED IN ENGLAND NO: 2634366



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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:

Port

Service, function:

Berthing of SHips

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

Sustainability measures at the port and provision of shore power

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

- Existing
- New / proposed
- Changed

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

To provide shore power to shore power enabled ship's in order to reduce emissions to air whilst alongside

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

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?

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

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?

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

The proposal will reduce the amount of emissions to air from ships berthed at the port.

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

Measure fuel not used on-board ship against energy used to power ship from shore and determine Carbon and associated emissions saved.

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?

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?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-------------------------------------------------------------------------------------------------------------------	--------------------------	-------------------------------------

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?

The proposal will reduce the amount of emissions to air from ships berthed at the port. The ships will instead be powered from port renewables where possible and from the grid where this is needed (larger amounts of power).

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

Measure fuel not used on-board ship against energy used to power ship from shore and determine Carbon and associated emissions saved.

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?

The energy used will be the same amount regardless of the source. The difference will be that the energy when taken from shore power rather than the ship's generators will be less damaging to the environment.

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

Measure fuel not used on-board ship against energy used to power ship from shore and determine Carbon and associated emissions saved.

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?

This policy will reduce the amount of carbon released to atmosphere from those vessels taking shore power.

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

Measure fuel not used on-board ship against energy used to power ship from shore and determine Carbon and associated emissions saved.

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?

By using shore power instead of ship's generators there will be less emissions locally of damaging air pollutants and where possible those ship will use port renewable energy stored in large ENergy Storage Systems (batteries).

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

Measure fuel not used on-board ship against energy used to power ship from shore and determine Carbon and associated emissions saved.

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?

The development of shore power at the port will allow the port to continue to operate as a port in the face of growing concern over ship emissions to air and allow the port to develop as a major cruise liner destination bringing greater wealth and employment to the City. If we can get all those vessels alongside to use shore power it will improve the ambient air quality in the City and the reduction (particularly of sulphides) will help reduce the damage to old stone buildings.

How are you going to measure/check the impact of your proposal?
Measure fuel not used on-board ship against energy used to power ship from shore and determine Carbon and associated emissions saved.

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?

Unless the port controls and reduces the amount of Carbon that berthed ships produce it will be unable to continue its expansion into the Cruise Liner market which brings jobs and money into the City. The provision of shore power at the berths will enable this. The port remains a bastion of employment in one of the most socially deprived areas of the City supplying high quality jobs for low-skilled labour but also for those wishing to learn, achieve and move up.

How are you going to measure/check the impact of **Page 191**
Business Impact Assessments - The economic impact of the expansion of Portsmouth International Port

C - Regeneration of our city

Yes

No

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?

The Port is a major business within the City and one that helps the City prosper and grow as a major employer and wealth generator, if the port is able to continue encouraging cruise vessels into Portsmouth then over the next 38 years the proposed development at the port will generate on average £44M per annum to the Portsmouth City Council area. The current proposed development of the cruise liner terminal will help support 2,560 jobs across the UK, 1000 directly, 650 within supply chains and 910 jobs supported by worker's spending.

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

Oxford Economics Business Impact Assessments - The economic impact of the expansion of Portsmouth International Port

Q8 - Who was involved in the Integrated impact assessment?

Jeremy Clarke
Pilot / Assistant Harbour Master

This IIA has been approved by: Mike Sellers - Port Director

Contact number: 02392855900

Date: 09/08/2021

Agenda Item 15



Title of meeting: Cabinet

Date of meeting: 5 October 2021

Subject: Port Terms and Conditions

Report by: Port Director

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

The purpose of this report is to gain approval for the implementation of the revised general terms and conditions for the use of Portsmouth International Port (PIP).

2. Recommendations

That these terms and conditions be approved and be put into use as soon as possible, being published on the Port's website to ensure transparency for all Port users.

3. Background

Previously PIP's General Terms and Conditions had been brief and were not standardised in line with the rest of the Port industry. This left PIP open to risk in relation to the non-payment of Port dues and liability claims.

The key advantage of a standardised set of terms and conditions being put in place across the port industry is that, as the industry norm, they naturally become much more enforceable.

Each port and harbour encompasses differing activities/governing legislation and as such from work started back in 2012, and backed by the British Port Association (BPA), the Port engaged an expert in the field (Abingdon Risk Consultancy) to provide a template standard terms and conditions document for the port to adopt.

Thereafter, and with the help of a specialist maritime lawyer (Ashcrofts LLP) and in conjunction with Portsmouth City Council Legal Services, this template was adapted to take into consideration all of PIP's 'port specific' terms and

conditions and to develop the necessary additional clauses in order to encompass the specific activities and variances at PIP.

4. Reasons for recommendations

To protect PIP and therefore Portsmouth City Council from liability claims and the possibility of non-payment of port dues and to provide a clear port specific set of terms and conditions for PIP's customers.

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

PCC Legal Services have worked closely with a leading maritime solicitor at Ashfords LLP in preparing draft terms and conditions. The terms and conditions substantially protect the Council more than the current brief ones.

The terms and conditions will apply within the Council's statutory harbour authority area and on land owned/operated by the Council as part of PIP. The terms and conditions will apply (a) to all services provided by PIP, and (b) to all physical access by any vessel, person, goods or equipment. The aim is to ensure that PCC's terms prevail over any competing terms and conditions of the customer, in order to protect PCC. Users must be given reasonable notice of the terms and conditions, which can be updated as required by giving the same amount of notice. Leases to Portico should be checked as the areas covered by these may require Portico's consent to implement the terms.

7. Director of Finance's comments

There are no direct financial implications as a result of approving the recommendation within this report.

