

CABINET

RECORD OF DECISIONS of the meeting of the Cabinet held remotely on Tuesday 6 October at 12pm

Present

Councillors Gerald Vernon-Jackson CBE (in the Chair)
Dave Ashmore
Chris Attwell
Suzy Horton
Lee Hunt
Hugh Mason
Steve Pitt
Darren Sanders
Lynne Stagg
Matthew Winnington

Also present during the virtual meeting were Councillors Cal Corkery, Judith Smyth and Claire Udy.

54. Apologies for Absence (AI 1)

There were no apologies for absence.

55. Declarations of Interests (AI 2)

Agenda item 7 Role of Member Champions

Councillors Darren Sanders and Gerald Vernon-Jackson declared non-prejudicial interests as they are member champions.

56. Record of Previous Decision Meeting - 15 September 2020 (AI 3)

The record of decisions of the previous Cabinet meeting held on 15 September 2020 were approved as a correct record.

57. Home Energy Support Service (AI 4)

Andrew Waggott, Energy Services Team Leader, introduced the report and added that the council had been successful in its bid for the Local Authority Delivery Scheme (a spin off from the Green Homes Grant Scheme) and has been awarded £3.1m. This will be used primarily for solid wall insulation.

Councillor Gerald Vernon-Jackson, the Leader, praised the Energy Services Team for its excellent work and noted that the council could play an important role in carrying out energy audits for residents and signposting them to local firms for the installation of energy-saving measures.

Councillor Dave Ashmore, Cabinet Member for Environment & Community Safety, noted that this is an important step in the council's journey towards becoming carbon neutral by 2030.

Councillor Darren Sanders, Cabinet Member for Housing and Preventing Homelessness, commended the team which in only seven years since it was set up, had proved to be a nationally recognised and award-winning. He added that

this was an opportunity to for local green jobs as part of a kinder, greener and fairer city.

Councillor Hunt, Cabinet Member for Community Safety, was proud to note that this year was the greenest council budget ever in terms of lowering carbon emissions.

Councillor Matthew Winnington, Cabinet Member for Health, Wellbeing & Social Care, commented on the importance of this opportunity to make energy consumption greener for everyone: council tenants, private renters and homeowners.

Councillor Hugh Mason, Cabinet Member for Planning Policy & City Development, agreed with the principles behind this and noted the importance of training a new generation of installers.

Councillor Suzy Horton, Cabinet Member for Children, Families & Education, noted that the impact of the pandemic on fuel poverty should not be underestimated.

DECISIONS

- 1. The Cabinet agreed that reducing domestic energy consumption, and the resultant carbon emissions, should be encouraged within Portsmouth by widening the advice and support on offer to incorporate every household in the city.**
- 2. The Cabinet approved the services detailed below, in sections 5 to 9 of this report, to be investigated and developed to strengthen the offer to non-fuel poor households.**
- 3. The Cabinet instructed officers to build a business case to create a comprehensive service offer and methodology for directing support which is appropriate and tailored to every household in the city. The business case will consider the level of resourcing available through the PCC energy services team, and consider options to increase capacity; including the exploration of strategic partnerships to provide the comprehensive service and offer.**
- 4. The Cabinet instructed officers to explore a programme for developing a local, highly-skilled workforce to deliver low-carbon, energy efficiency installations within the city.**
- 5. The Cabinet instructed officers to explore the potential of financing the capital cost of low-carbon technologies for private housing tenures, through the provision of grants and loans.**
- 6. Agreed that a further report on progress be brought back to the Cabinet in January 2021.**

58. Treasury Management Outturn Report 2019/ 20 (AI 5)

Chris Ward, Director of Finance & Resources introduced the report and highlighted the fact that the council is required to report on Treasury Management activities nationally and to Full Council. He asked members to note that the council remained within all its treasury management indicators.

DECISION

The actual prudential and treasury management indicators based on the unaudited accounts, as shown in Appendix B, was noted.

59. EU Settlement Scheme (AI 6)

Paddy May, Corporate Strategy Manager introduced the report.

DECISIONS:

The Cabinet

1. **Noted that between 28/8/18 and 30/6/20, 12,070 people from Portsmouth had applied for Settled or Pre-Settled status. Nearly 6,200 of these applications had resulted in Settled Status being granted and nearly 5,000 in Pre-Settled Status being granted.**
2. **Agreed that the City Council should use its digital and other communication channels to promote the importance to EU Citizens living in Portsmouth and / or working for the Council of applying for Settled Status or Pre-Settled Status before the end of June 2021.**

60. The Role of Member Champions (AI 7)

Paddy May, Corporate Strategy Manager introduced the report.