The cost of revising the Terms and Conditions has been met from the port's cash limited budget and will provide further payment protection for PIP.

.....
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
Port Terms and Conditions	Attached

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

.....
Signed by:



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GENERAL TERMS & CONDITIONS

Edition: January 2021

1. Definitions

1.1 In these Terms unless the context otherwise requires, the terms set out shall have the meanings ascribed to them herewith:

- “Byelaws”** means the byelaws of PIP currently in force, including the Portsmouth Mile End Quay Byelaws 1988;
- “CHA Orders”** means the Portsmouth (Pilotage) Harbour Revision Order 1988 and the Portsmouth (Pilotage) Harbour Revision Order 1992;
- “Charges”** includes all dues, charges, payments, fines, costs, expenses and any other sums payable to PIP;
- “Directions”** means any special directions given by the Harbour Master and the Pilotage Directions;
- “Equipment”** includes any plant, machinery, container, package, case, pallet, vehicle, trailer, truck wagon or other piece of equipment of any description;
- “Goods”** includes passenger luggage and personal effects, any cargo, wares, merchandise, articles and things of any description;
- “Harbour Master”** means the PIP Harbour Master as appointed by Portsmouth City Council, his deputies or any nominee of theirs;
- “Harbour Office”** means the Harbour office at Whale Island Way, Portsmouth, PO2 8EB;
- “Insolvency Event”** includes the User ceasing to trade (either in whole, or as to any part or division involved in the performance of these Terms), or becomes insolvent, has a receiver, administrative receiver, administrator or manager appointed of the whole or any part of its assets or business, makes any composition or arrangement with its creditors or if an order or resolution is made for its dissolution or liquidation (other than for the

purpose of solvent amalgamation or reconstruction) or (being an individual) the User shall become bankrupt or make any composition or arrangement with its creditors, or anything analogous happens in any jurisdiction, or suspending or threatening to suspend payments, admits inability or is unable to pay debts as they fall due;

- “Land”** includes land covered by water;
- “Manifest”** means (unless otherwise agreed in writing by PIP), written confirmation of marks and number of packages, description of Goods, gross weight, any weight imbalances, cubic measurement, name of Vessel, port to which the Goods or Equipment are to be shipped, port from which the Goods or Equipment have arrived, any special carriage or storage requirements of the Goods or Equipment and the name and address of the User or the User’s Representative to whom Charges are to be rendered;
- “Owner”** includes all persons (other than PIP) with or claiming to have any proprietary, financial possessory or security interest, partial or otherwise, including lessors, charterers, sub-charterers, consignors, consignees, shippers, receivers, mortgagees and pledgees;
- “Pilotage Directions”** means the pilotage directions made by Portsmouth City Council under the Pilotage Act 1987 and contained in section 2 of the PIP’s “Dues, Rates and Charges and Pilotage Arrangements 2019” (as amended from time to time);
- “PIP”** means Portsmouth City Council as SHA and therein Portsmouth International Port as the operating department;
- “Plan”** means the plans annexed to these Terms named "The Camber and Gunwharf Statutory Dredge Extents" and "Portsmouth International Port - Statutory Dredge Extents";
- “Port Area”** means the Statutory Port Limits and any additional area of Land or premises leased or operated by PIP;
- “Quay”** includes any quay, pier, jetty, berth, mooring or other place at which Vessels can load or discharge Goods and/or Equipment or embark or disembark passengers or vehicles, and the waters surrounding the same, within the Port Area;
- “Representative”** includes any employee, agent, consolidator, broker, driver, contractor or sub-contractor (other than PIP), the master or any other person having command and crew of any Vessel;
- “Services”** includes any service, advice or facility that PIP provides to the User whether any Charges are rendered or not;
- “SHA”** means Portsmouth City Council acting as statutory harbour authority under the SHA Acts including the Harbours Act 1964;
- “SHA Acts”** means the following:

- i. Act For Enlarging The Town Quay of the Borough of Portsmouth and for improving that Portion of the Harbour of Portsmouth called the Camber 1839;
- ii. Harbours, Docks and Piers Clauses Act 1847 (as incorporated);
- iii. Portsmouth Camber Quays Act 1868;
- iv. Landport Wharf Act 1883;
- v. Portsmouth Camber Quays Order 1898
- vi. Portsmouth Camber Dock And Flathouse Wharf Order 1911;
- vii. Portsmouth (Camber Dock And Flathouse Wharf) Harbour Revision Order 1990;
- viii. Portsmouth Flathouse Quay Harbour Revision Order 1990;
- ix. Portsmouth (Camber Dock) Harbour Revision Order 1995;
- x. Portsmouth Corporation Act 1959;
- xi. Portsmouth Corporation Act 1967;
- xii. Portsmouth Mile End Quay Revision Order 1966;
- xiii. Portsmouth Mile End Quay Revision Order 1973;
- xiv. Mile End Gardens Portsmouth Act 1978;
- xv. Portsmouth Mile End Quay Revision Order 1981;
- xvi. Portsmouth Mile End Harbour Quay Revision Order 1988;
- xvii. Portsmouth Mile End Quay Harbour Revision Order 1991;
- xviii. Portsmouth Mile End Quay (Albert Johnson Quay) Harbour Revision Order 1992;
- xix. Portsmouth Mile End Quay (Berth No. 2 Extension) Revision Order 1993;
- xx. Portsmouth Mile End Quay (Continental Ferry Port Phase 7) Revision Order 1994;
- xxi. The Portsmouth (Continental Ferry Port) Harbour Revision Order 1999;
- xxii. The Portsmouth (Continental Ferry Port Berth 2 Extension) Harbour Revision Order 2011;
- xxiii. Portsmouth New Dock Act 1859;
- xxiv. Portsmouth (Millennium Waterbus Landing Stages) Harbour Revision Order 2000;

- xxv. Portsmouth (Tall Ships Berths) Harbour Revision Order 2000; and
- xxvi. any other relevant and applicable statutes, delegated or subordinate legislation which are duly bound to be complied with;

“Statutory Port Limits” means the area over which PIP is the SHA below mean high water springs under the SHA Acts as shown shaded yellow on the Plan;

“Terms” means these general terms and conditions (as updated from time to time);

“User” includes (a) any person who enters the Port Area; (b) any person who or by any Representative requests or receives the benefit of any Services; (c) any Owner or carrier of any Vessel, Goods or Equipment which may be on or come into the Port Area; and (d) any successor or assignee of the above;

“Vessel” means any boat, ship, barge, pleasure craft or other vessel of any description and any part thereof.

2. Interpretation

- 2.1 Headings are for ease of reference and do not form part of or affect interpretation of these Terms. If the context so requires (i) words denoting the singular include the plural, and vice versa; (ii) words denoting any gender include all genders. Use of the word ‘include’ or ‘in particular’ or any similar expressions shall not limit the sense of the words which appear thereafter.
- 2.2 Any reference to ‘person’ includes any natural person, company, corporate or unincorporated body or other judicial person, partnership, firm, joint venture or trust and their assigns. If the User comprises more than one person obligations and liabilities of those persons are joint and several.
- 2.3 Any reference to an act, statute or secondary legislation shall include any modification, extension or re-enactment thereof for the time being in force and shall also include all instruments, orders, plans, regulations, permissions and directions made pursuant thereto.
- 2.4 The rights of PIP under these Terms are in addition to the rights and powers conferred by statute, the SHA Acts, the CHA Orders, the Byelaws and the Directions, each of which take precedence over these Terms in the event of any inconsistency.

3. Application of Conditions

- 3.1 These Terms shall apply:
 - a. to all Services provided by PIP whether directly or indirectly and whether within the Port Area or elsewhere; and
 - b. to all physical access by any Vessel, person, Goods or Equipment to or from the Port Area.
- 3.2 Application for or use of the Services, or the entry of any Vessel, person, Goods or Equipment into or onto the Port Area, will constitute acceptance of these Terms.

- 3.3 PIP acts on its own behalf and for the benefit of its employees, agents, consultants contractors and sub-contractors all of whom shall have the benefit of these Terms.
- 3.4 Subject to Condition 3.5, no terms or conditions whether express or implied which are at variance with these Terms, whether in any User documentation or otherwise, shall apply unless and to the extent that they have been agreed in writing by PIP. Any User's terms that purport to imply PIP's agreement to those terms shall be ineffective.
- 3.5 PIP may agree specific contracts with a User and/or issue special terms and conditions governing the provision of certain Services. In which case these Terms shall apply unless and to the extent inconsistent with any such specific contract and/or special terms and conditions.
- 3.6 These Terms may be altered or varied by written notice at any time by PIP as it may consider appropriate from time to time in such manner and in such respects as PIP may consider desirable.

4. Provision of Services

- 4.1 Subject to any other provisions of these Terms, PIP shall exercise reasonable skill, care, speed and judgement in carrying out the Services. No greater obligation, express or implied, is accepted.
- 4.2 PIP may appoint contractors or sub-contractors to perform all or any part of the Services. PIP shall have no greater obligation or liability whether express or implied than it would have had if the Services had been provided by it directly.
- 4.3 Unless specifically otherwise agreed in writing with the User, where PIP provides Services in respect of, Goods or Equipment being loaded onto or unloaded from, or passengers and their Goods and Equipment embarking or disembarking, any Vessel, it does so solely as agent of the actual and/or contractual carrier.
- 4.4 PIP shall have absolute discretion in the handling, storage and transportation of any Vessel, Equipment or Goods and in the allocation of Quays, plant, machinery, labour and storage space. All Vessels berthing or anchoring within the Port Area must act in accordance with the directions of the Harbour Master. No Vessel is to be launched, lifted into or out of the water at any Quay without prior permission of the Harbour Master.
- 4.5 PIP may in its absolute discretion:
 - a. refuse to accept any Vessel into, or require it to leave, the Port Area, if the Vessel, its Equipment or Goods are not compatible with the port facility or Quay;
 - b. require any Vessel, Equipment or Goods having entered the Port Area to leave it or require the same to be removed at any time; and
 - c. decline to undertake or suspend the performance of all or any part of Services;

and in such event PIP shall not have any liability and shall not be liable to pay any compensation in respect thereof. The User waives any and all claims against PIP for any breach of statutory duty relating to the exercise of its above discretion.

4.6 Following any exercise of PIP's rights under Condition 4.5, the User shall remove the Vessel, Equipment and Goods from the Port Area within 48 hours (or such shorter time period as the Harbour Master may direct), failing which PIP may do so, take possession of and sell them, and reimburse to the User the net sale proceeds if any. PIP shall refund any Charges paid in advance in respect of Services not performed but may deduct any sums due to it including any loss, damage, liability, cost or expense incurred by or caused to PIP by or in respect of such Vessel, Equipment or Goods.

4.7 In the event that:

- a. the User fails to remove the Vessel, Equipment and Goods from the Port Area in accordance with Condition 4.6; or
- b. any Goods and/or Equipment are not collected and removed from the Port Area by the User at the time of landing;

PIP shall be entitled at the expense and sole risk of the User to remove and place wherever PIP (acting reasonably) deems appropriate such Vessel, Goods and Equipment. Charges for transit shed, Quay rental and any other storage, removal and associated costs will be made where appropriate and shall be recoverable from the User and payable by the User to PIP.