DECISIONS

The Cabinet

1. **Noted that there are currently 5 active Member champions**
2. **Noted that the Standards Committee in 2010 previously agreed a protocol for Member champions which is still relevant today**
3. **Agreed that no changes to this protocol were required.**
4. **Agreed that each Champion should do an annual report to council on relevant activity over the last 12 months**

61. Clean Air Zone: Consultation Feedback (AI 8)

Hayley Trower, Air Quality Lead for Transport introduced the report and drew members' **attention** to the fact that the focus of this report is on the proposed boundary changes. She then read out a deputation from Mike Dobson against the recommendations. Deputations are not included in the minutes but can be viewed on the livestream on the following link

<https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=126&MIId=4554&Ver=4>

In response to a question from the Leader, she explained that the location of the diffusion tubes complied with the guidance set out by the Department for the Environment, Food & Rural Affairs.

Deputations were then heard from Councillors Clare Udy, Judith Smyth and Cal Corkery against the recommendations.

The Leader made the following observations:

This had been a difficult decision. The government had refused the council's requests for funding for other measures that would be more effective at improving air quality in the city:

- A scrappage scheme for older, more polluting cars.

- More investment to encourage walking, cycling and public transport.
- Free bus passes for every resident.

The government's modelling shows one area where there is a problem with air quality and the introduction of a Clean Air Zone (CAZ) is the only permitted scheme and would be short-lived as it would be removed in 2022.

In the consultation residents were asked if they wanted to see the zone increased but this would not have been funded by the government.

Bristol and Sheffield Labour Local Authorities have delayed the introduction of their Clean Air Zones and used the pandemic as an excuse. He felt that they should be more courageous and more realistic.

A balance must be achieved between the environment and the needs of local businesses especially in areas on deprivation. The CAZ discriminates against shops in the town centre where delivery lorries will be taxed. Out of town shops will not be charged this tax, but they are not accessible by public transport.

One option would be to extend the zone to include the Wightlink terminal. However the HGVs, coaches and buses would simply use the port at Southampton, Lymington or Yarmouth and emit more emissions in making their longer journey.

Councillor Dave Ashmore, Cabinet Member for Environment & Climate Change, noted:

It is important to look at the evidence and ensure that the council is not making empty gestures. The CAZ is not a project intended to improve air quality in the whole city. The government is covering its back to prevent it from being sued by Client Earth. The aim should be to encourage a modal shift.

Within the CAZ there are exceedances, air quality is on the right trajectory by 2023.

The CAZ does not exclude private cars even the oldest, highest polluters.

The other measures that the council has already implemented are having a significant impact including bus refitting to make them Euro 6 compliant.

The simple issue is that there are too many cars. This must be addressed nationally and locally.

Councillor Matthew Winnington, Cabinet Member for Health, Wellbeing & Social Care, asked members to note that the CAZ does not help us achieve better air quality and a long term healthier environment for the whole city. He proposed the following decision:

1. Noted the consultation responses.
2. Will ask the government once again to fund the practical solutions we asked for to tackle air pollution: car and van scrappage scheme to get the older more

polluting cars off the roads, the same level of funding to support public transport, walking and cycling as councils in London get (11 times what Portsmouth gets), half-price bus passes for all citizens to encourage people to leave their cars at home. These would make a real lasting difference to air quality and people's health and wellbeing across the whole of Portsmouth

3. If the government will not accede to these reasonable, sustainable requests then the CAZ should be implemented with the boundaries as in the original consultation document, but removing Kingston Crescent, Fratton Road, Fratton Bridge Roundabout and Holbrook Road Roundabout due to their inclusion resulting only in pollution being shifted to the east and south of the city.
4. Recognised that any CAZ will only be in place to secure compliance for two locations, A3 Alfred Road and A3 Mile End Road/Commercial Road, as per the government guidance and is not intended to address the air pollution, air quality or people's wellbeing issues in the whole of Portsmouth.

Councillor Lynne Stagg, Cabinet Member for Traffic & Transportation, stated that there was no evidence that including Fratton Road and Kingston Crescent would have a significant effect on air quality. The council would address air pollution in those areas by other means. Long term solutions were required rather than long term solutions not short term fixes. There is a lot that residents can do to help reduce the city's air pollution including where possible/ affordable replacing old cars with less polluting ones. We all need to change the way we live.

Councillor Lee Hunt, Cabinet Member for Community Safety, stated that the introduction of a CAZ is a hammer to crack a nut. Portsmouth City Council is taking a pragmatic approach.

In response to questions, Hayley Trower explained that

A feasibility study to optimise traffic could be carried out in this key corridor.

The proposed CAZ would only be in place until the areas are compliant with the government targets. Once compliance is achieved the council would submit the data and the government would say when it could be removed. It will probably take around 18 months.