4.8 PIP shall have no obligation to check the accuracy of any documentation handled by it.

4.9 All instructions to PIP by any User in relation to a Vessel, Equipment or Goods must be given in writing. PIP shall nevertheless retain absolute discretion as to the handling, storage and transportation of any Vessel, Equipment or Goods, including the allocation of Quays, plant, machinery, labour and storage space.

4.10 PIP shall not be obliged to authorise the removal of imported Vessel, Goods and/or Equipment unless such Vessel, Goods and/or Equipment are correctly released and cleared with no statutory or other holds.

5. Payments

5.1 The User shall be liable for all Charges and for any loss, liability and/or damage suffered or incurred by PIP in connection therewith (including direct and indirect, whether foreseeable or not foreseeable). The Charges shall be those published (<https://www.portsmouth-port.co.uk/shipping/dues-rates-charges>) or as otherwise advised by PIP from time to time. The User shall, on request, provide PIP with a bond or other security (in an amount to be determined by PIP in its absolute discretion) for all sums due or expected to be due to PIP.

5.2 Prior to a Vessel entering the Port Area, the User shall provide PIP with:

- a. details of the length overall, width and draught of the Vessel;
- b. details of the gross tonnage of the Vessel;

- c. details of the purpose of the port call and type (including the tonnage) of any cargo to be loaded or discharged; and
 - d. any other information requested by PIP or required to be disclosed to PIP pursuant to the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004.
- 5.3 All Goods and/or Equipment and/or passengers brought to the Port Area must be accompanied by a written Manifest, such Manifest shall be delivered to PIP on the earlier of:
 - a. request by PIP; or
 - b. the arrival of such Goods and/or Equipment and/or passengers at the Port Area.
- 5.4 All sums payable are exclusive of value added tax and any other duty, tax and/or levy, which shall (to the extent applicable) be payable by the User at the rate and in the manner from time to time prescribed by law.
- 5.5 Payment of all sums due by the User to PIP shall be made within the earlier of:
 - a. 30 calendar days of (a) receipt of the Services or (b) request for payment, whichever shall occur earlier; or
 - b. such shorter timescale as PIP may request in writing (which may include payment on demand).
- 5.6 Payment shall be made to PIP without deduction, withholding, abatement, set-off, claim, or any counterclaim whatsoever, save as may be required by law. All payments shall be made in cleared funds in GB pounds sterling.
- 5.7 The User shall be liable to pay interest to PIP on any sums outstanding accruing from day to day for the period from the due date to the date of payment (i) in accordance with the Late Payment of Commercial Debts (Interest) Act 1998 (where applicable); or (ii) where the said Act is not applicable, at 4 per cent per annum above the base lending rate of the Bank of England from time to time. Interest shall be compounded at monthly rests.
- 5.8 Subject to all applicable laws and regulations, PIP shall have a general and specific lien over any Vessel, Equipment or Goods and all documents relating thereto in respect of its Charges and in respect of any other indebtedness to PIP of the User or the Owner of such Vessel, Equipment or Goods. PIP shall be entitled to refuse to deliver up any Vessel, Equipment or Goods until all such sums have been paid. Any Charges accruing shall continue to accrue during such period. If any Charges remain unpaid by the User for a period of 60 calendar days from the invoice date or from when the charges were incurred, PIP shall be entitled to take possession of any such Vessel, Equipment or Goods and to sell them by any means, reimbursing the User the net sale proceeds (if any) after deduction of any loss, sums due to or incurred by PIP (including the reasonable sale costs and expenses incurred by PIP (including administrative fees)). PIP shall have no liability in this regard.
- 5.9 In the exercise of Condition 5.8 PIP reserves to itself absolute discretion as to the means and procedure to be followed in the handling, storage, transportation and sale of any

Vessel, Equipment or Goods notwithstanding any express instructions or requests given by the User in relation thereto.

- 5.10 If an Insolvency Event occurs, PIP shall be entitled immediately to recover from the User or any other person liable for the Charges (notwithstanding the periods stated above or any period of credit extended to the User may not have expired) all sums then due to PIP (including any accrued interest and other Charges properly levied in accordance with these Terms) and all loss and expense incurred by PIP arising out of or in connection with the Insolvency Event.
- 5.11 Any query to be raised by the User on any invoice issued by PIP must be made in writing within 30 calendar days of the invoice date failing which the User shall be deemed to have accepted the invoice.

6. Hazardous Goods And Waste

- 6.1 The User shall remove from the Port Area and dispose of all trade and other waste as often and in such manner as may be necessary or as reasonably directed by PIP.
- 6.2 No waste material or goods of a dangerous, hazardous, toxic, flammable, radio-active, injurious or poisonous nature will be handled by PIP except with the prior approval of the Harbour Master and then only in accordance with conditions prescribed by him and all applicable laws, regulations, regulatory requirements and codes of practice.
- 6.3 The User warrants that any approved waste material or goods of a dangerous, hazardous or poisonous nature are stored in suitable containers and properly marked with a warning as to the hazardous nature of any contents and the precautions to be taken in handling the same (in the event of the escape of anything injurious therefrom) as may be necessary to ensure the safety and health of all persons handling or coming into contact with the same and in any event in accordance with all applicable laws, regulations, regulatory requirements and codes of practice.
- 6.4 PIP shall be entitled to remove and dispose of any trade or other waste material or goods of a dangerous, hazardous or poisonous nature found within the Port Area in contravention of Conditions 6.1, 6.2 and/or 6.3 and recover their reasonable costs in respect thereof from the User. PIP shall have no liability in respect thereof.
- 6.5 Nothing within this Condition 6 obviates the requirement for PIP to provide waste disposal services as and required by existing regulations or Acts of Parliament.

7. Import And Export Goods

- 7.1 Authorisation for the removal of imported Goods and Equipment shall not be granted by PIP unless such Goods and Equipment are correctly released and cleared with no statutory or other holds.
- 7.2 The User shall be responsible for all import duties, export duties, levies, fines and charges relating to the Vessel, Goods and Equipment. The User shall indemnify PIP, its employees, agents, consultants and contractors against any and all claims made by H.M. Revenue & Customs or any other statutory or government authority and any other duties, levies, fines, charges and expenses in respect of such Vessel, Goods and Equipment.

8. User Warranties

- 8.1 The User warrants to PIP that it has the authority and consent for itself and for and on behalf of all persons having or claiming to have any title to or interest in any Goods, Equipment or Vessel to accept these Terms and has specifically notified these Terms to such persons. Finance companies, lessors and others having or claiming to have title to or an interest in such Goods, Equipment or Vessel are advised that unless PIP is notified in writing of their title or interest in any particular Goods, Equipment or Vessel prior to the commencement of any relationship between PIP and the User, these Terms shall be deemed to have been accepted with the authority of such persons. Such persons' rights over and in respect of the Goods, Equipment or Vessel shall be subordinated to the rights of PIP hereunder.
- 8.2 The User warrants that all rights, defences, exceptions, and limits available to any carrier or bailee by law or contract are extended to PIP and its employees.
- 8.3 The User warrants that its employees (and those of any agents or contractors it may engage including hauliers and stevedores) are properly trained and competent to carry out the tasks assigned to them at the time those tasks are assigned and undertaken and will comply in all respects with any relevant permits to work, and that in relation to the giving of any instructions to PIP or the inputting of any information into any electronic service or system operated or managed by or on behalf of PIP that such persons have the full authority to give such instructions or input such information. The User agrees that its employees and those of any person whom it may engage may be subject to drug and/or alcohol testing at any time.
- 8.4 The User warrants that it and its Representatives shall at all times comply in all respects with:
- a. all applicable laws (including those relating to the security, confidentiality, protection or privacy of personal data which the User shall also use its reasonable endeavours to assist PIP comply with in so far as relates to the Services),
 - b. regulations, codes of practice and international conventions,
- relating to the Port Area (including the SHA Acts, Byelaws, Directions, these Terms and requirements of PIP or its staff) and to the Vessel, Goods and/or Equipment (including navigation, manning, carriage, packing, handling, storage, and movement).
- 8.5 The User warrants that it has or shall obtain and maintain at its own expense, all necessary permits, licences and authorisations relating to the carriage, handling, storage and movement of the Vessel, Goods and Equipment.
- 8.6 Save as otherwise agreed by PIP in writing no less than 24 hours in advance of arrival at the Port Area, the User warrants that while within the Port Area or its locality any Goods, Equipment or Vessel:
- a. are not not dangerous, hazardous, poisonous, toxic, radio-active, flammable or injurious (whether by emitting dust, gas, fumes, liquid or otherwise) or liable to become so;
 - b. will not contaminate or cause danger, injury, pollution or damage to any person, the Port Area, any other Goods, Equipment or Vessel or any other property or the environment;

- c. are not over-heated, under-heated, rotten, mouldy, infested, verminous or subject to fungal attack or liable to become so;
- d. do not require for their safekeeping any special protection arising from vulnerability to heat, cold, natural or artificial light, moisture, salt, pilferage, vandalism or proximity to other goods or from their flammability but will remain safe if left standing in the open on the Port Area or in covered accommodation (if agreed with PIP);
- e. do not comprise or contain unauthorised controlled substances, contraband, pornographic, sanctioned or other illegal matter;
- f. are properly, accurately and sufficiently packed, documented and labelled in accordance with all applicable laws, regulations, regulatory requirements and codes of practice for all shipping, handling, storage, dispatch, customs and similar purposes; and
- g. are in a safe, fit and proper condition to be handled or otherwise dealt with by PIP, its equipment and its employees, agents, contractors and sub-contractors; and

PIP shall be entitled at the User's sole risk and expense to remove and dispose of Goods, Vessels and/or Equipment that are not in compliance with any part of this warranty.

8.7 The User warrants that it shall immediately inform the Harbour Master of any occurrence or incident which might affect the safe and efficient operation of the Port Area or other persons at the Port Area or result in adverse environmental impact and shall take, at its own cost, such reasonable steps to control or eliminate any danger or inconvenience arising as a result of the Vessel, Goods and/or Equipment, as may be required by PIP.

8.8 The User warrants that it shall not:

- a. use any devices which will affect, intercept, interfere or in any way attempt to block radio signals (including without limitation G.P.S.) whilst on the Port Area;
- b. interfere with any systems, communication links and equipment or computer hardware and software whilst on the Port Area;
- c. use or attempt to use any devices or software to gain access to unauthorised data and information;

without the prior written consent of PIP, except that the User may use marine band, walkie talkies, mobile phones, radar radio frequencies and wi-fi to the extent that they do not breach the above warranties and are specifically permitted by PIP.

8.9 The User warrants the accuracy of all descriptions, weights, values and other particulars relating to Goods, Equipment and Vessels, (including the verified gross mass of any container) furnished to PIP by it or its Representatives for handling, customs and any other purposes. PIP shall not be responsible for checking the accuracy of any documentation handled by it and shall be entitled to rely on the accuracy thereof. The handling of any Goods or Equipment which do not comply shall be at the sole risk of the User.