There are many measures that could be taken to improve transportation with £25m and would have more long-lasting effects.

Air pollution is decreasing.

10% of respondents live in the CAZ area. 90% were business owners who believed a CAZ would impact on their businesses.

Fratton Road is in an Air Quality Management Quality Area and the council is working towards the National Air Quality Objectives there. The air quality in this area could be more effective with a different measure (not a CAZ).

The Leader seconded the decisions proposed by Councillor Winnington and requested that deputations be recorded in the minutes.¹

DECISIONS

Cabinet:

- 1. Noted the consultation responses.**
- 2. Will ask the government once again to fund the practical solutions we asked for to tackle air pollution: car and van scrappage scheme to get the older more polluting cars off the roads, the same level of funding to support public transport, walking and cycling as councils in London get (11 times what Portsmouth gets), half price bus passes for all citizens to encourage people to leave their cars at home. These would make a real lasting difference to air quality and people's health and wellbeing across the whole of Portsmouth**
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- 4. Recognised that any CAZ will only be in place to secure compliance for two locations, A3 Alfred Road and A3 Mile End Road/Commercial Road, as per the government guidance and is not intended to address the air pollution, air quality or people's wellbeing issues in the whole of Portsmouth.**

62. Exclusion of the Press & Public (AI 9)

DECISION that:

“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”:

Agenda item 10 Tipner West Regeneration Programme - appendix 2 (only).

63. Tipner West Regeneration Programme (AI 10)

Natascha McIntyre-Hall Assistant Director, Strategic Developments introduced the report.

Councillor Cal Corkery gave a deputation about this item.

In response to questions, Ms MacIntyre-Hall explained that a significant amount of work had been carried out to bring the scheme to this point. She is confident that this is financially viable despite the 5% gap. This is likely to be filled by Homes England.

¹ Post meeting note: Deputations will be published with a link to the relevant part of the agenda.

She could not comment on any spending that had been incurred since she had come aboard but the spending since then had been tested against a thorough framework and she is confident that the council has the right consultants.

Various different delivery methods could be considered. The council has consulted with the market.

It is important at this stage that the council's position is to be compliant with the minimum affordable housing levels.

Councillor Steve Pitt, Deputy Leader and Cabinet Member for Culture, Leisure & Economic Development, stated that experience had taught the council not to raise expectations in terms of affordable housing at this stage in order to open up more funding opportunities. However, he is confident that more than 30% will be achieved. It is important to balance the viability of the scheme with the homes targets for all not just those on the local authority waiting list.

Councillor Darren Sanders, Cabinet Member for Housing & Preventing Homelessness, explained that ensuring the viability of the project is important. The council can work on improving environmental standards and reducing rents at a later stage.

DECISIONS:

The Cabinet

1. Noted the comments from the public consultation and market engagement.

2. Approved in principle the proposed design and mix of use types as noted in 3.6 and delegate to the Director of Regeneration progression of design works in line with these principles for the purposes of the necessary planning applications under the Town and Country Planning Act ('TCPA') and the Transport Works Act 1992 ('TWA') Order. Prior to submission, both applications are subject to the prior approval of the Full Council required in relation to promotion of applications and orders under the TWA.

3. Approved the release of up to £8m of funding from the city deal grant for the preparation of the TWA and TCPA applications, and any other necessary additional consents relating to the proposed Tipner development; funding to be released through a "gateway" process following the satisfactory achievement of the criteria set out in recommendation 2.1.4 below

4. The criteria to be achieved to enable the funding to be released is as follows and will require the approval of the S.151 Officer in consultation with the Director of Regeneration and the Cabinet Member with responsibility for the scheme:

i) It is expenditure that is required to complete an Outline Business Case (required to lever in additional grant funding) or required to prepare the TWA, TCPA

ii) Funding route(s) have been identified as being available to the Council (not necessarily confirmed) sufficient to substantially (95%) meet the overall gross development cost of the scheme i.e. any "viability gap" remains at less than 5%

iii) That prior to the entering into each contract for spend, there is an evaluation that demonstrates that there remains reasonable expectation that any viability gap can be met in full from either additional external funding or modification to the scheme and that an evidence base can be provided to form that "reasonable expectation"

iv) Delegates to the Assistant Director Property & Investment, in consultation with the Director of Finance and S.151 officer to negotiate and complete the acquisition of land at the Tipner peninsular and 'other' compensatory land but subject to a satisfactory financial appraisal and reasonable expectation of overall scheme viability with any acquisition costs to be funded from the City Deal Grant.

The meeting concluded at 1.15pm.

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Councillor Gerald Vernon-Jackson CBE
Leader of the Council