9. Liability

- 9.1 This Condition 9 sets out PIP's entire liability to the User in respect of any breach of these Terms or for any representation, statement, act or omission (including negligence or breach of statutory duty), contribution, restitution or indemnity arising under or in connection with the Services.
- 9.2 Nothing in these Terms shall exclude or in any way limit PIP's liability for fraud, or for death or personal injury caused by its negligence, or any other liability to the extent the same cannot be excluded or limited by law.
- 9.3 Any Vessel, Equipment, Goods or other property which is located within the Port Area, is located entirely at the User's and Owner's own risk. Save as otherwise contracted with PIP in writing, PIP will not be responsible for the safe custody of any Vessel, Goods or Equipment or other property entering the Port Area or being landed or placed on any Quay.
- 9.4 PIP shall have no liability whatsoever in contract, tort (including negligence or breach of statutory duty) or otherwise in respect of any of the following howsoever caused or arising and whether or not the same was reasonably foreseen or foreseeable, known or unknown, actual or anticipated or otherwise: (a) any indirect, incidental, special or consequential or pure economic loss, costs, damages, charges; (b) any loss of actual or anticipated income, profits, revenues, contracts, goodwill, business, hire or freight or both; (c) loss of revenue or of the use of money; (d) loss of anticipated savings; (e) loss which might reasonably have been avoided, mitigated or minimised by the User or claimant; (f) betterment; (g) any increased costs or expenses or both; (h) any delay, or demurrage or detention of any Vessel, Goods or Equipment; and (i) any wasted investment, capital expenditure.
- 9.5 PIP shall have no liability whatsoever in contract, tort (including negligence or breach of statutory duty) or otherwise howsoever arising, including by way of contribution, restitution or indemnity, for any loss, damage, cost, expense or delay caused by or arising directly or indirectly as a consequence of any of the following:
- a. any act, event or omission beyond its reasonable control;
 - b. force majeure (including adverse weather, storm, high winds, lightning, earthquake, tidal wave storm surge, flood, epidemic, pandemic or disease);
 - c. any strike, lock-out, labour dispute or other industrial dispute (whether or not involving the workforce of PIP);
 - d. interruption, disruption or failure of any utility service or transport network;
 - e. war, state of emergency, riot, terrorism or civil commotion;
 - f. malicious damage, theft (unless proved to have been committed by an employee of PIP) or piracy;
 - g. wear and tear, inherent vice, improper or insufficiency of marks, leakage, insufficient or unsuitable packing or packaging or latent defect of Goods or Equipment;
 - h. compliance with any law or governmental or official order, rule, regulation or direction;
 - i. accident;

- j. failure properly to set or damage to or breakdown of plant, machinery, container or Equipment (including fire detecting or extinguishing equipment, computer hardware, computer software, telephone, radio satellite or other communication system, alarm, CCTV or refrigeration equipment insulation or thermostatic controls);
- k. loss, deletion or unauthorised access of data;
- l. fire (including steps to extinguish fire), combustion, smoke, radiation, radioactive contamination or explosion;
- m. temperature variation, exposure to heat or cold or light, vermin, mould, insects, rot, fungal attack or corrosion;
- n. any Vessel, Goods or Equipment being unfit or in an unsuitable condition for the Service or any Vessel being unseaworthy;
- o. acts or default of third parties including suppliers or sub-contractors;
- p. insufficient depth of water at any Quay or its approaches;
- q. harbour closures (or any other situations that may impact on operations) as may be enforced by the Harbour Master, the Ministry of Defence or other Government Department;
- r. any act by or on behalf of PIP reasonably necessary for the preservation of life or property;
- s. fraud (whether actual or attempted) by any User or its Representative or any third party; and
- t. the failure of the User or its Representatives to comply with these Terms, the SHA Acts, the Byelaws, the Directions or order and directions of PIP and its employees.

9.6 The burden of proof that any loss or damage was caused by the actionable fault of PIP shall be on the User. That such loss or damage occurred within the Port Area or under PIP's control shall not satisfy the User's burden of proof.

9.7 Nothing in these Terms shall prejudice PIP's right to rely on any contract convention or statutory provision providing for limitation and/or exclusion of liability including the provisions of the Merchant Shipping Acts and subordinate legislation.

9.8 Subject to Conditions 9.2 to 9.7 PIP's liability (if any) shall be limited as follows:

9.8.1 The total aggregate liability of PIP (if any) to all Users and/or otherwise for any loss, damage, liability, claim, contribution, cost and/or expense (including legal costs) arising out of or in respect of any one event, occurrence or incident, or series of related incidents, occurrences or events shall in no case be more than £10,000,000 (ten million pounds).

9.8.2 PIP's liability to a User and/or any other person for all loss, damage, liability, claim, contribution, cost and/or expense (including legal costs) arising out of or in respect of any one incident, occurrence or event shall in no circumstances exceed the sum of £1,000,000 (one million pounds).

Loss or damage to a Vessel:

9.8.3 In respect of any loss or damage to a Vessel, the lowest of the following as applicable:

- (a) the market value at the time of the damage or loss of that part or parts of the Vessel to which the claim relates;
- (b) the reasonable cost of repairs (where capable of repairs); or
- (c) the sum of £1,000,000 (one million pounds).

Loss or damage to Equipment:

9.8.4 In respect of any loss or damage to Equipment, the lowest of the following as applicable:

- (a) the reasonable cost of repairs;
- (b) the market value at the time of the damage or loss or part thereof to which the claim relates;
- (c) the sum of £5,000 (five thousand pounds) per any unit of Equipment; or
- (d) the sum of £500,000 (five hundred thousand pounds).

Loss or damage to Goods:

9.8.5 In respect of any loss or damage to Goods the lowest of the following as applicable:

- (a) the market value of the Goods lost or damaged and if any claims in respect of a part consignment, then the value only of the part consignment as a proportion of the whole consignment (to be calculated by weight in the absence of specific values for the damaged part);
- (b) the reasonable cost of repairs;
- (c) in any other case the sum of £100 per tonne (pro rata for any part of a tonne) (or any higher general limit of liability figure per tonne in the United Kingdom Warehousing Association's (UKWA) standard Conditions of Contract as amended from time to time) unless the nature and value of the Goods had been declared to PIP and the latter has agreed a higher limit of liability with the User (evidenced in writing) prior to such Goods arriving at the Port Area; or
- (d) the sum of £500,000 (five hundred thousand pounds).

Advice

9.8.6 In respect of any advice, the lowest of the following as applicable:

- (a) the fee (exclusive of VAT) charged to the User for that advice; or
- (b) the sum of £50,000 (fifty thousand pounds).

9.9 It is a condition precedent to any liability of PIP that in the event of loss of or damage to any Vessel, Goods or Equipment, PIP is notified in writing of such loss or damage (i) prior to sailing of or to commencement of repairs to a Vessel; (ii) prior to any reconditioning or within 30 days of arrival or 30 days of leaving the Port Area in respect of loss of or damage to Goods; (iii) prior to commencement of repairs or to the Equipment leaving the Port Area; and the User hereby grants permission to PIP to inspect any damage alleged to have been caused to any Vessel, Goods or Equipment prior to their leaving the Port Area, or their repair, disposal or destruction;

and failure to meet with these requirements shall absolve PIP from any liability whatsoever.

9.10 If PIP handles any Vessel, Goods or Equipment whose gross weight is incorrectly stated such handling by PIP shall be at the sole risk of the User tendering the said Vessel, Goods or Equipment.

9.11 The User is under a duty to mitigate its losses, including but not limited to, in obtaining salvage.

10. Provisions Relative to Goods and Equipment

10.1 PIP shall have the following powers in respect of Vessels, Goods and Equipment abandoned in, on or within the Port Area:

- a. the power immediately to remove and where necessary dispose of such Vessels, Goods and Equipment in the case of hazard or other emergency without prior notice or where reasonably suspected;
- b. the power generally to remove and dispose of or sell by any means such Vessels, Goods and Equipment on reasonable notice to the User (the length of such notice to be determined by PIP acting reasonably on a case by case basis). If the identity of the User or the User's contact details are not known to PIP then PIP can remove and dispose of or sell such Vessels, Goods and Equipment after leaving written notice on the Vessels, Goods and Equipment for a reasonable period of time (the length of such period to be determined by PIP acting reasonably on a case by case basis), such proceeds of sale (after deduction of reasonable costs) may be retained by PIP if not claimed within 2 months;

and in each case to charge for the reasonable costs incurred in respect of the removal, storage and disposal/sale of such Vessels, Goods and Equipment.

11. Indemnity

11.1 The User shall be liable for and shall indemnify PIP against any and all damage, claims, (including claims for personal injury and/or death), actions, liabilities, fines, losses, damages and expenses (including legal expenses) incurred by PIP or its employees, servants, agents, contractors or sub-contractors howsoever caused, which arise out of or in connection directly or indirectly with:

- a. any act, omission, instruction, misrepresentation, negligence, recklessness, fraud, willful misconduct or breach of statutory duty of the

User or the Owner or any other person interested in the Goods, Equipment or Vessel;

- b. the failure of the User to comply with the requirements of any authority or any statutory requirement;
- c. any inaccuracy (or omission) in any warranties, declarations, particulars or information (including gross weight) given to PIP in respect of a Vessel, Goods or Equipment; and
- d. the failure of the User to comply with any of these Terms or to take any step which PIP shall consider to have been reasonably required to remedy such failure.

11.2 Any sums payable to PIP under Condition 11.1 shall be chargeable to and payable by the User in addition to and subject to the same provisions as the Charges.

12. Insurance

12.1 The User shall be fully insured (and shall ensure that any Vessel, Goods and Equipment are fully insured) against all risks (including, without prejudice to the generality of the foregoing, fire, damage (including to PIP's property in the Port Area), environmental incident, salvage, public liability and theft, whether due to the negligence of others or not), for a sum of not less than £10,000,000 (ten million pounds), (unless as otherwise agreed between PIP and the User), at all times that they or any of their Vessels, Goods or Equipment shall remain on the Port Area. PIP shall advise the User if they require the sum so insured to be a figure higher than £10,000,000 (ten million pounds). The User shall provide evidence of such insurance to the Harbour Master, or their assistant, on request. Any "pay to be paid" clause or like provision in the insurance shall be waived in respect of claims by PIP.

12.2 PIP has no responsibility to insure Vessels, Goods or Equipment.

13. Miscellaneous Provisions

13.1 If and in so far as any clause, sub-clause or other part of these Terms is or becomes void or unenforceable it shall be deemed not to be or never to have been or formed a part of these Terms and the remaining provisions of these Terms shall continue in full force and effect.

13.2 The failure of PIP to exercise or enforce any right conferred on that party by the Terms shall not be deemed to be a waiver of any such right or operate to bar the exercise or enforcement thereof at any time or times thereafter.

13.3 These Terms and in particular the limitations on liability are intended to inure for the benefit of both PIP and its representatives to which end PIP contracts on these Terms on its own behalf and as agent for and trustee for the benefit of its employees, consultants, agents contractors and sub-contractors. Save for those persons, any person who is not a party to any agreement to which these Terms apply shall have no rights under or in connection with it.

13.4 All legal relationships and agreements between PIP and the User shall be governed in all respects by the laws of England and Wales.

- 13.5 All claims or disputes arising out of or in connection with the Services are to be determined exclusively by the Courts of England & Wales to which jurisdiction the User irrevocably submits, save that PIP shall be at liberty to seek any interim relief, arrest or secure property of the User or to take steps to enforce any obligation or judgement against the User in any jurisdiction.
- 13.6 All of the User's rights shall be waived and all claims against PIP shall become absolutely barred unless proceedings are commenced against PIP in accordance with Condition 13.5 within 12 months of the date of any incident alleged to give rise to the claim.
- 13.7 Subject to Condition 13.8 both parties will treat information by the other as confidential. Third parties, regulators and auditors may have access from time to time to such information but they will be required to keep it confidential unless the law or regulation states otherwise, or the disclosing party otherwise agrees.
- 13.8 The obligation of confidentiality under Condition 13.7 will not apply to any confidential information which: (a) is in or enters the public domain (otherwise than as a result of an unlawful disclosure by the party receiving such information); (b) the recipient can demonstrate was already lawfully in its possession at the time of disclosure; (c) is disclosed to the recipient by a third party (otherwise than in breach of any confidentiality obligation owed to the party whose confidential information it is); or (d) is required to be disclosed pursuant to any law or regulation, or arbitral order or by any supervisory or regulatory body to whose rules a party is subject or with whose rules it is necessary for that party to comply (e) is required to be disclosed for the purposes of a party procuring legal or financial services; or (f) both parties otherwise agree can be disclosed.

Agenda Item 16



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet

Date of meeting: 5 October 2021

Subject: Service Provider for the Border Control Post

Report by: Port Director

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

The purpose of this report is to gain approval for the award of the contract to Portico Shipping for the service provision at the Border Control Post for Portsmouth International Port. To run for five years from 1 January 2022 until 31 December 2026.

2. Recommendations

That approval be given to award the service contract to Portico Shipping for the service provision at the Border Control Post for Portsmouth International Port.

3. Background

During the course of 2020 the UK Government announced additional Border Control Measures that would be required by UK ports from 2021, referred to as the 'Border Operating Model' (BOM), this included the need for a Border Control Post (BCP) for inspections of plants and products of animal origin which originally was required to be operational by 1 July 2021. This deadline has since been extended until 1 January 2022.

To enable space for the BCP to be built Portico Shipping have had to surrender 2 acres of their existing site and give up their pre-emption to purchase another site which they originally leased.

Selected unaccompanied freight units will have to be transported from the freight area of Portsmouth Cruise and Ferry Port to the BCP site for examination and returned. Both unaccompanied and accompanied freight units will need to be unloaded and reloaded and cargo safely handled in refrigerated units where appropriate, with no cross contamination. Supervision of the site, full audit trail and maintenance of the refrigerated units will have to be undertaken.

Portsmouth International Port require a contractor to undertake this service provision. However as this type of Border Control Post has not been operated before there is no historical data of the volumes that can be expected and the Port cannot offer any minimum guarantee, making this a difficult contract to provide a tender submission for.

Portico Shipping have experience in the stevedoring of unaccompanied units, refrigeration maintenance and the administration process around goods examination.

Due to where the BCP is situated all unaccompanied units that need to attend the site will have to be transported through Porticos leased operational area. Should any other contractor undertake this work problems could potentially occur in relation to security, damage control and health/safety.

The service provider for the BCP will not be given exclusive possession of the site and overall control and approvals will remain with Portsmouth International Port.

Gateway approval has been obtained for the award of this contract along with approval from the Chief Executive.

4. Reasons for recommendations

Due to the uncertainty over the level of provision required, the need to access the Border Control Post through Portico's leased site, the variety of services required and the relatively short time scale the Port wish to award the contract to Portico Shipping.

Should this contract not be awarded to Portico Shipping there is a probability that there would be no service provider in time for the Border Control Post to be operational, which would result in a loss of freight traffic. In turn this could also affect passenger figures as some sailings would cease due to it no longer being cost effective for the ferry operators. This could have a major detrimental effect on the Port's income streams.

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 anticipated supplier, Portico, is wholly owned by the commissioning body as sole shareholder of the company. Despite this, Portico is a separate legal entity and deemed an "economic operator" in light of public procurement legislation.



The contract shall be governed locally by the Council's Contract Procedure Rules ("CPRs") and at a wider level by the Public Contract Regulations 2015 ("PCRs"). The Contract is treated as a high value contract in light of the CPRs and an above-threshold contract for the PCRs - therefore the relevant rules must be followed.

The Council must also bear in mind when considering whether to grant the contract, its statutory duty of best value - to secure continuous improvement in the way in which functions are exercised and having regard to a combination of economy, efficiency and effectiveness.

If the service provider were to have exclusive possession of the BCP site, the contract should be anchored by a lease with excluded (Landlord and Tenant Act 1954) security of tenure provisions.

In obtaining all required internal authorities for this proposed contract in line with the Council's Constitution, all conflicts of interest and potential conflicts of interest should be managed accordingly - both Council officers as well as members.

7. Director of Finance's comments

It is expected that the annual contract value will be in the region of £981,000 per annum, making an approximate total of £4,905,000 for the full five year period.

Charges for the provision and use of the facility are being designed such that the cost of the contract shall be fully recovered. However full recovery will be dependent on volumes which will be variable. It is reasonably expected that recovery whilst designed to be cost neutral may vary. The position will be kept under frequent review and adjustments made to charges that seek to provide full cost recovery over the medium term.

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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: