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SOUTHEND-ON-SEA BOROUGH COUNCIL

**Cabinet**

**Date: Tuesday, 6th November, 2018**

**Time: 2.00 pm**

**Place: Committee Room 1 - Civic Suite**

**Contact: Colin Gamble**

**Email: colingamble@southend.gov.uk**

**AGENDA**

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Minutes of the Meeting held on Tuesday, 18th September 2018**
- \*\*\*\* FUTURE**
- 4 Southend 2050 - Draft Ambition, Desired Outcomes and Road Map**  
Report of Chief Executive attached
- 5 Housing, Homelessness and Rough Sleeping Strategy**  
Report of Deputy Chief Executive (People) attached
- 6 Adoption of a Low Emission Strategy (part of the Air Quality Action Plan)**  
Report of Deputy Chief Executive (Place) attached
- \*\*\*\* HERE & NOW**
- 7 High Street Summit**  
Report of Deputy Chief Executive
- 8 Southend Town Centre & Seafront Public Spaces Protection Order**  
Report of Strategic Director (Legal and Democratic Services) attached
- 9 The Bell Junction**  
Report of Deputy Chief Executive (Place) attached
- 10 Sex Establishment Venues Policy**  
Report of Deputy Chief Executive (Place) attached
- 11 Gambling Policy**  
Report of Deputy Chief Executive (Place) attached
- 12 Notice of Motion to Council,, 18th October 2018 - Fire Safety**  
Notice of Motion attached.
- 13 Notice of Motion to Council, 18th October 2018 - Invest in the Future/Divest from Fossil Fuels**  
Notice of Motion attached.

\*\*\*\* **PERFORMANCE**

**14 Monthly Performance Report**

**15 Success for All Children/CYPP Annual Report**  
Report of Deputy Chief Executive (People) attached

**16 Local Account Annual Report 2017/18**  
Report of Deputy Chief Executive (People) attached

**17 Revenue and Capital Budget Monitoring 2018/19 to 30 September 2018**  
Report of Strategic Director (Finance and Resources) attached

**18 Treasury Management - Mid Year Review**  
Report of Strategic Director (Finance and Resources) attached

**19 Capital Programme - Mid Year Review**  
Report of Strategic Director (Finance and Resources) attached

\*\*\*\* **MINUTES**

**20 The Shareholder Board, 25th September 2018**  
Minutes attached

**21 The London Southend Airport Monitoring Working Party, 16th October 2018**  
Minutes attached

**22 The Senior Managers Pay Panel, 22nd October 2018**  
Minutes attached

\*\*\*\* **COUNCIL PROCEDURE RULE 46**

**23 Council Procedure Rule 46**



# **SOUTHEND-ON-SEA BOROUGH COUNCIL**

## **Meeting of Cabinet**

**Date: Tuesday, 18th September, 2018**

**Place: Committee Room 1 - Civic Suite**

**Present:** Councillor J Lamb (Chair)  
Councillors J Courtenay (Vice-Chair), H Boyd, T Cox, M Flewitt,  
A Moring and L Salter

**In Attendance:** Councillor B Arscott  
A Griffin, S Leftley, A Lewis, J K Williams, J Chesterton, J Ruffle,  
K Ramkhelawon, P Geraghty, N Corrigan, B Martin, S Baker,  
G Halksworth, N Faint, E Georgeou, M Murphy, G Gilbert, C Gamble,  
T Row and M Sargood

**Start/End Time:** 2.00 - 3.35 pm

### **257 Apologies for Absence**

There were no apologies for absence.

### **258 Declarations of Interest**

Councillor Salter declared a non-pecuniary interest in Agenda Item No. 7. (Mid and South Essex Sustainability & Transformation Partnership – Opposition Motion) on the grounds that her husband is a consultant vascular surgeon at Southend Hospital, her daughter is a doctor in Basildon and her son-in-law is a GP within the Borough.

### **259 Minutes of the Meeting held on Tuesday 19th June 2018**

Resolved:-

That the Minutes of the Meeting held on Tuesday 19<sup>th</sup> June 2018 be confirmed as a correct record and signed.

### **260 Fire Safety Report**

The Cabinet considered a report of the Deputy Chief Executive (Place) setting out the progress in delivering the Council's Fire Safety Review, which was established following the Grenfell Tower fire on 14<sup>th</sup> June 2017.

Resolved:

1. That the work undertaken by the Council and South Essex Homes with respect to Fire Safety, be noted and endorsed.
2. That the Council's initial response to the Independent Review of Building Regulations and Fire Safety, be noted and endorsed.

3. That a further update be submitted to a future meeting of the Cabinet (Spring 2019).

Reasons for Decision:

The Council has undertaken a fundamental review of its fire safety policies and procedures, reviewed its property stock, and put in place appropriate resources to ensure it maintains its buildings in a safe condition whilst upgrading them where this is appropriate and practicable.

Other Options:

The Council could decide to maintain all operational properties in their current condition with fire improvement works and, where practicable, to bring them up to the requirements of the latest Building Regulations when they next undergo major alterations and/or extension. All operational buildings would still meet statutory requirements although it could be argued that the Council would not be meeting the section of the Regulatory Reform (Fire Safety) Order 2005 that requires Employers to 'put in place, and maintain, appropriate fire safety measures'. This option has, therefore been discounted.

The Council could maintain the current arrangements whereby individual building managers are identified as responsible for the buildings within which they operate. However, they will not necessarily have the knowledge and expertise to assess the impact of works on the overall fire strategy for the building whilst the majority of the Council's operational buildings do not have a permanent staff presence on site. This option has, therefore, been discounted.

The Council could commit to the immediate adoption of all recommendations set out within the Independent Review of Building Regulations and Fire Safety. However, as the Government has yet to issue its formal response to the recommendations the Council could take action that is contrary to the Government's formal policy. This option has, therefore, been discounted.

Note: This is an Executive Function

**Called-in to: Place Scrutiny Committee**

Cabinet Member: Cllrs Courtenay, Cox and Flewitt

## 261 **Connecting Communities Scrutiny Report**

The Cabinet considered a report of the Chief Executive presenting the draft report on the findings of the scrutiny project entitled 'Connecting Communities to avoid isolation'.

Resolved:

1. That the report and conclusions from the in depth scrutiny project set out at Appendix 1 to the submitted report, be endorsed.
2. That it be noted that approval of any recommendations with budget implications will require consideration as part of future years' budget processes prior to implementation.

Reasons for decision:

As set out in the submitted report.

Other options:

None.

Note: This is an Executive Function

Eligible for call-in to: People Scrutiny Committee

Cabinet Member: Salter

**262 Maximising the use of Technology - Smart City and Digital Futures Agenda**

The Cabinet considered the draft report on the findings of the scrutiny project entitled 'Maximising the Use of Technology through the Smart City and Digital Futures Agenda'.

Resolved:

1. That the report and conclusions from the in depth scrutiny project, detailed at Section 4 of the submitted report, be approved.

2. That the SMART City agenda and its associated programme 2017/20 be taken forward through the People Management, Accommodation and Digital Strategy Working Party, chaired by the Cabinet Member for Digital Futures.

3. That the Council takes steps to make more effective use of data it has or generates as a tool for intelligent decision making, policy making and commissioning. Steps to include the development of a corporate data warehouse and the inclusion of Business Intelligence and Analytics as a core component of the functionality of the proposed Intelligence Hub. This resolution is likely to see the formal involvement of academia, e.g. the University of Essex.

4. That the Digital Futures Service continues to progress the proof of concept data driven automation of strategies in response to real time events, e.g. traffic congestion or poor air quality or through the CISCO KINETIC platform.

Reasons for decision:

To progress a SMART agenda for the borough. Failure to progress this agenda would be remiss on the Council's part and ultimately disadvantage the borough in a number of ways.

Other options:

None.

Note: This is an Executive Function

Eligible for call-in to: Place Scrutiny Committee

Cabinet Member: Cllr Moring

**263 Mid and South Essex Sustainability & Transformation Partnership - Opposition Motion**

The Cabinet considered a report of the Deputy Chief Executive (People) updating Members on the Mid and South Essex Sustainable & Transformation Partnership (STP) proposals, considered at the Council meeting on 19<sup>th</sup> July 2018.

Resolved:

1. That the resolution made by the Council at its meeting on 19 July 2018 where the Council unanimously agreed that the People Scrutiny Committee should “give due consideration to referral to the Secretary of State, taking these objections and other relevant factors into account” (as set out in Appendix 2 to the submitted report), be noted.
2. That it be noted that this is a matter for People Scrutiny Committee to make a formal response to or make a referral to the Secretary of State.
3. That it be noted that there will be a further report to People Scrutiny Committee providing details on the process for making a referral and that People Scrutiny Committee refer the matter to Full Council for a final decision.

Reasons for decision:

To receive an update in connection with the process for responding to the STP proposals.

Other options:

None.

Note: This is an Executive Function  
Eligible for call-in to: People Scrutiny Committee  
Cabinet Member: Cllr Salter

**264 Housing and Homelessness Strategy**

The Cabinet considered a report of the Deputy Chief Executive (People) on progress to date in the development of the Housing Strategy.

Resolved:

1. That the progress to date in the development of the strategy, including its identified aims and emerging actions, be endorsed.
2. That the proposals to jointly undertake consultation with the Local Plan programme, be endorsed.
3. That, following the conclusion of the consultation, the draft final strategy document and accompanying action plan be submitted to Cabinet in November 2018.

Reasons for Decision:

To jointly develop and undertake consultation on the Housing Strategy with other key programmes of work being pursued by the Council, notably Southend 2050 and the Local Plan.

The joint development will support synergy across key streams of council activity and ensure that priorities and expectations over the next few years are consistently framed.

Other options:

To pursue consultation independently of the work being undertaken with the Local Plan. This option has been rejected given the importance of housing and the Local Plan.

Note: This is an Executive Function

**Called-in to: Policy & Resources Scrutiny Committee**

Cabinet Member: Cllr Cox

**265 0-19s Framework - Delivering Better Outcomes for Children's Health Services**

The Cabinet considered a report of the Deputy Chief Executive (People) providing:

- An update on the Council's vision for developing an integrated children's service (0-19s Model) which delivers better outcomes for children and families through more effective services and improved pathways; and
- An update on the recommissioning of the 0-5 Service (Health Visiting), including feedback from a public consultation.

Resolved:

1. That the creation and development of an integrated children's service (0-19s Model), be approved.
2. That the 0-5 Service (Health Visiting) be brought in-house from 1<sup>st</sup> April 2019, alongside the in-house 5-19 Service (School Nursing), to form the core of the 0-19s Model.
3. That authority be delegated to the Deputy Chief Executive (People), in consultation with the Cabinet Member for Health & Wellbeing and the Director of Public Health, to finalise the structure and mobilisation of the 0-19s Model (including bringing the 0-5 service in-house).

Reasons for decision:

The creation of a 0-19 Model (with an in-house Health Visiting service) would improve integration with other children's services commissioned by the Council and Southend Clinical Commissioning Group (SCCG) and provide the Council with direct control over the quality and delivery of the service. This would deliver enhanced outcomes for children and families in Southend.

Other options:

No change – recommission an outsourced 0-5 Service and do not create a 0-19s Model. This would represent a wasted opportunity to improve outcomes for children and families and improve service integration. There are concerns that prospective bidders may not have bid for this service given the available budgets

Commission an outsourced 0-19 Service (comprising Health Visiting and School Nursing). This would represent a wasted opportunity to improve service integration with in-house services.

Jointly commission an outsourced 0-19 Service, which includes SCCG-commissioned services (Children's Community Services and Community Paediatrics). This does not align with SCCG priorities at this time and would not be deliverable within available timescales.

Note: This is an Executive Function

**Called-in to: People Scrutiny Committee**

Cabinet Member: Cllr Salter

## **266 Access, Parking and Transport Strategy for Southend**

The Cabinet considered a report of the Deputy Chief Executive (Place) updating Members on the recently produced Borough-wide parking and access strategy and subsequent strategy.

Recommended:

1. That the strategy be broadened to include a range of transportation related issues and be known as the Access, Parking and Transport Strategy for Southend (APT).
2. That a new Access, Parking and Transport Working Party be established to be chaired by the Cabinet Member for Infrastructure to replace the Public Transport and Buses Working Party (including the new terms of reference, as set out at Appendix 2 to the submitted report).
3. That a complementary adjustment to the terms of reference of the Traffic and Parking Working Party (as set out in Appendix 3 to the submitted report) be made, which will be known as the Traffic Regulations Working Party.
4. That the implementation plan identified in the strategy be progressed as a package of pilot projects. The new Access, Parking and Transport Working Party to receive reports, previews and updates on these pilots.
5. That consultation be undertaken on the Borough-wide Parking and Access Strategy as set out in paragraph 6.6 of the submitted report.
6. That the Strategy be implemented and to maintain the impetus a dedicated resource is required. This would consist of a project manager and a transport or suitably qualified highways engineer. The funding estimated to be in the region of £125,000 to be met from the Business Transformation Reserve.

Reasons for Decision:

To address a key issue for the borough which is transport and travel and to improve resilience. The recommendations also complement the work being undertaken on Southend 2050 and South Essex 2050 and a number of other Council strategies either recently published or currently being prepared.

Other options:

Do nothing or proceed with ad-hoc solutions as and when issues arise. These options would lead to a reduction in the effectiveness and operation of the transport within the borough affecting its economic viability and quality of life for residents.

Note: This a Council Function.

**Called-in to: Place Scrutiny Committee**

Cabinet Member: Cllr Moring

**267 Annual Public Health Report - Referred Back from People Scrutiny Committee, 10th July 2018**

The Cabinet considered a report of the Deputy Chief Executive (People) on the reference back of Minute 56 by the People Scrutiny Committee on 10<sup>th</sup> July 2018 for further consideration “to look at the impact of unemployment on mental health.”

Resolved:

That the previous decision of the Cabinet to note the content and recommendations of the 2017 Annual Report of the Director of Public Health be reaffirmed, with the addition of the proposals set out in paragraph 3.4 of the submitted report, which further reinforce the recommendations contained in the Annual Report.

Reason for decision:

To respond to the reference back from People Scrutiny Committee.

Other Options:

None.

Note: This is an Executive Function

Not eligible for call-in as the matter has already been the subject of the call-in procedure.

Cabinet Member: Cllr Salter

**268 Notice of Motion from Council, 19th July 2018 - Motor Neurone Disease Charter**

At the meeting of Council held 19<sup>th</sup> July 2018, Members received a notice of motion calling on the Council to adopt the Motor Neurone Disease (MND) charter.

This had been proposed by Councillor Ware-Lane and seconded by Councillor Cox.

Resolved:

That the Motor Neurone Disease (MND) Charter be adopted.

Reasons for Decision:

To respond to the notice of motion.

Other Options:

None.

Note: This is an Executive Function  
Eligible for call-in to: People Scrutiny Committee  
Cabinet Member: Cllr Salter

**269 Senior Management Arrangements**

The Cabinet considered a report of the Chief Executive setting out proposed changes to the senior management arrangements of the Council.

Recommended:

1. That the revised structure at Senior Management level, as set out in Appendix 1 to the submitted report, including the deletion of the Department of the Chief Executive, be approved.
2. That it be noted that the appropriate changes to the Senior Management Appraisal System will also be made to reflect this new structure.
3. That it be noted that the Senior Managers Pay Panel will consider senior management salaries in the context of these changes and current market conditions and will make recommendations to Cabinet in this respect at the November meeting.

Reasons for Decision:

To refocus the senior leadership of the organisation in order to deliver the Southend 2050 ambitions.



Other options:

None – maintaining the current senior management arrangements will impede the Council's transition to a modern agile organisation equipped to face future challenges.

Note: This is a Council Function

**Called-in to: Policy & Resources Scrutiny Committee**

Cabinet Member: Cllr Lamb

**270 Monthly Performance Report**

Resolved:

That the submitted report be noted.

Note: This is an Executive Function

**Referred direct to all three Scrutiny Committees**

Cabinet Member: as appropriate to the item

**271 Annual Comments, Compliments and Complaints Report**

The Cabinet considered a report of the Chief Executive providing performance information about comments, complaints and compliments received across the Council for 2017-18.

Resolved:

That the Council's performance in respect of comments, complaints and compliments for 2017-18 be noted and the report at Appendix A to the submitted report be referred to each Scrutiny Committee and the reports at Appendix B and Appendix C be referred to the People Scrutiny Committee.

Reasons for Decision:

To note the Council's performance in respect of comments, complaints and compliments for 2017-18.

Other options:

None.

Note: This is an Executive Function

**Referred direct to all three Scrutiny Committees.**

Cabinet Member: Cllrs Lamb, Cox and Boyd (as appropriate).

**272 School Admission Arrangements for Community Schools and Coordinated Admission Scheme for Academic Year 2019/20**

The Cabinet considered a report of the Deputy Chief Executive (People) setting out the admission arrangements for community schools for the academic year 2020/21 and the proposed Coordinated Admissions Scheme for 2020.

Resolved:

1. That the proposed Admission Arrangements for Community Schools for the academic year 2020/21 as set out in Appendix 1 to the submitted report, be approved and it be noted that there was no requirement for public consultation as no further changes are proposed.

2. That consultation with governing bodies of community schools takes place on the published admission number (PAN) for community infant, junior and primary schools for September 2020, as set out in the Admission Arrangements in Appendix 1, to the report.

3. That the proposed Coordinated Admissions Scheme for 2020 onwards, as set out in Appendix 2 to the report, be approved.

4. That the relevant area for schools be reviewed and agreed as follows: Southend, Castle Point and Rochford for the years 2020 and 2021.

Reasons for decision:

The Council has a statutory duty to ensure sufficient places for all statutory school aged children.

Other options:

None.

Note: This is an Executive Function

**Called-in to: People Scrutiny Committee**

Cabinet Member: Cllr Boyd

## **273 The Journey of the Child Annual Report**

The Cabinet considered a report of the Deputy Chief Executive (People) presenting 'The Journey of the Child' end of year report covering the 2017/18 financial year.

Resolved:

That the end of year report, following a previous agreement to a consolidated approach to Children's Services reporting, be approved.

Reasons for Decision:

The overarching report allows for a more holistic oversight of service delivery and gives senior managers and Members an ability to see the overall impact for the Council of the work of the Children's Service.

Other Options:

To continue reporting with individual reports through the Cabinet cycle.

Note: This is an Executive Function

Eligible for call-in to: People Scrutiny Committee

Cabinet Member: Cllr Boyd

## 274 Outcomes Key Stage 2 & Key Stage 4, Annual Report

The Cabinet considered a report of the Deputy Chief Executive (People) presenting the high level un-validated performance outcome for all Southend schools at all key stages following the summer tests and examinations in 2018.

Resolved:

That the overall performance of Southend schools at each of the key stages, in particular relative to the emerging national benchmarks, be noted.

Reasons for decision:

To note the overall performance of Southend schools.

Other options:

None.

Note: This is an Executive Function

**Called-in to: People Scrutiny Committee**

Cabinet Member: Cllr Boyd

## 275 Centenary Fields

The Cabinet considered a report of the Deputy Chief Executive (Place) setting out the potential implications on future maintenance and improvement of Southend Cliffs Gardens that might result as a consequence of dedicating the gardens to Fields in Trust as part of the Centenary Fields Programme.

Resolved:

1. That the application to dedicate the Southend Cliff Gardens to Fields in Trust, be approved.

2. That, if the application is successful, it be noted that the Council may be restricted from future changes to the gardens.

3. That the responsibility for agreeing the final detailed area of the Southend Cliff Gardens to be dedicated as a Centenary Field be delegated to the Deputy Chief Executive (Place) in consultation with the appropriate Cabinet Member.

4. That the allocation of £10,000 from the contingency for the investment in any procurement memorabilia, be noted.

Reasons for decision:

To represent the Borough's formal support to the Royal British Legion and Fields in Trust to honour the memory of the millions who lost their lives in World War 1.

Other Options:

Not to participate in the Centenary Fields programme at all or dedicate an alternative site.

Note: This is an Executive Function

**Called-in to: Place Scrutiny Committee**

Cabinet Member: Cllr Salter

## 276 **Feed and Food Safety Plan**

The Cabinet considered a report of the Deputy Chief Executive (Place) which sought agreement to the Official Feed and Food Control Service Plan 2018-19 required by the Food Standards Agency.

Recommended:

That the official Feed and Food Control Service Plan 2018-19, as set out in Appendix 1 to the submitted report, be approved.

Reasons for Decision:

To comply with the Food Standards Agency Framework Agreement.

Other options:

None.

Note: This is a Council Function

Eligible for call-in to: Place Scrutiny Committee

Cabinet Member: Cllr Flewitt

## 277 **Fees and Charges Policy**

The Cabinet considered a report of the Chief Executive on proposals for the introduction of a fees and charges policy for services to allow for the setting of fees and charges.

Recommended:

1. That the fees and charges policy set out in Appendix 1 to the submitted report, be approved.

2. That the existing delegation in Paragraph 3.2(k) in Part 2, Schedule 3 of the Constitution be deleted and replaced with the following wording:

*“To set fees and charges in their areas of responsibility (save for parking charges) including making in year changes subject to:*

- *Compliance with the Council’s Fees & Charges Policy;*
- *Compliance with all legal requirements relating to the setting of statutory and discretionary fees and charges, including undertaking any necessary public consultation and assessing the equality impacts; and*
- *Prior consultation with the Council’s Director of Finance & Resources and the relevant Cabinet Member”*

and that Article 4.02(2) be amended as follows:

*“To approve and adopt the Council’s Budget.*

*(The Budget includes the allocation of financial resources to different services and projects, proposed contingency funds, setting fees and charges (save that fees and charges, other than parking charges, can be set by Chief Officers in accordance with paragraph 3.2(k) in Part 3 Schedule 3), the Council Tax Base, setting the Council Tax and decisions relating to the control of the Council’s borrowing requirement, investments, the control of capital expenditure and the setting of virement limits).”*

Reasons for decision:

Part of the process of maintaining a balanced budget includes a requirement to consider the contribution that fees and charges make towards that aim. The adoption of a fees and charges policy will assist in that requirement.

Other options:

None

Note: This is a Council Function.

**Called-in to all Scrutiny Committees**

Cabinet Member: Cllr Lamb

## **278 Council Debt Position to 31 July 2018**

The Cabinet considered a report of the Chief Executive setting out the current position on the outstanding debt to the Council as at 31<sup>st</sup> July 2018.

Resolved:

1. That the current outstanding debt position as at 31<sup>st</sup> July 2018 and the position of debts written off to 31<sup>st</sup> July 2018 as set out in Appendices A and B of the submitted report, be noted.
2. That the write offs, greater than £25,000, as detailed in Appendix B, be approved.

Reason for decision:

All reasonable steps to recover the debt have been taken and therefore where a write-off is recommended it is the only course of action available.

Other options:

None.

Note: This is an Executive Function

Eligible for call in to: Policy and Resources Scrutiny Committee

Cabinet Member: Cllr Lamb

## 279 Quarter One Treasury Management Report - 2018/19

The Cabinet considered a report of the Chief Executive covering the treasury management activity for the period April 2018 to June 2018 and compliance with the treasury management strategy for that period.

Resolved:

1. That the Quarter One Treasury Management Report for 2018/19, be approved.
2. That it be noted that the Treasury management activities were carried out in accordance with the CIPFA (The Chartered Institute of Public Finance and Accountancy) Code of Practice for Treasury Management in the Public Sector during the period from April to June 2018.
3. That it be noted that the loan and investment portfolios were actively managed to minimise cost and maximise interest earned, whilst maintaining a low level of risk.
4. That it be noted that £0.826m of interest was earned during this three month period at an average rate of 4.90%. This is 4.54% over the average 7 day LIBID (London Interbank Bid Rate) and 4.40% over the average bank rate. The breakdown of this overall investment position is set out in section 8 of the submitted report.
5. That it be noted that the level of borrowing from the Public Works Loan Board (PWLB) (excluding debt relating to services transferred from Essex County Council on 1<sup>st</sup> April 1998) remained at the same level of £227.8m (HRA: £77.0m, GF: £150.8m) during the period from April to June 2018.
6. That it be noted that during the quarter the level of financing for 'invest to save' schemes decreased from £8.74m to £8.72m.

Reasons for decision:

The CIPFA Code of Practice on Treasury Management recommends that Local Authorities should submit reports regularly. The Treasury Management Policy Statement for 2018/19 sets out that reports would be submitted to Cabinet quarterly on the activities of the treasury management operation.

Other options:

There are many options available for the operation of the Treasury Management function, with varying degrees of risk associated with them. The Treasury Management Policy aims to effectively control risk to within a prudent level, whilst providing optimum performance consistent with that level of risk.

Note: This is an Executive Function

Eligible for call-in to: Policy & Resources Scrutiny Committee

Cabinet Member: Cllr Lamb

**280 Annual Senior Information Risk Owner (SIRO) Report**

The Cabinet considered a report of the Chief Executive providing a summary of the Council's key actions in regard to information governance and management during 2017/18.

Resolved:

1. That the SIRO's report on Information Governance in Section 4, of the submitted report, for 2017/18 be noted.
2. That the key actions taken during 2017/18, and the opportunities and challenges for 2018/19, be noted.

Reasons for Decision:

To note the SIRO's report on Information Governance and the key actions taken during 2017/18.

Other options:

None.

Note: This is an Executive Function  
Eligible for call-in to: Policy & Resources Scrutiny Committee  
Cabinet Member: Cllr Lamb

**281 Regulation of Investigatory Powers Act**

The Cabinet considered a report of the Chief Executive on the Council's use of the surveillance powers available to it under the Regulation of Investigatory Powers Act 2000 ("RIPA") during the financial year 2017/18 and provided an update on staff training on RIPA and the Council procedures relating to the use of social networking sites.

Resolved:

1. That it be noted that the Council has not used the surveillance powers available to it under RIPA between 1<sup>st</sup> April 2017 and the 31<sup>st</sup> March 2018 and neither has it used any covert human intelligence sources during this period.
2. That the changes to the Council's "Policy and Procedures for undertaking Directed Covert Surveillance and the use of Covert Human Intelligence Sources" as set out in Appendix 1 to the submitted report, be approved.

Reason for decision:

To comply with the Home Office Codes of Practice and the Office of Surveillance Commissioner's Guidance on RIPA.

Other options:

None.

Note: This is an Executive Function  
Eligible for call-in to: Policy & Resources Scrutiny Committee  
Cabinet Member: Cllr Lamb

**282 Minutes of the Meeting of the School Places Working Party held on Tuesday, 12th June, 2018**

The Cabinet considered the recommendations of the School Places Working Party held on 12<sup>th</sup> June 2018 regarding the future delivery of school places in relation to continued expansion need beyond 2021.

Resolved:

That the following recommendations of the Working Party be approved:

1. The continuation of the current agreed expansions with all secondary schools.

2. That a paper be developed, outlining pro's and con's on potential challenges, growth and options around how to deliver future school places in relation to continued expansion need beyond 2021 and future delivery of places across all phases due to housing growth in the area and linked to the Local Plan.

Note: This is an Executive Function

**Called-in to: People Scrutiny Committee**

Cabinet Member: Cllr Boyd

**283 Minutes of the Senior Managers Pay Panel held Tuesday 17th July 2018**

The Cabinet considered the recommendations of the Senior Managers Pay Panel held on 17<sup>th</sup> July 2018.

Resolved:

That a pay award of 2% be applied to the Council's senior management grades for 2018/19 with effect from 1<sup>st</sup> April 2018.

Note: This is an Executive Function

Eligible for call-in to: Policy and Resources Scrutiny Committee

Cabinet Member: Cllr Lamb

**284 Standing Order 46 Report**

Resolved:

That the submitted report be noted.

Note: This is an Executive Function

**Called-in to People and Policy & Resources Scrutiny Committees**

Cabinet Member: As appropriate to the item.

**285 Exclusion of the Public**

Resolved:-

That, under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the items of business set out below, on the grounds that they would involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A to the Act and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.



**286 SO46 Confidential Report**

Resolved:

That the submitted report be noted.

Note: This is an Executive Function  
**Called-in to the People Scrutiny Committee**  
Cabinet Member: Cllr Salter

**Chairman:** \_\_\_\_\_

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# Southend-on-Sea Borough Council

Report of Chief Executive

to

**Cabinet**

on

**6 November 2018**

Agenda  
Item No.

Report prepared by: Ade Butteriss, Team Manager -  
Engagement and Reputational Management, Tim MacGregor,  
Team Manager - Policy & Information Management, Rob  
Walters – Senior Partnership Advisor, Engagement

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**Southend 2050 – draft Ambition, Themes & Outcomes and Five Year Road Map.  
Relevant Scrutiny Committee(s): Policy & Resources, People and Place Scrutiny  
Committees**

**Cabinet Member: Councillor Lamb**

**A Part 1 Public Agenda Item**

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## **1. Purpose of Report**

- 1.1 To consider the findings of the Southend 2050 engagement programme and to recommend that the Council adopts the resulting draft Ambition, Themes & Outcomes and Southend 2050 Five Year Road Map.

## **2. Recommendations**

- 2.1 To note and welcome the findings of the Southend 2050 engagement programme.
- 2.2 That the Council be recommended to adopt the Ambition, Themes & Outcomes and the Southend 2050 Five Year Road Map, as set out in Appendices A, B and C respectively.
- 2.3 That the Transforming Together programme, outlined in paragraph 6 be noted and endorsed.
- 2.4 That the matter is referred direct to the Policy & Resources, Place and People Scrutiny Committees.

## **3. Background**

### **3.1 Process**

- 3.2 During spring 2018 the Council embarked on a major engagement exercise with key local stakeholders to develop a shared and jointly owned ambition for Southend in 2050. Its purpose was to shape a long term vision for the borough whilst providing a focus on shorter term outcomes deliverable by the Council, its partners and local

communities. The resulting ambition aims to articulate not only the visible changes to our environment but also highlight the more fundamental effects on people lives – essentially capturing how it could feel to live, work or visit here in the future.

- 3.3 The engagement programme has been well-publicised, extensive and varied so that the broadest possible range of stakeholders have had the opportunity to contribute. A variety of different methods have been used to conduct open and ambitious conversations in locations right across the borough. These include facilitated workshops with business leaders, deliberative sessions with targeted resident representatives, meetings with local interest and community groups, public events and venues, and in-depth 1:1 interviews with citizens.
- 3.4 People have enthusiastically shared their thoughts on-line with literally thousands of comments being generated via social media and the Southend 2050 website. Young people and schools have responded particularly positively through a number of imaginative competitions and events, including a lively future-themed Youth Council float at Southend Carnival.
- 3.5 In addition a great deal of valuable quantitative feedback has been generated from more traditional consultation methods, such as the large scale borough-wide 2018 Residents Perception Survey. Councillors and Council staff have also actively participated throughout the process.
- 3.6 A comprehensive overview of the methods and results of the engagement activity is summarised at **Appendix D**.

#### **4. A resident and stakeholder led Council**

- 4.1 Stakeholders responded well to the Council's call to 'be part of the conversation', providing a high volume of comprehensive qualitative and quantitative feedback. This complex mosaic of views has been systematically interpreted and coded for ease of understanding and has provided a series of consistent messages across a range of subject areas.
- 4.2 The level of engagement, with a reach of over 35,000 people, 4,000 actively taking part and 55 events held, making it one of the most extensive such exercise in the Council's history. It is testimony to the type of council that we are, and want to become – one that puts people at the heart of what we do.
- 4.3 These messages have been carefully considered, tested with stakeholders and expressed in the form of an ambition statement, supporting themes and desired outcomes as attached. The draft ambition is shown at **Appendix A** and draft outcomes, grouped by theme, at **Appendix B**.

#### **5. Delivering Southend 2050**

- 5.1 Southend 2050 is not a single document. Instead it is made up of an ambition, associated outcomes by theme that set the context, a Five Year Road Map and a suite of other delivery plans, strategies and policies that fit the context of Southend 2050.

5.2 The Five Year Road Map at **Appendix C** outlines the role the Council will play in achieving the ambition. It provides a high level guide for Councillors, staff, partners and others in aligning their capacity and resources to priorities. It will help in ensuring that all are working to the same ends.

5.3 The Five Year Road Map builds on our existing achievements and outlines key objectives in the coming 5 years. Underpinning delivery plans will focus on achieving desired outcomes that reflect our ambition and focus on the next 12-18 months.

## **6. Transforming Together**

6.1 Southend 2050 is a bold and ambitious programme of work which will require the organisation to transform to ensure that is 'match fit' for the future. Work is underway to put in place the conditions that staff have identified as being necessary to make this happen. These conditions will form an overarching transformation programme for the organisation and includes the need for:

- a clear vision & delivery strategy
- digital enablement to support the vision
- a trusted, empowered and engaged workforce
- an appetite to invest in people and outcomes and to accept risk
- closer collaboration with staff, members, citizens and partners
- simple and effective governance
- an open mind-set that will drive forward transformation and change

## **7. Other Options**

Not adopting the recommended approach would mean that the borough's vision contained in the 2010-20 Community Plan would be nearly 10 years old and the Council's vision, aims and priorities nearly 13 years old, all of which have become, or will quickly become very dated.

## **8. Reasons for Recommendation**

Not applicable to this report.

## **9. Corporate Implications**

### **9.1 Contribution to Council's Vision & Corporate Priorities**

The purpose of the report is to provide a new ambition and set of themed desired outcomes for the borough, providing the context for the Council's key planning documents.

### **10.2 Financial Implications**

The capital and revenue resources required to deliver the Five Year Road Map are either already identified in existing Council budgets or will need to be identified for consideration as part of each years' budget processes as the Council moves towards outcome based budgeting. Effectively this will mean prioritisation and reallocation of resources plus any additional investments of capital and revenue resources, as required, to deliver the Five Year Road Map.

Any communication costs associated with the dissemination or publicity of the ambition and Five Year Road Map will be met within existing budgets.

### **10.3 Legal Implications**

None specific.

- 10.4 People Implications  
Council staff have provided their input into the Southend 2050 programme.
- 10.5 Property Implications  
There are no property implications.
- 10.6 Consultation  
Whilst the engagement programme has generally been framed around a conversational, discursive approach some formal consultation methods have been used where appropriate - notably for the Residents Perception and Online surveys - which were carried out following Council guidelines.
- 10.7 Equalities Implications  
Southend 2050 has been designed to engage with as wide a range of stakeholders as possible, both geographically and across the protected characteristics. Consultation methods have been inclusive and accessible. Equality Assessments will be carried out on key deliverables once they have been identified as outcomes and confirmed in the Five Year Road Map and delivery plans.
- 10.8 Risk Assessment  
Potential risks have been routinely monitored and addressed via monthly project progress reviews. Mitigating measures have been used to successfully manage the chief potential risk; 'Negative impact on the Council's reputational due to inappropriate methods of engagement'.
- 10.9 Value for Money  
Engagement work is deemed to have provided good value for money due to the breadth, scope and volume of participants involved and the quality of intelligence gathered.
- 10.10 Community Safety Implications  
Feedback from engagement work has identified a number of ambitions relating to community safety that will be addressed as potential outcomes in subsequent Council delivery plans and partners strategies. It has also flagged current concerns which have been flagged to relevant colleagues and partners for action.

## **11. Appendices**

- 11.1 Appendix A - Southend 2050 Ambition
- 11.2 Appendix B – Southend 2050 Themes and Outcomes
- 11.3 Appendix C – Southend 2050 Five Year Road Map 2018 – 2023
- 11.4 Appendix D – Southend 2050 engagement overview

**DRAFT – NOT COUNCIL POLICY UNTIL ADOPTED BY FULL COUNCIL, 13.12.18**

**Our Ambition (draft)**

The year is 2050.

How does Southend-on-Sea look and feel?

Inevitably the place has changed a lot since the early years of the century, but we've always kept sight of what makes Southend special. Prosperous and connected, but with a quality of life to match, Southend has led the way in how to grow a sustainable, inclusive city that has made the most of the life enhancing benefits of new technologies.

It all starts here - where we are known for our creativity, our cheek, our just-get-on-with-it independence and our welcoming sense of community. And so, whilst the growth of London and its transport network has made the capital feel closer than ever, we cherish our estuary identity - a seafront that still entertains and a coastline, from Shoebury garrison to the fishing village of Old Leigh, which always inspires. We believe it's our contrasts that give us our strength and ensures that Southend has a vibrant character of its own.

- **Pride and Joy:** People are proud of where they live – the historic buildings and well-designed new developments, the seafront and the open spaces. The city centre has generated jobs, homes and leisure opportunities, whilst the borough's focal centres all offer something different and distinctive. With its reputation for creativity and culture, as well as the draw of the seaside, Southend-on-Sea is a place that residents and visitors can enjoy in all seasons. Above all we continue to cherish our coastline as a place to come together, be well and enjoy life.
- **Safe and Well:** Public services, voluntary groups, strong community networks and smart technology combine to help people live long and healthy lives. Carefully planned homes and new developments have been designed to support mixed communities and personal independence, whilst access to the great outdoors keeps Southenders physically and mentally well. Effective, joined up enforcement ensures that people feel safe when they're out and high quality care is there for people when they need it.
- **Active and Involved:** Southend has grown, but our sense of togetherness has grown with it. That means there's a culture of serving the community, getting involved and making a difference, whether you're a native or a newcomer, young or old. This is a place where people know and support their neighbours, and

where we all share responsibility for where we live. Southend in 2050 is a place that we're all building together – and that's what makes it work for everyone.

- **Opportunity and Prosperity:** Southend and its residents benefit from being close to London, but with so many options to build a career or grow a business locally, we're much more than a commuting town. Affordability and accessibility have made Southend popular with start-ups, giving us the edge in developing our tech and creative sectors, whilst helping to keep large, established employers investing in the borough. People here feel valued, nurtured and invested in. This means that they have a love of learning, a sense of curiosity and are ready for school, employment and the bright and varied life opportunities ahead of them.
- **Connected and Smart:** Southend is a leading digital city and an accessible place. It is easy to get to and easy to get around. Everyone can get out to enjoy the borough's thriving city centre, its neighbourhoods and its open spaces. Older people can be independent for longer. Local people also find it easy to get further afield with quick journey times into the capital and elsewhere, and an airport that has continued to open up business and leisure travel overseas – but in balance with the local environment.

**Southend-on-Sea - it all starts here.**



**DRAFT – NOT COUNCIL POLICY UNTIL ADOPTED BY FULL COUNCIL,  
13.12.18**

**2050 Themes and outcomes**

**Pride and Joy**

**By 2050 Southenders are fiercely proud of, and go out of their way, to champion what our city has to offer.**

In five years' time:

- There is a tangible sense of pride in the place and local people are actively, and knowledgeably, talking up Southend.
- The variety and quality of our outstanding cultural and leisure offer has increased and we have become the first choice English coastal destination for visitors.
- We have invested in protecting and nurturing our coastline, which continues to be our much loved and best used asset.
- Our streets and public spaces are clean and inviting.

**Safe & Well**

**By 2050 people in Southend-on-Sea feel safe in all aspects of their lives and are well enough to live fulfilling lives.**

In five years' time:

- People in all parts of the borough feel safe and secure at all times.
- Southenders are remaining well enough to enjoy fulfilling lives, throughout their lives.
- We are well on our way to ensuring that everyone has a home that meets their needs.
- We are all effective at protecting and improving the quality of life for the most vulnerable in our community.
- We act as a Green City with outstanding examples of energy efficient and carbon neutral buildings, streets, transport and recycling.

**Active and Involved**

**By 2050 we have a thriving, active and involved community that feel invested in our city.**

In five years' time:

- Even more Southenders agree that people from different backgrounds are valued and get on well together.

- The benefits of community connection are evident as more people come together to help, support and spend time with each other.
- Public services are routinely designed - and sometimes delivered - with their users to best meet their needs.
- A range of initiatives help communities come together to enhance their neighbourhood and environment.

### **Opportunity and Prosperity**

**By 2050 Southend-on-Sea is a successful city and we share our prosperity amongst all of our people.**

In five years' time:

- The Local Plan is setting an exciting planning framework for the Borough.
- We have a fast-evolving, re-imagined and thriving town centre, with an inviting mix of shops, homes, culture and leisure opportunities.
- Our children are school and life ready and our workforce is skilled and job ready.
- Key regeneration schemes, such as Queensway, seafront developments and the Airport Business Park are underway and bringing prosperity and job opportunities to the Borough.
- Southend is a place that is renowned for its creative industries, where new businesses thrive and where established employers and others invest for the long term.

### **Connected and Smart**

**By 2050 people can easily get in, out and around our borough and we have a world class digital infrastructure.**

In five years' time:

- It is easier for residents, visitors and people who work here to get around the borough.
- People have a wide choice of transport options.
- We are leading the way in making public and private travel smart, clean and green.
- Southend is a leading digital city with world class infrastructure.

# Southend 2050

## Five Year Road Map to 2023



## Our ambition

The year is 2050.

How does Southend-on-Sea look and feel?

Inevitably the place has changed a lot since the early years of the century, but we've always kept sight of what makes Southend special. Prosperous and connected, but with a quality of life to match, Southend has led the way in how to grow a sustainable, inclusive city that has made the most of the life enhancing benefits of new technologies.

It all starts here - where we are known for our creativity, our cheek, our just-get-on-with-it independence and our welcoming sense of community. And so, whilst the growth of London and its transport network has made the capital feel closer than ever, we cherish our estuary identity - a seafront that still entertains and a coastline, from Shoebury garrison to the fishing village of Old Leigh, which always inspires. We believe it's our contrasts that give us our strength and ensures that Southend has a vibrant character of its own.

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- **Active and Involved:** Southend has grown, but our sense of togetherness has grown with it. That means there's a culture of serving the community, getting involved and making a difference, whether you're a native or a newcomer, young or old. This is a place where people know and support their neighbours, and where we all share responsibility for where we live. Southend in 2050 is a place that we're all building together – and that's what makes it work for everyone.

- **Opportunity and Prosperity:** Southend and its residents benefit from being close to London, but with so many options to build a career or grow a business locally, we're much more than a commuting town. Affordability and accessibility have made Southend popular with start-ups, giving us the edge in developing our tech and creative sectors, whilst helping to keep large, established employers investing in the borough. People here feel valued, nurtured and invested in. This means that they have a love of learning, a sense of curiosity and are ready for school, employment and the bright and varied life opportunities ahead of them.
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**Southend-on-Sea - it all starts here.**

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## Our ambition

This ambition was developed following extensive conversations with those that live, work, visit, do business and study in Southend-on-Sea. These conversations asked people what they thought Southend should be like in 2050 and what steps are needed now, and in the coming years, to help achieve this. As a result, thousands of responses were provided through a range of methods including surveys, community events, partnership meetings, focus groups and social media. The feedback provides a rich source of information from which the ambition has been developed along with associated themes.

The ambition is grounded in the values of Southenders. It is bold, challenging, but achievable. It will, however, need all elements of our community to work together to make it a reality. We will also need our neighbouring boroughs, and central Government to play their part.

The ambition complements the Essex 2050 vision, [The Future of Essex](#) developed by Essex wide stakeholders and the emerging South Essex 'proposition', titled 'What sort of place are we making?' This is being developed by South Essex local authorities who are collectively looking to the future. Taking a longer view gives us the context to put the right building blocks in place to make our ambition a reality.

## Challenges and opportunities

There is so much that we love about Southend-on-Sea. The sea, the beach, being close to our family and friends, our parks and open spaces, and having easy access to public transport, London, and the airport are some of the things that many people value. We also heard about the things people don't like and which need more focus in the here and now. These include the quality of roads and pavements, crime and anti-social behaviour, parking and traffic congestion, the condition and future of the high street and the increase in homelessness, particularly in central Southend.

The borough faces major challenges. As our population increases, gets older, and birth rates rise, there will be greater demand for school places, homes, health and other public services. Our changing climate provides challenges to our valued coast. Our economy is also changing and we need a better skilled workforce to meet the needs of the future. This includes developments in robotics, artificial intelligence and technology. These have huge potential to enhance our lives by enabling independent living, ending the drudgery of many jobs and providing more leisure time. We also have significant and unacceptable inequalities across the borough, particularly relating to residents' health.

South Essex needs major investment in transport and infrastructure. The opening of Crossrail, operating from Shenfield, from December 2019, as well as a new Thames crossing (from the end of the 2020s) will help connectivity to Southend-on-Sea. Further into the future, a relief road to the north and east of the borough could ease congestion and provide economic opportunities.

The loss of Government grant funding for the Council will continue to put pressure on budgets and by 2020 the council will receive no grant at all. However, with a spend of around £228m, and more financial independence, the ability to shape our future and meet local needs is in our hands. This will mean, increasingly, the Council will move towards enabling others to do more for themselves, rather than being a universal and direct provider of services for all.

We all want Southend to be a place that people love to live in, love to visit, love to work, do business and study. People told us they want to be part of the solution and to continue the conversations on how to achieve the ambition. We are on a journey, and this road map is just the beginning.

## **Southend 2050 and the five year road map**

The Southend 2050 programme is not about one single publication or statement. It is a mind-set – one that looks to translate the desires of local people and stakeholders into action, something that looks to the long term, but also at the action that is needed now and in the medium-term.

Southend 2050 is made up of our ambition, associated themes and the outcomes we want to achieve. This road map, and all future delivery plans, strategies and policies will reflect this.

The road map outlines the Council's role in achieving the ambition and provides a high level guide for Councillors, staff, partners and others in aligning their capacity and resources to priorities. It will help in ensuring we are all working to achieve the same outcomes.

The road map also builds on our existing achievements and outlines what the Council wants to achieve in the coming five years. Our delivery plans will focus on achieving desired outcomes that reflect our ambition and focus on the next 12-18 months.

## **Transforming Together**

Political, economic and other uncertainties remain and we heard a lot about how quickly things change and how different the world will be by 2050. The Council will also need to change fundamentally to be able to take advantage of the opportunities and challenges ahead. This will mean a Council that is more agile, more efficient, more entrepreneurial and more engaged with residents and customers.

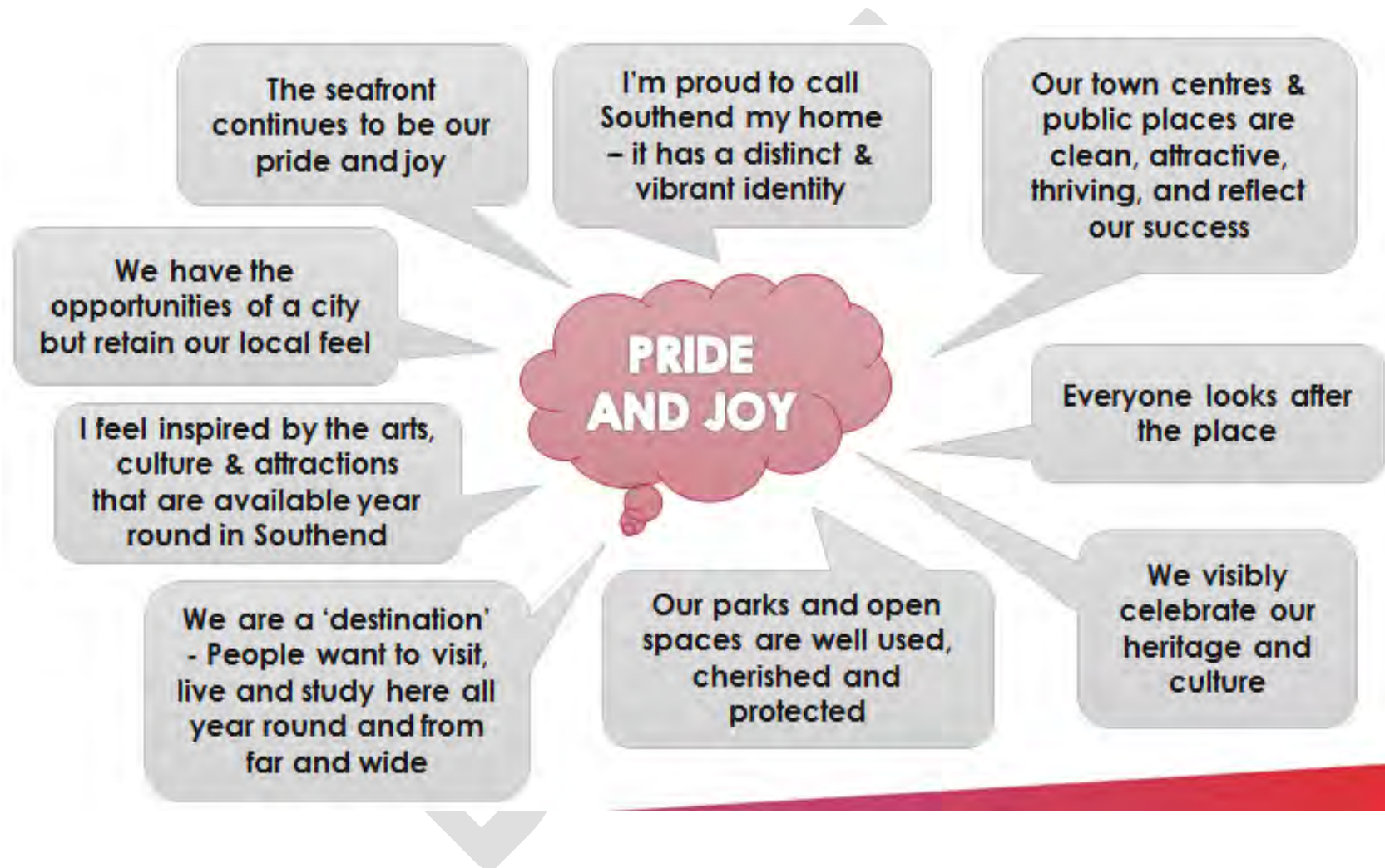
Work is underway to put in place the conditions staff have identified as being necessary to make us 'match fit' for the future. These conditions will form an overarching transformation programme for the organisation and includes the need for:

- A clear vision & delivery strategy
- Digital enablement to support the vision
- A trusted, empowered and engaged workforce
- An appetite to invest in people and outcomes and to accept risk
- Closer collaboration with staff, members, residents and partners
- Simple and effective governance
- An open mind-set that will drive forward transformation and change

Complementing this work, the Council will shift to longer-term outcome based budgeting to support the delivery of the 2050 Ambition and associated Themes.



## What people told us they want for Southend-on-Sea's future

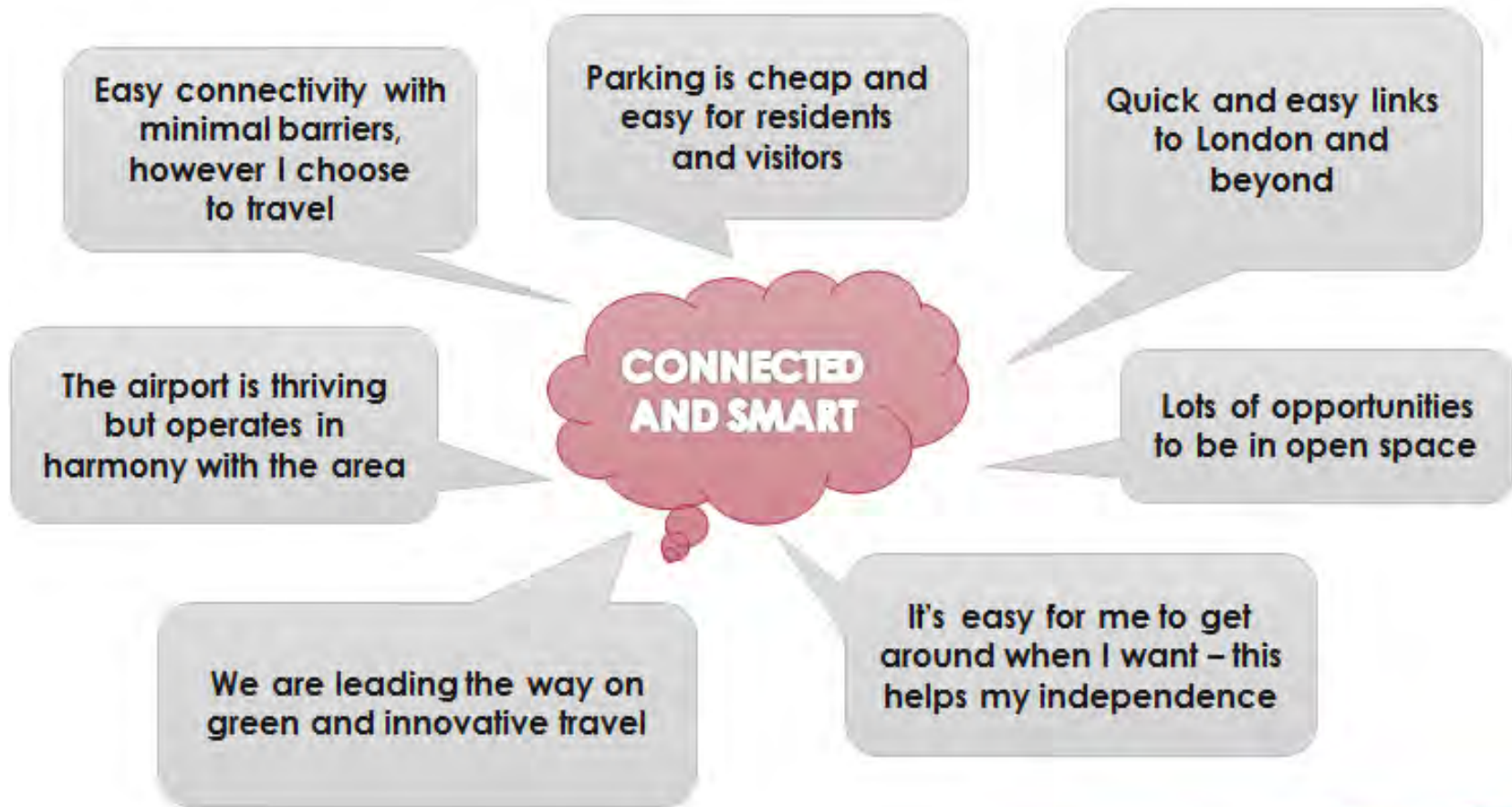












## Our focus for the next five years - themes and outcomes:

### Pride and Joy

We already have much to be proud about, but there is so much more we can do together to make us even prouder.

With the ambition to become England's leading coastal tourist destination, we will work with local businesses and potential investors to develop and grow our tourism, cultural, creative and leisure offer. We will help to develop our visitor economy for the benefit of the whole borough. With our seven miles of coastline and the huge variety it offers visitors, Southend-on-Sea is becoming more than just a day-trip location, and we must also continue to take advantage of our growing popularity as a 'staycation' destination.

People have repeatedly told us how much they value our **seafront** – the beaches, the water and the open spaces – both as a place for peace and for fun. This won't be taken for granted and so we will continue to invest and focus on this area to avoid erosion and further 'cliff slips', tackle growing flood risk and also encourage inward investment and seek external funding to ensure the seafront maintains its popularity and appeal with residents and visitors alike. Just as important to residents is the everyday street scene around them and we know that the cleanliness and state of repair of our streets and neighbourhoods serves as a highly visible indicator of our borough's overall state of health.

Over the next five years, our iconic, and ever popular **pier** will benefit from huge investment to sustain it for now and the future. This will include a redesigned pier entrance and new pavilion housing a relocated pier museum. This development will provide a quality all-weather eating, drinking and cultural visitor experience, encouraging people to stay longer in our area.

Improvements to Shoebury Common North and new sun shelters at City Beach are just two developments that highlight our commitment to the entire seafront. Further work to help the port at Leigh-on-Sea remain accessible by all maritime uses, including the fishing and cockling industries will also be considered.

We will continue to build on our reputation as a welcoming, vibrant and increasingly culturally diverse place. Our theatres, Metal Culture, The Forum and Focal Point gallery, along with our range of festivals across the year provide a rich foundation. Options for a new museum, to house, among other things, the Saxon burial and 'The London' shipwreck finds will be developed. Investment in the former Beecroft Gallery to transform it into artists' studios will also be an important step in developing new exciting spaces to allow artists to flourish as part of our burgeoning cultural scene.

**By 2050 Southenders are fiercely proud of, and go out of their way, to champion what our city has to offer.**

In five years' time:

- There is a tangible sense of pride in the place and local people are actively, and knowledgeably, talking up Southend.
- The variety and quality of our outstanding cultural and leisure offer has increased and we have become the first choice English coastal destination for visitors.
- We have invested in protecting and nurturing our coastline, which continues to be our much loved and best used asset.
- Our streets and public spaces are clean and inviting.

## **Safe and Well**

Southend should feel **safe** for all who live, work and visit here – across our streets, town centres and open spaces. The Council's decision to increase resources for community safety will help. However, the focus on tackling gangs, 'county line' drug networks, safeguarding of the vulnerable, child sexual exploitation, domestic abuse, and modern slavery will require us to work with our agency partners even more effectively. A key area of our focus will be our town centres. The Council will build on its excellent record of keeping young people at risk, out of the criminal justice system. Technology will increasingly play its part in making people safer.

For people to **live well** the conditions they live in have to be right –their diet, home, air they breathe, mental well-being and level of activity. Our focus will be on the prevention of illness, through increased physical activity; reducing inequalities, through raising people's aspirations and opportunities and making long term change through increased personal responsibility and participation. The need for a revised approach to provision of **mental health** services has also been highlighted in response to concerns that some residents may not be receiving the level of access to services they need.

Overall demand for **housing and levels of homelessness is** increasing. Our new housing vision will address these issues by prioritising the supply of safe, affordable homes, creating inclusive healthy places to live and thrive, supporting people to live independently, encouraging good quality housing design, management and maintenance and making homelessness brief and non-recurrent. Our approach will link closely to our aspirations as an emerging city, our ambitions for economic development, the creation of jobs, and workforce skills. We will continue to secure further funding to tackle rough sleeping specifically and our new housing company will look to increase the supply of housing for local people to buy and rent and new ways of improving conditions in the private rented sector developed.

We will ensure that **vulnerable children and adults** are safe and well looked after. This means working with families in a way that is responsive and gives them more power. We will roll out its programme to improve outcomes, promote resilience, reduce service duplication and enable staff. This will feature further developing our new approaches to work alongside clients, rather than making decisions about them (restorative practice), and working alongside communities to use and develop local assets to address local challenges (asset based community development).

In a world with ever increasing complex behaviour and health issues, the Council's own company, **Southend Care**, will continue to develop services supporting people in our care homes, those with dementia, learning disabilities, autism and mental health issues, and look for opportunities to innovate and transform services. The new Priory, Delaware, Viking building and facilities will be a magnificent resource for those with care needs.

The Better Start programme is investing £40m over ten years to improve the lives of Southend's very youngest residents. This means working with local people every step of the way to find out how to give every child who lives here the best possible start in life.

Southend-on-Sea is already one of the UK's 'Greenest' Cities (UK Vitality Index). However, we want Southend to be a **Low Carbon City by 2020**, one that focuses on delivering low carbon growth, improving energy efficiency, providing a more sustainable future for our residents and businesses and one that protects and enhances our natural spaces and habitats. This approach will help safeguard against rising energy costs and improve fuel security and air quality.

**By 2050 people in Southend-on-Sea feel safe in all aspects of their lives and are well enough to live fulfilling lives.**

In five years' time:

- People in all parts of the borough feel safe and secure at all times.
- Southenders are remaining well enough to enjoy fulfilling lives, throughout their lives.
- We are well on our way to ensuring that everyone has a home that meets their needs.
- We are all effective at protecting and improving the quality of life for the most vulnerable in our community.
- We act as a Green City with outstanding examples of energy efficient and carbon neutral buildings, streets, transport and recycling.



## Active and Involved

Everything we want to achieve depends on the collective effort of local people and partners. The conversations started by the 2050 programme will continue, looking at what works best and adapting as circumstances change and new challenges and opportunities arise. We will harness the energy of those who care about wanting to make a positive difference and create the right conditions for that approach to flourish. We will involve the local community in designing and delivering services, and making decisions.

Volunteers already add much needed and vital capacity to many existing public services, such as libraries, museums, youth clubs, schools and support groups. We value the skills and experiences of our residents, working alongside those with the time and energy to make a real difference in their communities. Over the next five years we will help communities develop their asset and skills bases so that become increasingly effective at finding new and creative ways of tackling local issues at a grass roots level. We will work in partnership, creating and strengthening long term, sustainable relationships so that communities will feel equipped and empowered to do more for themselves.

Our well-established voluntary sector will be key in this relationship - harnessing their expertise and knowledge to support those who want to use their local insights and vitality to make a positive contribution. Through **hands-on activity** local initiatives will continue to support groups who want to enhance their local area and environment. This will grow and help create a greater sense of local pride and a cleaner, greener place.

We will work hard to ensure that local people can live well in thriving communities with increasing integration of care services developed through a **locality approach** across south east Essex. Each **locality** will utilise local assets to support residents and patients whilst integrated primary, community and social care services work in multi-disciplinary teams. This approach will complement the intended reconfiguration of acute services across mid and south Essex.

We will use our commissioning and procurement power to ensure we secure the best possible outcomes whilst delivering wider social, economic and environmental benefits to the community and ensuring value for money.

**By 2050 we have a thriving, active and involved community that feel invested in our city.**

In five years' time:

- Even more Southenders agree that people from different backgrounds are valued and get on well together.

NOT COUNCIL POLICY UNTIL ADOPTED BY FULL COUNCIL, 13.12.18

- The benefits of community connection are evident as more people come together to help, support and spend time with each other.
- Public services are routinely designed - and sometimes delivered - with their users to best meet their needs.
- A range of initiatives help communities come together to enhance their neighbourhood and environment.

## Opportunity and Prosperity

We aim that by 2022, the Southend economy will have addressed the areas of economic underperformance to emerge as the leading economy in south Essex. The benefits of our efforts will be reaped by businesses and residents as they thrive in the new economy. This will mean growth in key sectors, increased average income and productivity, improved educational outcomes, higher business start-up and survival rates, and a more resilient and diverse economy.

Our five year plans to help equip our people with skills for the future will produce an inclusive, efficient, and effective labour market with clear and accessible career pathways.

The borough benefits from great **schools, colleges and a thriving university**. With nearly 9 out of 10 children currently in good or outstanding schools, we will prioritise our support on less successful schools and getting more local children into grammar school.

Over the next five years there is a projected to be a significant increase in housing in the borough (with around 5,000 additional homes). To meet the projected increase for school places the Council will explore all alternative methods including further expansion and additional secondary school as necessary to meet our statutory responsibilities to provide a school place for every child.

Re-imagining **our High Street** will be a critical piece of work. This will need to address retail in a changing world, housing provision, community safety and securing town centre property. A second phase of development at the Forum will be progressed, creating a vibrant, lively environment enhancing the town's educational and cultural quarter, providing a significant boost to enhancing the economic vibrancy of the town.

A new Southend **Local Plan** will provide a clear and long-term planning framework to manage future development in a way that is sustainable and seeks to meet local housing needs, improve job opportunities, improve health and well-being, improve transport provision and infrastructure, and protect and enhance the natural and built environment.

NOT COUNCIL POLICY UNTIL ADOPTED BY FULL COUNCIL, 13.12.18

Ambitious plans to transform the **Queensway** area will make significant progress. A new community of over 1,400 new homes will be created, creating better and new housing, improved connections to the high street and improved transport connectivity around the town.

The rejuvenation of **Victoria Avenue** as a key and vibrant gateway into our town centre will continue with derelict office blocks being turned into homes, cafes and shops.

**Airport Business Park Southend** will provide the nucleus for business growth, supporting key sectors such as aviation, medical technology and professional services, bringing up to 6,000 quality jobs to the area.

Plans to develop a cinema, restaurants, shops and new homes at Seaway car park will be progressed and appropriate planning consideration will be given to Southend United's plans to develop a new stadium, along with shops and homes at Fossetts Farm.

Work will also be undertaken to deliver the infrastructure led growth needed to deliver the south Essex Joint Strategic Plan, including business growth, additional housing and improved transport and green spaces.

**By 2050 Southend on Sea is a successful city and we share our prosperity amongst all of our people.**

In five years' time:

- The Local Plan is setting an exciting planning framework for the Borough.
- We have a fast-evolving, re-imagined and thriving town centre, with an inviting mix of shops, homes, culture and leisure opportunities.
- Our children are school and life ready and our workforce is skilled and job ready.
- Key regeneration schemes, such as Queensway, seafront developments and the Airport Business Park are underway and bringing prosperity and job opportunities to the Borough.
- Southend is a place that is renowned for its creative industries, where new businesses thrive and where established employers and others invest for the long term.

## Connected and Smart

We know that moving around Southend is not always easy. Popularity and growth means that our roads can become congested at peak times and our public transport is not as accessible and connected as it could be.

We will continue to make the case for external funding to make improvements to our existing roads. We must also work collectively to promote and encourage the use of sustainable transport, support the introduction and use of **smart technology** and prepare for the inevitable wider use of electric and ultra-low emission vehicles.

Long term strategy and planning will be essential, and so we will look seriously at the potential for a relief road to the north and east of the borough to ease congestion. This will be done in conjunction with south Essex wide plans for new infrastructure across the region, including new homes, schools, businesses and health services.

More immediate priorities are being addressed through our 10-year programme of **highways improvements**, which include recent and ongoing improvements to the A127 which have increased capacity and traffic flow and have helped to enable developments like Airport Business Park Southend.

Our approach to parking and access to the town will support tourism, retail and leisure as well as business. It aims to meet needs through a modern parking management system that harnesses smart technology, uses competitive pricing, reduces 'traffic cruising' and improves air quality.

We will continue to support the success of London Southend Airport, whilst being sensitive to the impact it has on local residents. Its success is a key component of welcoming people from around Europe and a key driver of our plans to develop a high quality business park, including an Innovation Centre.

There is compelling evidence that air pollution is a significant contributor to preventable ill health and early death. Our three year action plan, which has a focus on transport to improve traffic flow, walking, cycling, electric vehicles, trains and improved passenger transport will be crucial to **improving health** locally.

We are becoming a leading **Digital Smart City**, with private sector investment in world leading superfast broadband and free public wifi encouraging the growth of our creative and tech industries. A new **intelligence hub** will enable us and others to better engage with our

NOT COUNCIL POLICY UNTIL ADOPTED BY FULL COUNCIL, 13.12.18

community, providing smarter ways of meeting needs in relation to safety, traffic flow, parking, waste/recycling, air quality, retail offers and leisure opportunities.

**By 2050 people can easily get in, out and around our borough and we have a world class digital infrastructure.**

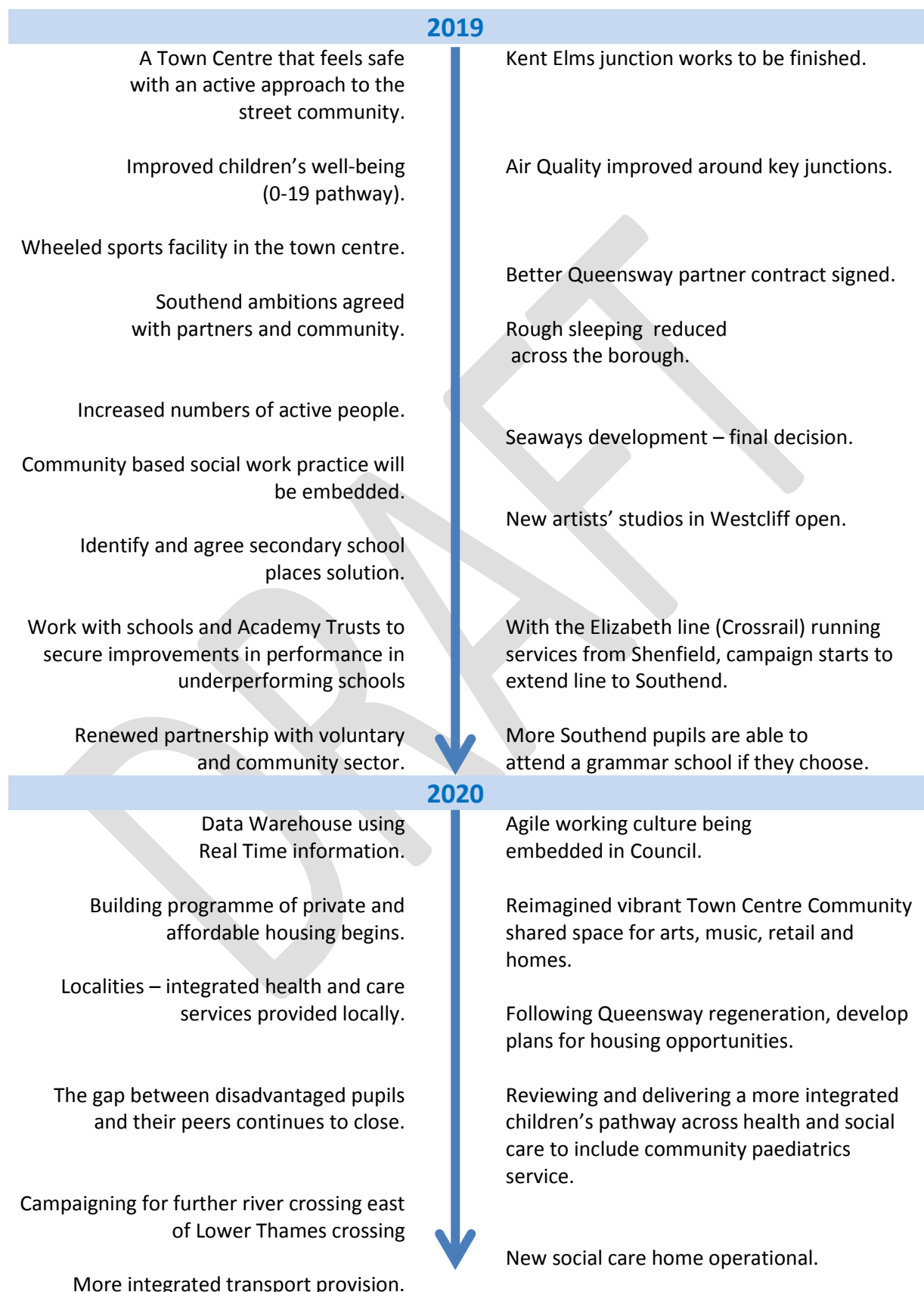
In five years' time:

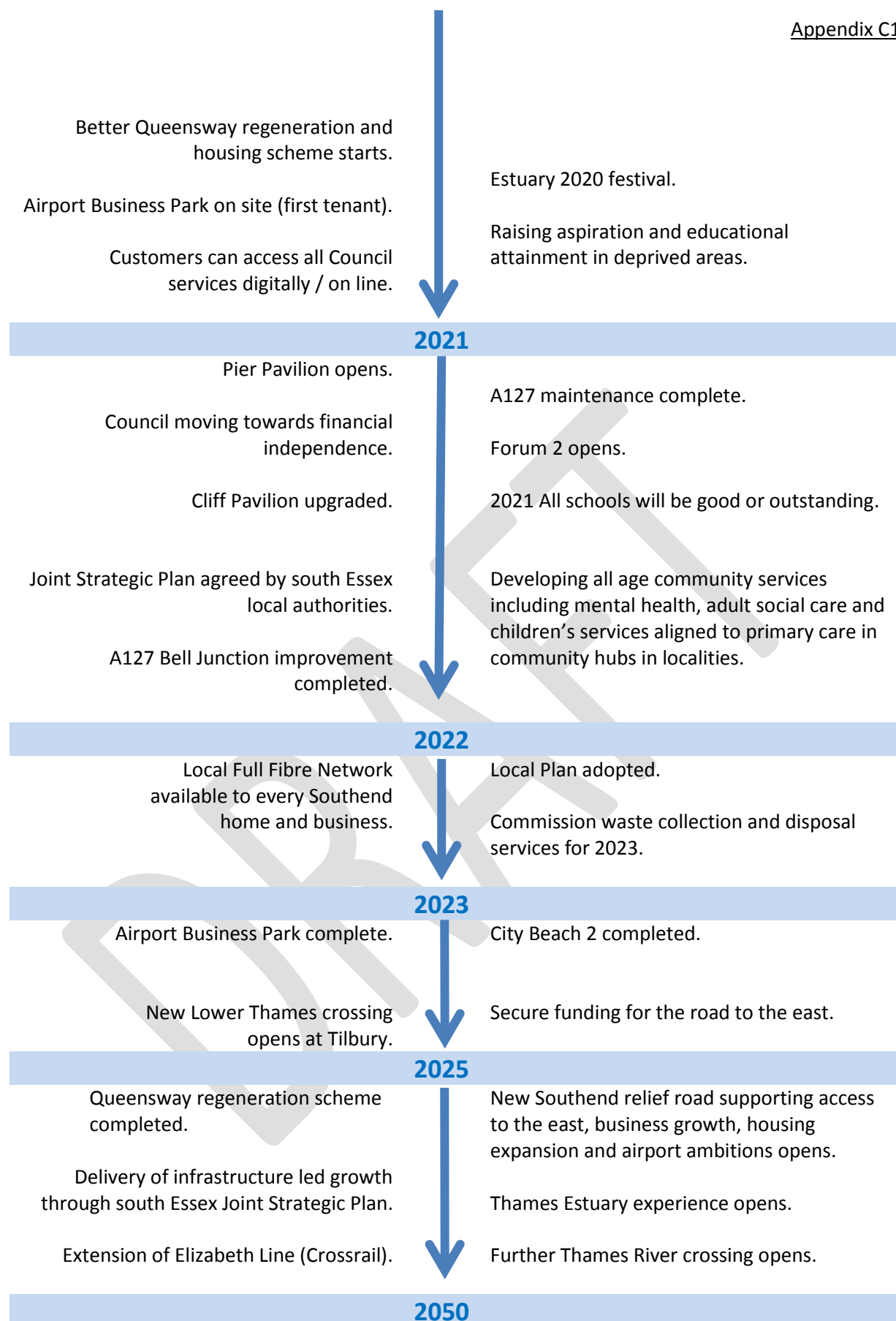
- It is easier for residents, visitors and people who work here to get around the borough.
- People have a wide choice of transport options.
- We are leading the way in making public and private travel smart, clean and green.
- Southend is a leading digital city with world class infrastructure.

DRAFT

## Southend-on-Sea Five Year Roadmap to 2023

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# SOUTHEND 2050 ENGAGEMENT OVERVIEW





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# Scope and Reach of Engagement

## Events



**55** events  
**2,300** People engaged face to face

## Online



Southend 2050 advert appeared in Facebook feeds **58,434** times

**27,925** people saw the Southend 2050 advert inviting participation

## With



Councillors  
Staff  
Businesses  
Key partners  
Community Groups  
Volunteers  
Young people  
Schools  
Older people  
Visitors

## Surveys



**1,160** people completed the online Southend 2050 survey (incl. non residents)

**1,220** people completed a residents perception survey

**115** responses on the Southend 2050 Stickyworld online forum

Good coverage across all wards

# What people told us they want for Southend-on-Sea's future

Summary of key messages from the engagement, grouped thematically.





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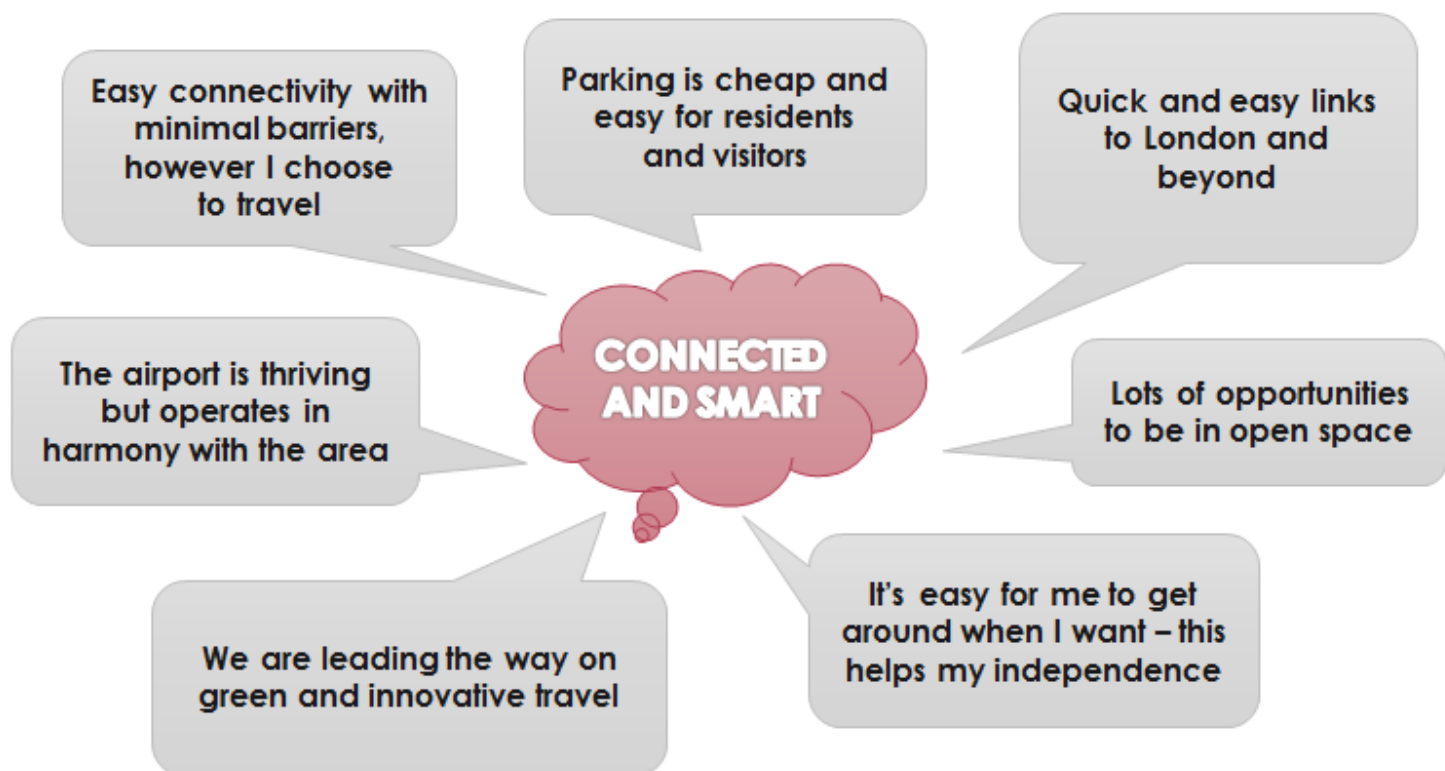
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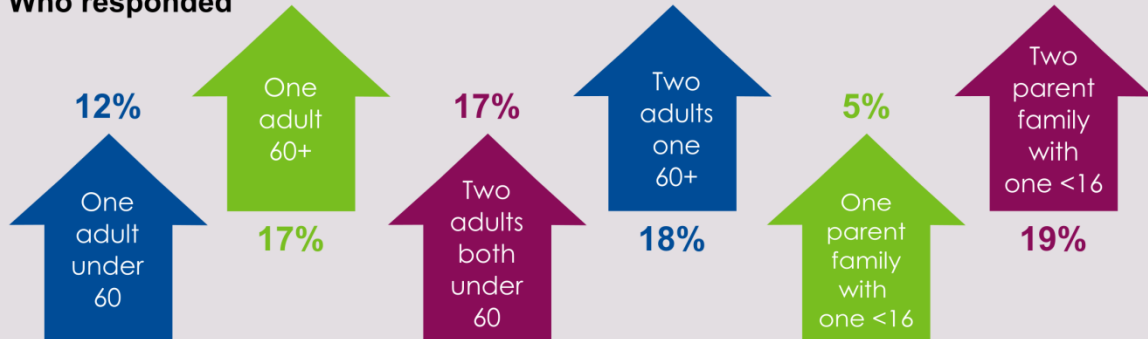
## What people told us they want for Southend-on-Sea's future

Summary of key messages from the engagement, grouped thematically.



## Southend Residents' Perception Survey 2018

### Who responded



**75%**

Of residents are satisfied with local area as a place to live

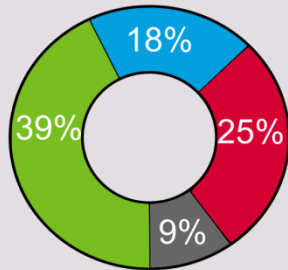
### Top Likes

- Seaside / Beach
- Location / Convenient
- Close to Family / Friends
- Public Transport
- Parks / Open Spaces

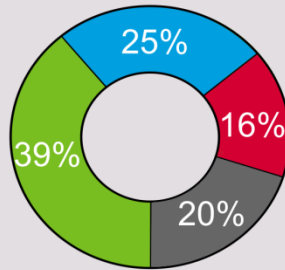
### Top Dislikes

- Roads / Pavements
- Crime
- Anti Social Behaviour
- Parking
- Congestion
- Litter

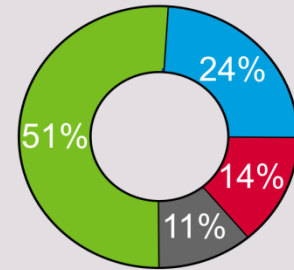
### Neighbourhoods



Residents work together to improve their neighbourhood



Good relations between different ethnic and religious communities



Good relations between older and younger generations

■ Agree   
 ■ Neither agree or disagree   
 ■ Disagree   
 ■ Don't know

**56%**

Agree people from different backgrounds get on well together

**38%**

Feel informed by Southend Council about the services and benefits it provides

Less than **1 in 4** residents agree that they can influence decisions affecting their local area, with more than twice this proportion disagreeing

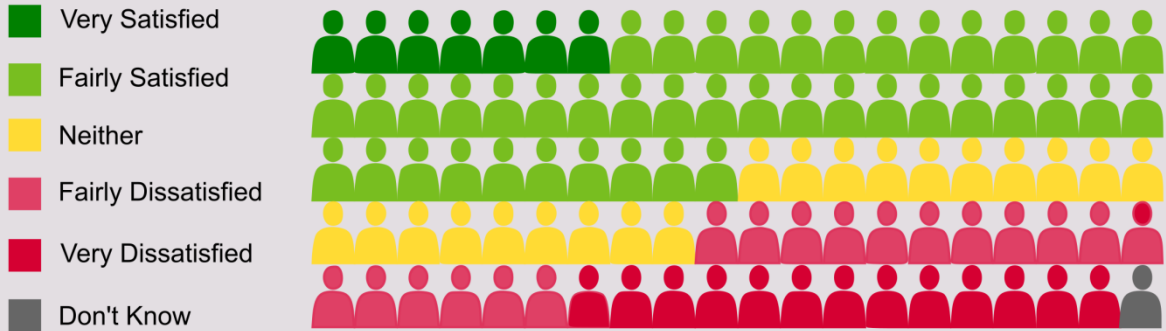
**30%**

Of all residents feel Southend Council acts on their concerns, with almost half disagreeing

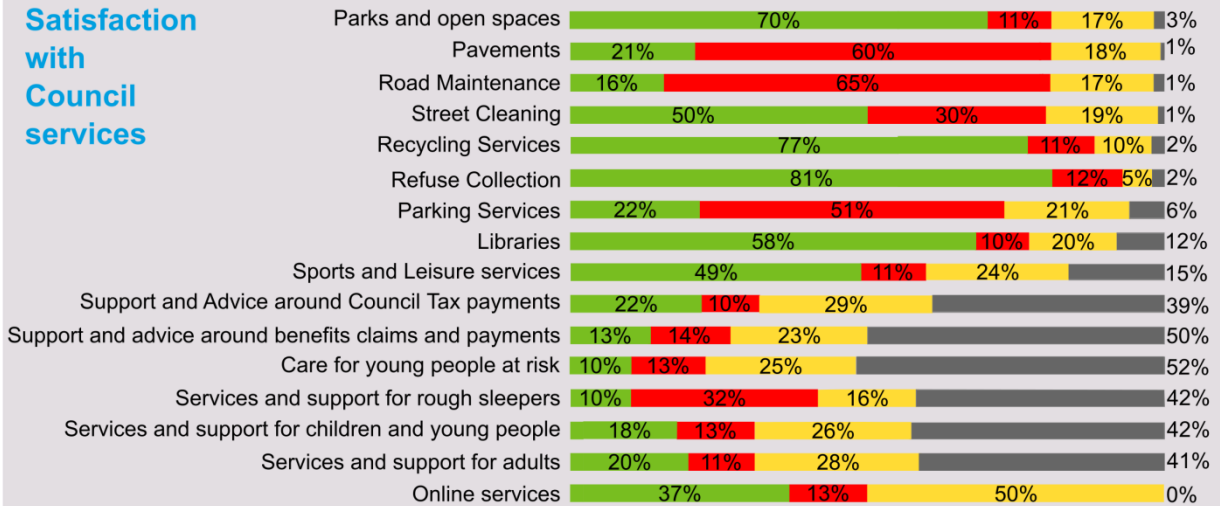
Survey took place between 1st June and 1st August 2018. Paper surveys were distributed to 5000 random residential addresses in Southend, stratified by ward. 1239 surveys were completed and returned. Results have been weighted by age, gender and ethnicity using the latest population data.

## Southend Residents' Perception Survey 2018

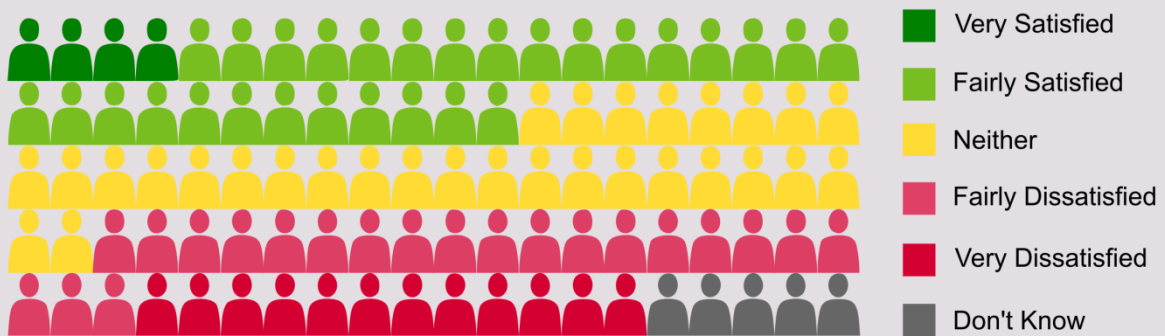
**50%** Satisfied with the Council overall



### Satisfaction with Council services



**32%** Agree Southend Council provides value for money



\* The don't know responses are notable here 23% compared to 4% in benchmark data.

**An insight into some of the key things that the Council manages and maintains....**



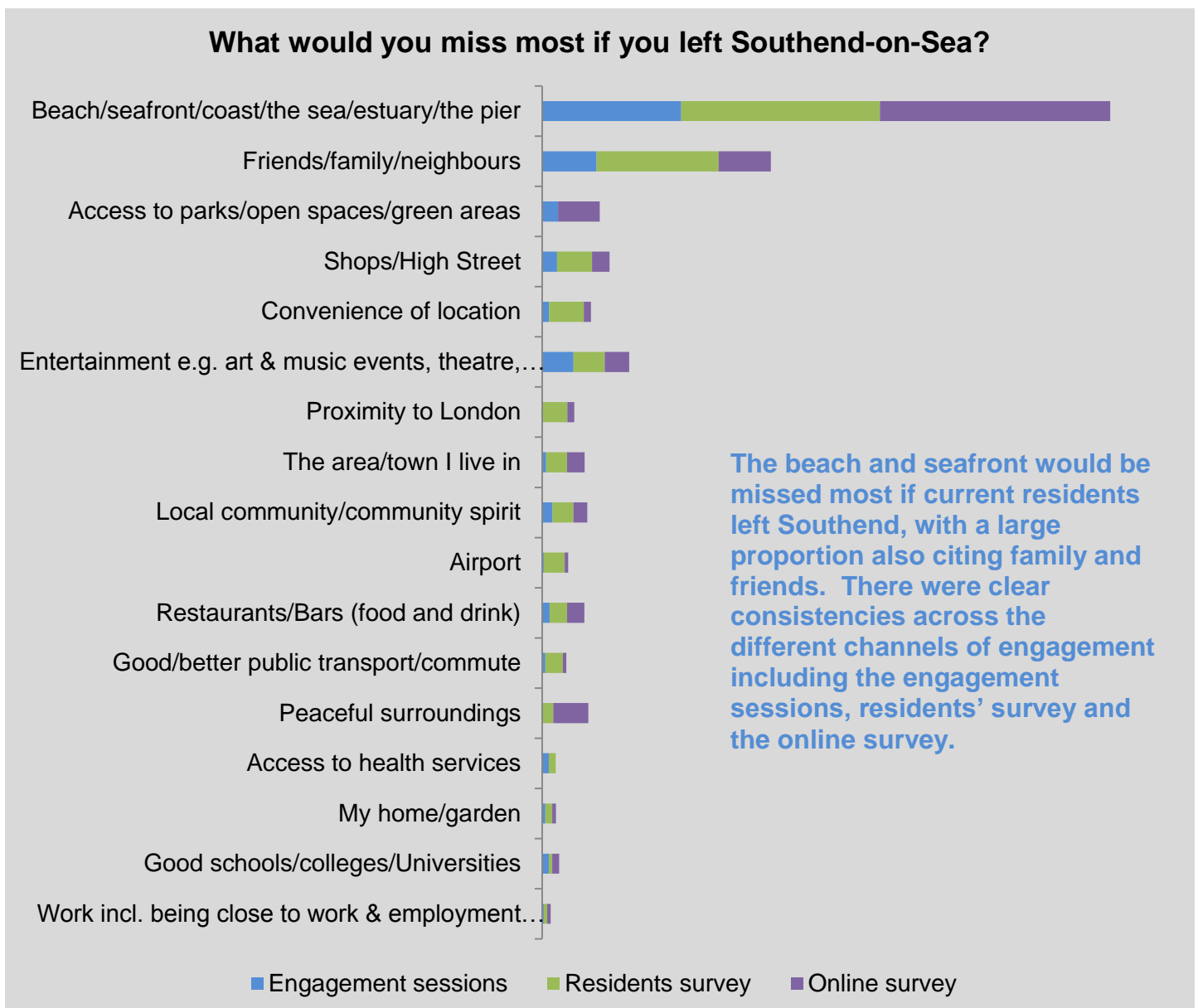


## And some key achievements during 2017/18.....



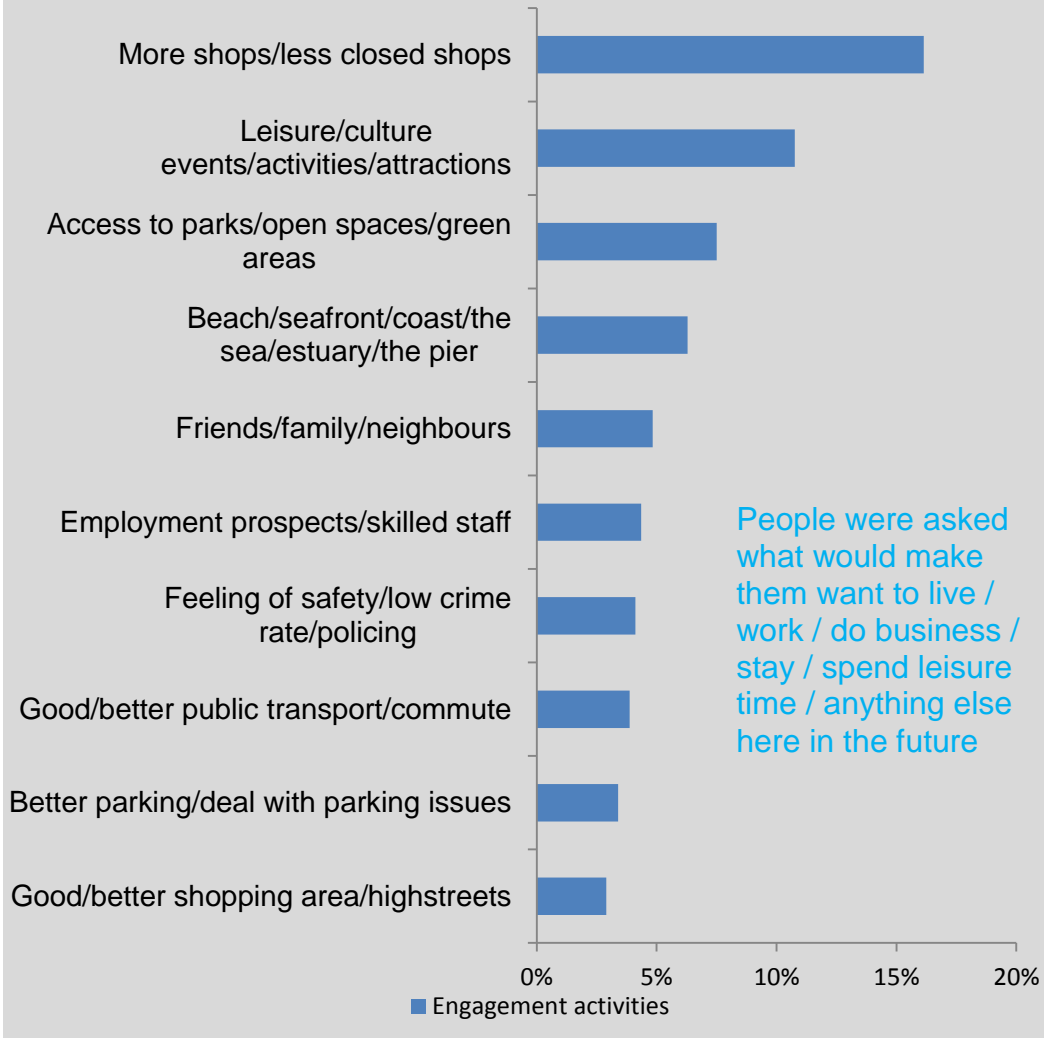
## Emerging messages from the 2050 engagement activities

The thousands of comments have been systematically processed and coded to present some very clear emerging themes. Highlights from each of the engagement events and activity have been summarised in this report.

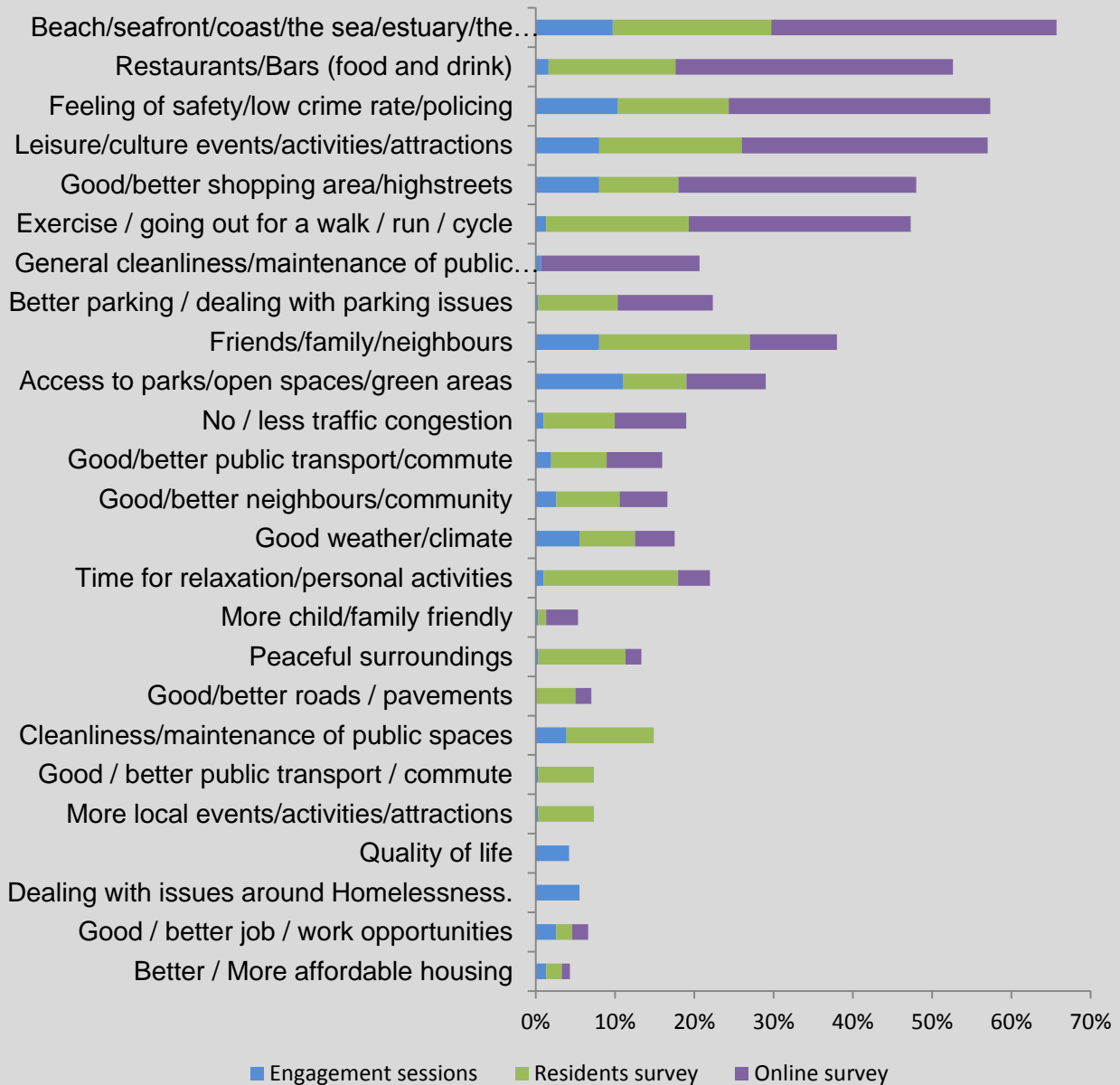




## What would make you want .... here in the future?



## Thinking about the future, what would a great day look like for you?



**Who might need to be involved?**

The word cloud below is a summary of *who* people said might need to be involved to help create their ideal Southend-on-Sea of the future.



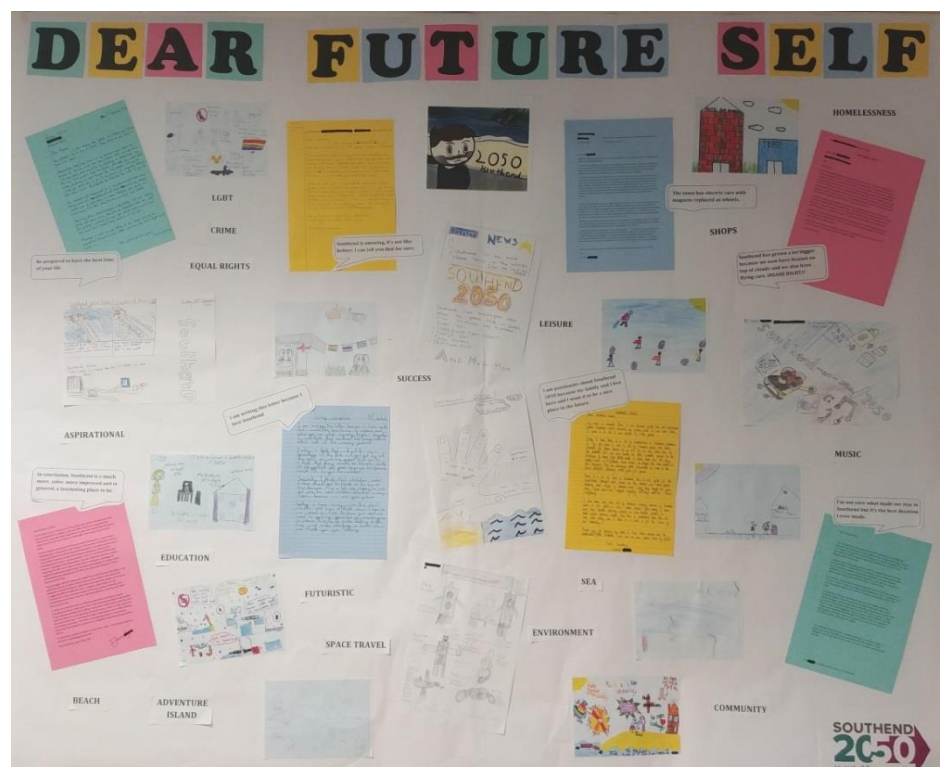
## Southend 2050 Schools Participation

The Southend 2050 competition was set up to engage young people across the borough, to be creative in expressing their views for their future in Southend on Sea. Leading on from the success of the Love Letter to Southend project that many children enjoyed, we want to invite a range of different pupils from across the schools network to actively participate in creating the vision for a future Southend in 2050. We wanted to ensure that we provided a range of opportunity to do this across the different ages and so slightly staggered the concepts for the different age groups, ensuring that the tasks set were appropriate for their ages and skill levels.

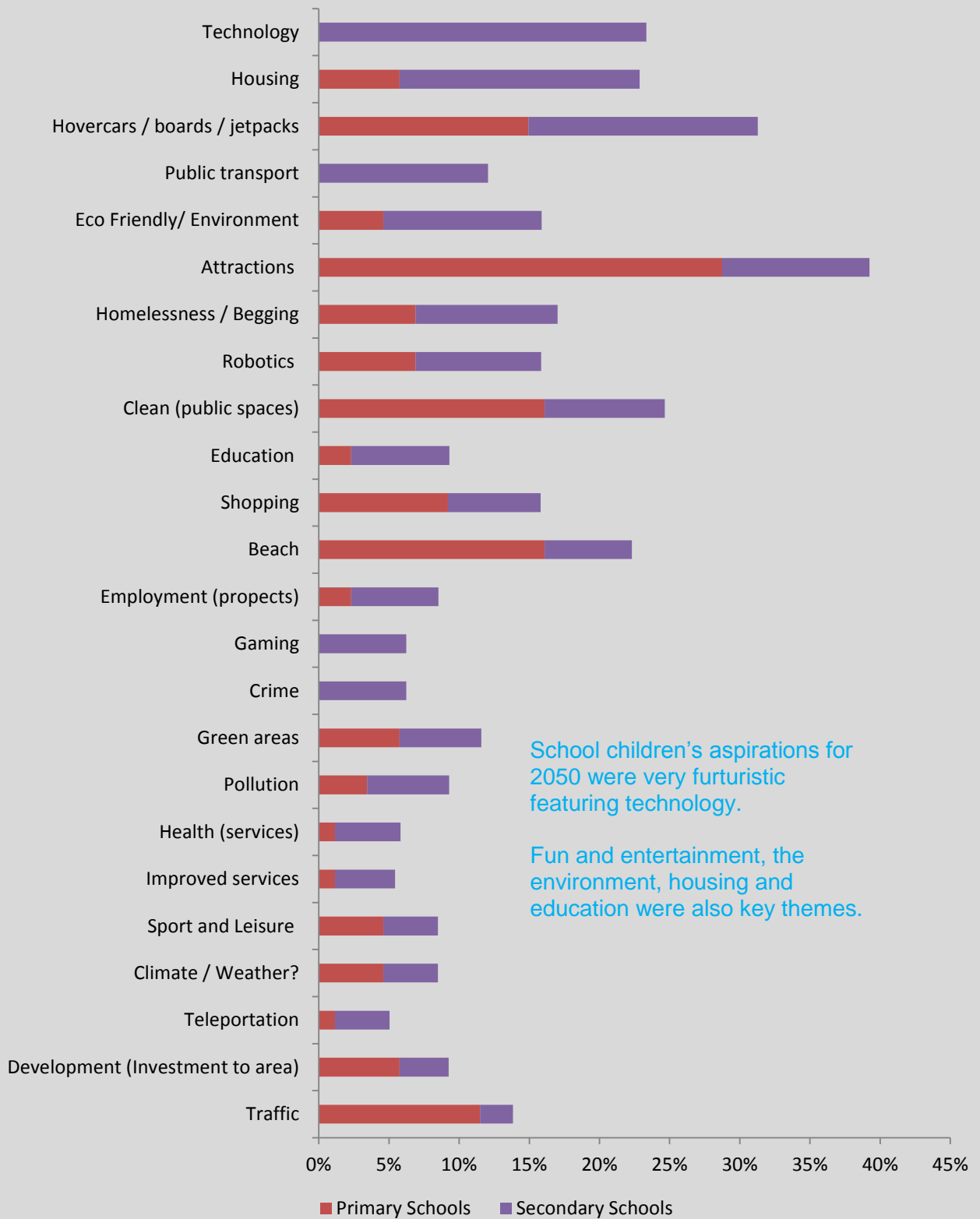
- 5-11 year olds in Primary school were asked to participate by creating their own postcards which represent their lives in Southend in 2050. We provided blank A5 postcards, which were ready for some words, poems or pictures. Whether it was painting, writing, drawing, sewing or collage, we invited pupils to get creative and tell us what they think their lives will be like in the future.
- 11-18 year olds in secondary school were asked to write a letter (A4 one sided) from their future self, exploring their lives and the town in 2050 or to create an A4 poster promoting Southend in the year 2050

The timescales for the work were set for the first 3 weeks of the new 2018/19 school term, it was agreed that this was a good time to ask for some early engagement from schools as they start a fresh year.

All primary and secondary schools were sent the information in the 1st week of September with a closing date set for Friday 21st of September. Return postage paid envelopes were provided to those sent out by post and have been offered to secondary schools who received their invites by email. We received a total 342 entries from 6 schools.



## School children's aspirations for 2050



# Highlights from the engagement events

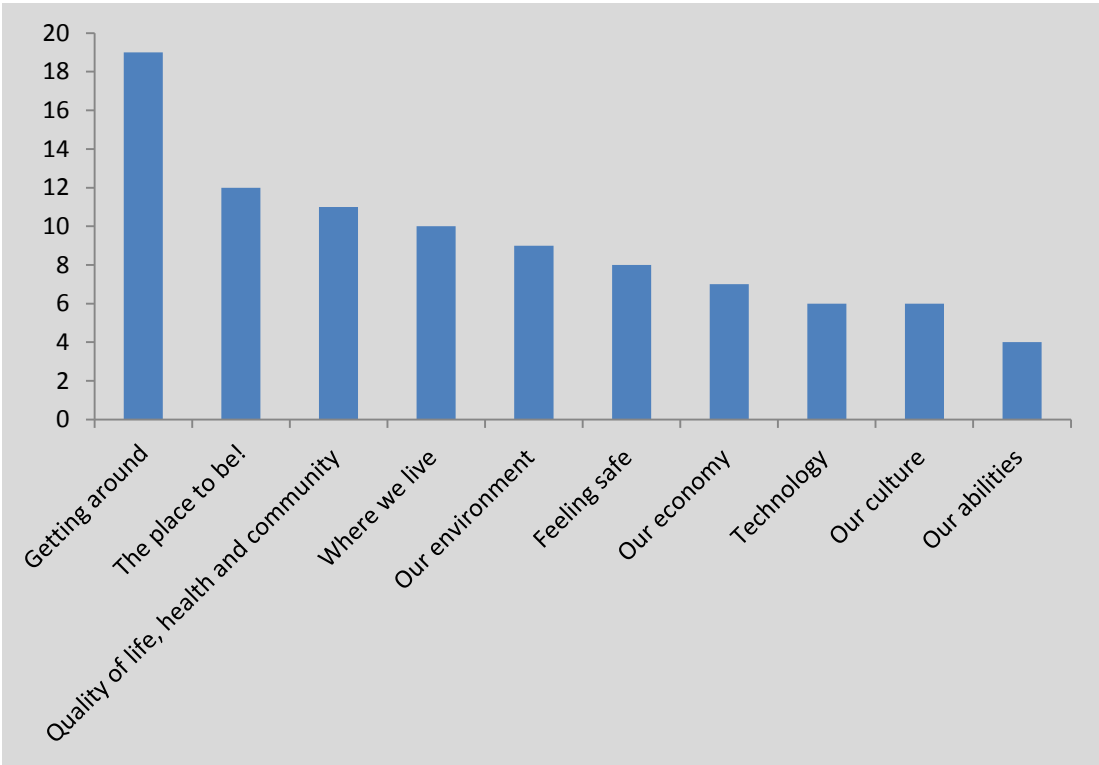
## Essex Chambers of Commerce Engagement Event

Southend Council’s Chief Executive presented Southend 2050 to approximately 60 members of the local business community.

Participants were invited to respond to the question “what are your aspirations for Southend in 2050 – what kind of borough do we want to be?”

The below reflects a summary of responses, grouped into themes in order of popularity:

- 1. **Getting around** - themes around effective transportation and accessibility
- 2. **The place to be!** - becoming a vibrant destination of choice
- 3. **Quality of life, health and community** - having quality services and connected communities that enhance wellbeing
- 4. **Where we live** - accessible housing, appropriate for everyone’s needs
- 5. **Our environment** - clean and green coast and open spaces
- 6. **Feeling safe** - less crime, more policing, feeling safe whenever and wherever
- 7. **Our economy** - vibrant, quality sustainable economy, reflected in town centre areas
- 8. **Technology** - Smart, digital, creative centre, tech driven infrastructure
- 9. **Our culture** - improved sporting and cultural status and facilities
- 10. **Our abilities** - our people are well equipped for the changing world of work



## Community Development Headspace Session

The Group were invited to select a range of images from around the borough, which represented a Southend future “where it all went right” and “where it all went wrong”. This generated lots of discussion about local assets, opportunities and challenges and helped us identify a number of aspirational themes to help inform the Southend 2050 vision discussion:

### Aspirational themes

- Facilitate the growth of businesses in the Borough
- Support cohesion across Southend’s increasingly diverse communities
- Create opportunities for young people to thrive inside/outside the classroom
- Rejuvenate the town centre and create a welcoming, community-focused environment
- Reduce reliance on cars and improve transport connections in the Borough
- Create prosperity across the Borough and ensure that large businesses play their part in supporting the aspirations of residents



## **Southend Interfaith Working Group session**

The Southend Interfaith Working Group is made up of representatives from different faith groups across the borough and meets on a bi-monthly basis. Members took part in a visioning discussion, stimulated by a range of representative visual images. Participants were invited to use the images to represent their ideal/desired future for Southend.

This generated broad discussions with several key emerging themes, including:

- Ageing population: implications as well as opportunities
- Housing need and pressures: opportunity to explore less traditional/more radical, flexible and creative solutions.
- Community: value of diversity and integrated communities + wealth of ability/resource/assets in communities – how to empower people/unlock that potential?
- Technology: people doing community differently now
- Media/comms: value and importance of positive stories, celebration / comms
- Value of quality/accessible schooling
- Getting around: be innovative with low cost travel options/solutions

A group member subsequently invited some of their congregation members to express their own sense of vision for Southend.

Themes included a future Southend-on-Sea being a place of:

- Prosperity, health and creativity - everyone is equipped and empowered to fulfil their potential and for the common good
- Good governance and noble leadership
- High employment and businesses thriving - of excellent commerce, education and technologically advanced
- Healthy families – children are nurtured – the vulnerable are protected and poverty is addressed
- Low crime - a drug free area where everyone feels safe
- Peace and calmness, where wellness thrives
- That Southend is a leader amongst cities, where people come to learn – a gateway to Europe and beyond



### **Visioning sessions x 3**

A total of fifty participants, including stakeholders, community members and council staff attended three separate Southend 2050 'interactive vision sessions'.

Participants were invited to respond to the four Southend 2050 questions:

- What would you miss most if you left Southend-on-Sea?
- What will make you want to live, shop, work, do business, stay, spend leisure time here in the future?
- Thinking about Southend in the future, what would a great day/ week/ year look like for you?
- Who might need to be involved to help create your ideal Southend-on-Sea of the future?

Responses affirmed the importance of the following:

- Quality of high street and shops / choice / independent & specialist shops
- Improving aesthetics of public spaces – people centred design - safe, clean, pleasant
- Broad partnerships - Everyone has a part to play. Community involvement (in developments)
- Our current assets are valuable – our cultural offer/events and the beach/seafront/parks etc
- All areas are important (to promote) – not just seafront / High Street
- Heritage/preservation - "Blowing our own trumpet" – making the most of our history/ assets
- Value of family/relationships/neighbours/community spirit/friendliness - Feeling safe
- More activities for family and children
- Pride for our town -
- Appropriate and affordable housing – no homelessness.
- Education, sports facilities, health – reduced GP wait times
- Easy flow of movement around the borough – proper/intentional cycling networks. Ease and affordability of parking
- Improved infrastructure to support population

## **All member engagement session**

Councillors and senior staff came together for an evening session, to imagine what a future Southend-on-Sea might be like and to consider any related implications.

A summary of key discussion themes and considerations are listed below:

Town centre areas - Economy / offer, atmosphere and culture, built environment and accessibility

Housing and growth - Planning and design, transportation, people and communities

Community safety and vulnerability - Active community, demographic change, partnerships, communication, crime-prevention

Leisure and culture - Local assets, community accessibility, creative possibilities, learning from other areas

Health and wellbeing -Getting around/active travel, quality community centred services, supporting people to live well, community resilience

Education and skills - Greater equality, life skills and lifelong learning, impact of positive community and family life as well as aspects such as housing and surrounding environment such as green spaces, physical activity, strong economy and opportunities

## **Staff engagement sessions**

A broad range of internal discussion sessions enabled staff to consider their individual and departmental roles, responsibilities and involvement in developing, sharing and participating in the Southend 2050 conversation.

These included:

- Corporate Management Team sessions
- Extended Senior Leadership Group sessions
- Public Health Team session
- Staff forums joint engagement session
- Department for Place Equalities group session
- Public Protection team session

## **Southend Business Partnership (SBP) Executive**

Project team members attended a Southend Business Partnership (SBP) Executive meeting to share an overview of the Southend 2050 conversation and invite participation. Team members subsequently delivered a Southend 2050 presentation and hosted a marketplace stand at a Southend Business Partnership Breakfast Briefing network session, engaging with numerous delegates to promote the Southend 2050 conversation.

## **Deliberative Events**

- Two deliberative workshop events were held on Saturdays in June and July, 10am-2pm, at the Civic Centre
- 50 people took part in total, recruited to reflect the make-up Southend-on-Sea population in terms of gender, age, socio-economic background and ethnicity.
- The events were led by a lead facilitator from Traverse with participants divided evenly between 3 tables, each led by a table facilitator who guided them through each activity and captured notes

### **WHAT WOULD MAKE YOU WANT TO LIVE IN SOUTHEND IN THE FUTURE?**

- Good (affordable) – helping young people to stay living locally
- A range of jobs and a prosperous place - helping young people to work locally
- 'Things to do' – facilities for different age groups, arts and entertainment venues and events
- Sense of community and things to be proud of - thriving neighbourhoods, independent businesses
- Education – good schools, diverse university courses
- Transport making it a place that's easy to get around and to get in and out of
- Safe and pleasant environment (police presence, less ASB)

### **WHAT WOULD MAKE YOU WANT TO WORK IN SOUTHEND IN THE FUTURE?**

- Grow jobs in a wider range of sectors e.g. technology and creative sectors
- Salary growth to reduce the pull of London
- Encourage business start-ups with cheap office space and start-up loans
- Businesses and education institutions working together to encourage young people to stay in the area (local firms recruiting leavers, apprenticeships, clear career progression)
- Transport that enables ease of movement
- Wider 'liveability' issues covered above e.g. safer and cleaner, more cultural amenities, attractive public spaces

### **WHAT WOULD MAKE YOU WANT TO SPEND TIME IN SOUTHEND IN THE FUTURE?**

- Well-maintained, attractive sea front
- A better leisure offer for visitors – more to do at the seafront, improved theme park and family attractions
- More vibrant town centre – better shopping offer, night life to attract young people, independent shops and restaurants
- Big annual events like the air show (lots of mentions of the air show!) plus concerts, races, other shows
- Develop the arts, cultural and heritage scene as other towns have done
- Safe and clean environment – more welcoming
- Keeping things affordable
- Making it easier to park

## MANAGING TENSIONS AND MAKING CHOICES

Participants were presented with three pairs of 'pen portraits' describing fictional local people who have different priorities on a specific topic and a fourth which described two versions of the future. These were used to focus people's minds about the sort of future they would prefer for Southend.

Each scenario was discussed by two groups.

Following a discussion, each participant was given 5 counters to place on the spectrum to indicate their preferences.



## 'A walk in the park or a foot on the ladder?'

### A walk in the park



Karen is 54 and moved to Shoebury from London nearly 30 years ago. She was glad to get away from the hustle and bustle of the big city, and has always liked the quality of life she enjoys in Southend-on-Sea, with its parks and sea front.

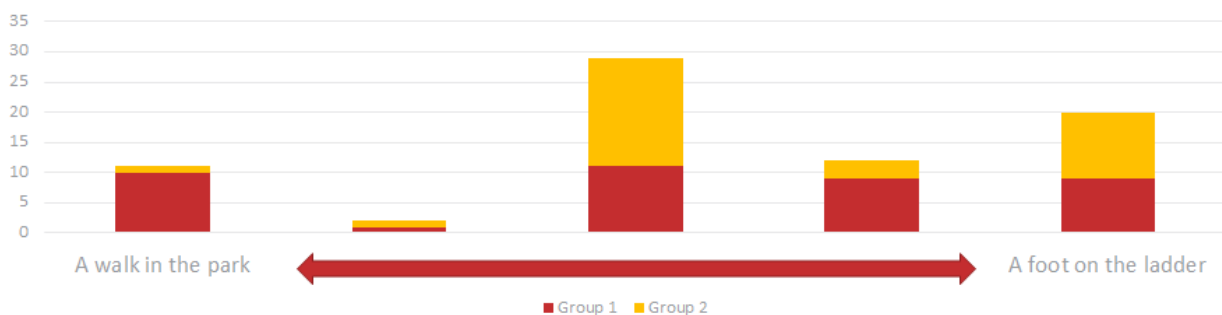
She is worried that too many new homes are being built in the borough, that the population is getting too big and that the character of the area will be ruined over time.

### A foot on the ladder



Karen's neighbour Dan is 28. After a few years renting, he and his girlfriend are living back with his parents to save money for a deposit on a flat. He'd like to stay in the area but property prices are making that difficult so they are thinking of moving away.

He wants to see more new, affordable homes being built to meet demand.



- Sympathy for both characters – needs compromise on both sides
- Younger participants more likely to sympathise with Dan and older participants with Karen
- Scepticism that affordable housing often isn't affordable enough
- General view that whilst more development is needed, the infrastructure should be put in place to match; green spaces around developments should be preserved so that people are not 'crammed in'; and for some people it was important that new development fits with local character (not 'ugly modern' buildings)

## ‘Laptops and lattes or buckets and spades?’

### Laptops and lattes



Jackie runs a small graphic design company and wants to expand, but struggles to recruit. She thinks that the combination of good rail links to London, reasonably priced office space and quality of life could attract many more professional people to move here – and set up their own businesses – if only the town could market itself differently.

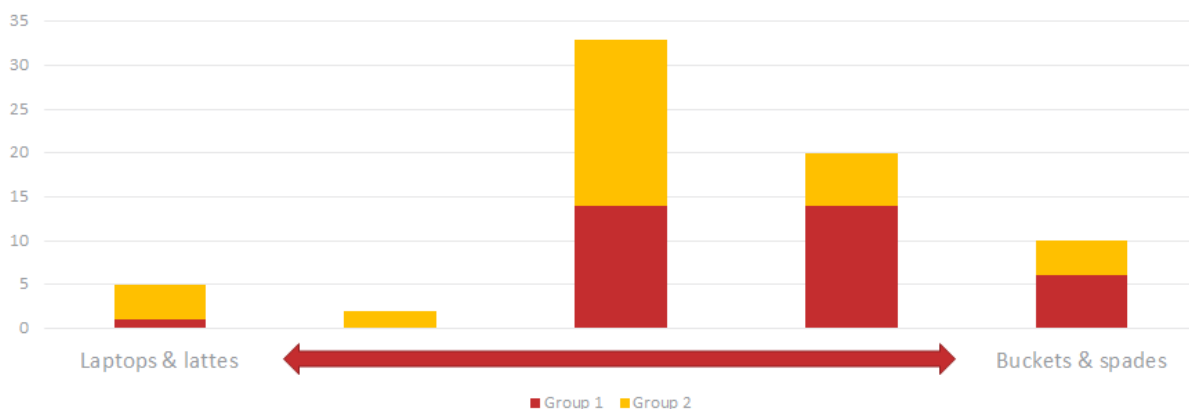
She feels that too many day-trippers ruin the area for the locals, and thinks the ‘bucket and spade’ image is out of date. She wants Southend to re-brand itself as more of a modern business destination rather than a seaside resort.

### Buckets and spades



Graham is 40 and runs an ice cream parlour on the seafront. He thinks the borough is failing to reach its potential as a destination and wants more tourists encouraged to visit Southend in the summer months.

He wants to see the town return to its heyday with crowds coming into the town to enjoy their leisure time by the beach. He thinks this will be good for the local economy and help to improve the area’s image.



- People are positive about making Southend attractive to small professional businesses like Jackie’s, but also want to see Southend work for people like Graham
- Some felt that seaside towns have a bad image – especially outside holiday season – so expanding Southend’s ‘brand’ would be positive, keeping and attracting more young & skilled people
- However, there was a strong feeling that the ‘buckets and spades’ image is part of Southend’s soul – it can’t just be ditched – and other towns (like Brighton) manage to project both images – so it did not need to be either/or – in fact there would be strength in this diversity

## ‘Gateway to the world or a haven of tranquillity?’

### Gateway to the world



Local businessman Doug wants to see Southend maximise its potential as a major transport hub for Essex by expanding activity at the airport.

He runs a manufacturing business based in the area and thinks Southend could grow its economy if businesses could get access to more overseas markets via the airport – and the improved road infrastructure to support it. This, he says, could generate skilled jobs and income for the area.

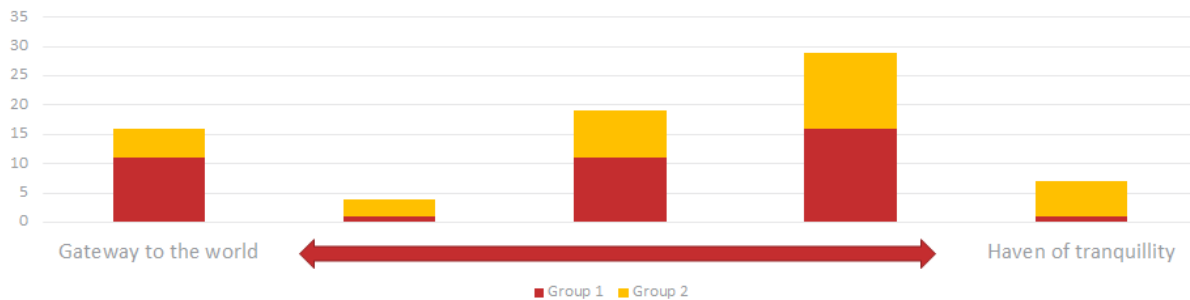
### Haven of tranquillity



Nina is a recent graduate and works for a wildlife charity. She grew up in Leigh and wants to stay in the area, even though most of her friends are moving elsewhere.

She is concerned that a marked growth in air and road traffic will increase noise pollution, impact on air quality and undermine the peacefulness of the countryside around Southend.

She also thinks that as most people travelling into Southend will go straight into London, there won't be much gain for Southend itself.



- On the one hand, people were positive about the boost to jobs and growth, and that it made sense to maximise the economic benefits of the airport
- Others did not want more pollution from expanding air travel, some feeling that the economic benefits were in any case insufficient as it makes Southend ‘a departure lounge not a destination’
- Green space needs to be protected and its benefits maximised in future.
- More divergent views on this and less obvious room for accommodating both future visions – although some talked about measures to reduce the impacts on wildlife habitats, for instance

## ‘Southend the city or a borough of contrasts?’

### Southend the city



#### 10 years in the future:

Southend on Sea is a bustling city with a growing population to match. Like other cities, it has a busy urban centre where most people live, work and socialise (and to a lesser extent, shop). There has been a lot of new residential development since 2020, mostly apartments rather than houses with gardens. Almost all the big shops have disappeared from the high street, which has been redeveloped as a mix of residential apartments with small shops, cafes, restaurants and community venues below.

Centrally located businesses benefit from having so many people living within walking distance, so the centre of Southend is buzzing round the clock. Different parts of the city have their identities, but they are clearly part of one city and see themselves as a modern, urban community. Some people feel that the friendliness and distinctiveness of the old days has gone, however.

### Borough of contrasts



#### 10 years in the future:

Southend on Sea is a borough of contrasts – and prides itself on being a place where you can ‘get away from it all’. Its different towns and neighbourhoods have retained and even enhanced their distinctive identities, with residents tending to associate themselves with their own part of the borough rather than Southend as a single entity.

Building has been limited since 2020 as local people fight to retain the character and sense of open space that is so valued. People aspire to live away from the Centre and will often spend their leisure time close to where they live – Leigh, Thorpe, Shoebury etc – whilst Southend Centre struggles to attract a mix of residents, visitors and businesses.

Total across all six groups



- Some associated the city vision with negatives – bland and charmless, not distinctive, crime, and rising house prices with some ‘left behind’. A small number reacted very strongly against the idea of Southend as a city.
- Others were very positive about the reinvigoration of Southend centre implied by the city vision, with apartments and new businesses filling current gaps to make for a more thriving, vibrant and welcoming place
- Most liked the retention of local character in the ‘contrasts’ vision – but some also thought this scenario suggested a ‘stagnant’ future that would suit retired people but would not provide the affordable homes or jobs that others would need
- Overall, participants wanted elements of both - a Southend that can grow and move with the times but which preserves local character and heritage – and they gave examples of cities which manage both, so felt it didn’t need to be a choice between the two



## **Southend Association of Voluntary Services' Thematic Group sessions x 2**

Participants at SAVS Thematic Group, which included representatives of local charities, group representatives and community members, were invited to respond to several questions:

### What would you miss most if you left Southend?

Key themes: Open spaces, character of the place, the people, facilities, location

### What we wouldn't miss:

*Lack of public transport, poor state of pavements, loss of historic buildings, provision for dogs in the town*

### Thinking about Southend in the future what would a great day look like for you?

Key priorities: Good high street, diverse things to do, quality of open spaces, ease of parking vs less congestion (contrast), improved/affordable and varied (e.g. trams & open top buses) public transport, preservation of historic buildings, safe environment (low crime)

### What role would volunteering play in your ideal Southend of the future?

Key themes: Enables innovation without being hindered by red tape, huge range of interpersonal benefits e.g. improving self-esteem/social isolation/community cohesion, supporting people into employment, huge resource with positive impact on service demand but recognising resource implications

In the second thematic group session, participants considered the future of partnership working and the role of the voluntary sector, in more depth.

## **Community Safety Partnership (CSP)**

A project team member attended a Southend CSP meeting to invite the CSP to engage in the Southend 2050 conversation and consider how they might want to be involved going forward. Members took part in a short visioning discussion, stimulated by a range of representative visual images.

## **User research conversations x 3 (in-depth resident interviews)**

Three residents participated in comprehensive interview discussions about their lives and aspirations for the borough.

Key themes of conversation were:

### Quality of life

- Love how close I am to the sea – the open feel of the area as well as how close London is. Love all the parks and open spaces
- Having moved from London, wellbeing is better in Southend - feels more positive. Life is smoother, calmer, not so fast paced/calmer

- People are friendlier (than London). By the water feels better for wellbeing. Feels like an escape from Monday - Friday work. There's a calmness, nice landscape, positive feel.
- Would miss Southend's environment and landscape, love living by the water. Been to all local parks in different areas. Park run in Shoeburyness on a Saturday.
- Quality, accessibility and equality of schools and education is important for my children

### Challenges/opportunities

- Retaining local talent, with the draw of London – could work to develop the university town environment and encourage students to remain here after studies
- Improved public transport network could help reduce congestion
- Too much reliance on tourism? What happens during the rest of the year... more focus on sustainable businesses?
- High street can currently feel intimidating - Sad about the shops closing in the town centre
- Concern about profile of homelessness/begging – can feel intimidating and put people off coming to the area
- Feeling of concern about a sense of increasing levels of crime/disrespectful behaviour – would like to feel safer
- Need more of a 'yes culture' for creative ideas – minimising obstacles and bureaucracy

### Identity

- "I prefer Southend to Brighton, has more of an identity. Feels individual. Lots of positives about Southend, lots of potential". Southend should maintain its identity despite development
- Opportunity to maximise profile through things like Jamie Oliver's TV programme
- Value of celebrating and experiencing local heritage/history (e.g. history walks etc with a by-product of connecting people) – opportunity to use various media outlets to focus on this and advertise opportunities to experience it
- Don't have to sell the idea to others of moving out of London to Southend. Has a friend that said she can see herself living here. Had a negative connotation of Southend growing up. People still have that idea if you're from London but had a friend from Kent who found it amazing and stunning. It's all in the landscape, need different things for different people. Taking people to places they don't see on a day trip. The place seems to be developing itself.
- Kids love the sea life centre and arcades on seafront. So caters for everyone. Once people come they enjoy it, residents taking people to places off the beaten track.

### Community

- Strong sense of community / people looking out for each other
- Desire to get involved/connect with other like-minded people. Passionate about the upkeep of Southend
- Value of communications and advertising to let people know what's going on in the borough and how to get involved

### Economy

- Opportunity to explore different approach to increase quality/occupancy in high street areas
- Importance of moving with the times. Most shops are closed by the time commuters arrive back in town, but people want to support local businesses – opportunity for selective late night openings?
- Exciting to see all the redevelopment on Victoria Avenue – would like to see similar exciting regeneration in Southend High Street – perhaps less concentration on shops and more on activities

### General

- I think it's great having these visions for 32 years' time and trying to address the here and now and seeing how things transpire
- Airport is such a strength - so accessible and easy

## **Networking and cake event at the Hive**

Project team members hosted a 'Networking and Cake' event at the Hive, which involved numerous local business representatives. Following a Southend 2050 presentation from the Council's Chief Executive, project team members engaged with participants to highlight the various ways to be involved in the Southend 2050 conversation.

## **Figuring it out group LGBTQIA**

This was a great little group to interact with, they were particularly enthusiastic about inclusive communities and how we all need to work better together. This group were animated about the message that more people need to be involved that 'care' and that 'acceptance' is a key attribute that it wants Southend to have in the future.

## **Healthy Schools**

We attended the Healthy Schools network meeting to share the narrative for the Southend 2050 work and the links for the online engagement tools. The information was well received and the network agreed that it would be beneficial to identify an activity to specifically engage children and young people through the schools, colleges and SLN. Further information was released to the group throughout the summer and their input helped us to develop the schools art and writing competition.

## London to Southend Classic Car Run

We had a good response at the event, people were willing to stop and chat for a few minutes, and it was a good event to move around the crowd whilst they wandered through the amazing cars. We had a range of conversations that produced some rich responses.

- 19 Residents responded
- 14 Visitors responded
- 8 respondents identified that they had a younger family
- 8 respondents identified that they were between the ages of 12-19
- Many people identified that they would miss their family, friends and homes
- Shops, travel, the high street and safety were all reoccurring themes across the responses

## Southend Youth Council (11-18's)

It was an exciting session with the Youth Council members engaging well with the pictures of Southend and raising some valid points about the look and feel of Southend as well as observing that some images can be perceived as both negative and positive dependent of the personal perspective. Pictures that were particularly popular during the exercise represented parks, open spaces, the seafront and the high street. Those that created particularly discussion were those of rubbish, drug paraphernalia and the voting smoking bins. Themes that came out of the engagement work include safety, community transport, future jobs and youth involvement.



## Project 49 Visioning & Engagement Sessions

This was a fantastic audience for the project to engage with; at times we had to think innovatively, often using pictures, emoticons and other tools to ensure that conversations were grounded and that the audience had a clear understanding of what was being asked.

We had a fantastic response from the group sessions, with conversation often being aided by each of the participants and with that focus carrying the conversation through.

It was clear that many people were passionate about the town centre and high street and were concerned about what would be there in the future. As a place to go and be the beach and pier raised much pride and passion amongst the comments, often being a focus for events and activities for them. The participants are a particularly active group and wanted to ensure that Southend provides a range of activities and facilities across the borough to enable them to live as independently as possible. Families, carers, communities and services that provide them with support were mentioned often and are clearly central to the safety and development of adults with learning disabilities. Being able to live independently was also the focus of many comments, and an active concern for now and for the future. Transport and safe roads was a reoccurring theme across the feedback and a subject that raised particular passion and comments, accessibility, safety and timing were all areas covered in comments on transport and roads.



### **30 Minutes to the Future sessions x 3**

These drop in sessions provided an opportunity for people to find out more about Southend 2050, to reflect on their own aspirations for the borough and consider how they might like to be involved in the conversation going forward. One attendee went on to participate in one of the User Research in-depth Southend 2050 resident interviews.

### **Don Giovanni Live screening**

The crowd were actively engaged in their social conversations often included friends and family in the conversation and their responses. The seafront, the pier and the parks were a focus for what many would miss if they left Southend. There was definitely a want from the respondents to have more activities (physical, social and cultural) and more things to do for working age people across the area and that we need to move forward to foster and nurture more community spirit. Community Safety, support for the older generation and transport around Southend were also key themes raised

### **Learning Disability Partnership Forum Visioning Session**

With the service users, current activities and the support they receive are important to them and are key to their ability to live as independently as possible, in fact they would like to attend more activities and would like to ensure that LD service users continue to get these opportunities in the future.

It was also identified that looking to the future that the towns local utilities such as the seafront, the high street and the green spaces are all important to this key audience and that the use of these local facilities is again a key part in being as independent as possible.

Transport and travel was a key aspect of the conversations, there was some positive feedback but also some comments around improving the road safety and key bus links, it was agreed that it can be difficult and time consuming to travel across the borough.

The ability to work and to be supported to do so created some good discussion on some tables, people wanted to be able to live and work locally to ensure a good quality of life and to achieve balance between home and work lives.

### **Southend Hospital Engagement Session**

The interest shown by NHS staff was really positive to see, as they took the time to give thoughtful responses, or took information cards to complete at home. As some respondents were in intergenerational groups, it was encouraging to see them engaging in conversations, in the café, about Southend and where they saw the future going. When asked what the participant would miss about Southend, 'family/friends' was a common response. Although this has been a common answer across our engagement



events, it may be more prevalent in the hospital as most people we interacted with were there for their friends/family.

Transport and the facilities across Southend were also common themes in the responses gathered, particularly the issues around the current shopping provision in the high street. Future concerns were expressed around education and job opportunities.

### **Southend Carnival Beer Festival**

This was an interesting audience for the project to engage with; the conversations were lively and emphatic, providing some interesting and honest answers to the questions. Those engaged were passionate about the spaces around them and how we can maintain these effectively in the future, protecting our natural resources and beauty spots. There was reoccurring comments on family friends and community being an important part of peoples futures as well as a focus on travel and transport, particularly the movement of traffic across the town at peak periods.

### **Children's Carnival Day**

This was a great planned event to attend, slightly dampened by the damp start but it brightened up, there were around 80 families in attendance who were all busy at the stands, stalls or watching the performers. Most respondents felt that they would miss the area they lived the sea, their family friends. They wanted to see more accessible activities for families and safer communities for the future, transport and the flow and movement were also a concern, as well as the high street.



## **Age Concern 50+**

We really enjoyed engaging with such an active audience that had a lot of opinions and views on Southend. Although all participants enjoyed the clubs at Age Concern, all mentioned that they would like more activities – both physical and social – for their age group. Regularly, the desire for intergenerational groups surfaced, where some favourite past activities included shows with the local college.

There were mixed opinions on the public transport in Southend, were some believed that the borough has good bus services/routes, while others thought buses were too crowded and didn't accommodate to the elderly.

Almost all participants also spoke about the shops in Southend. Many believed that there wasn't enough variety (a common response across a range of topics, where similarly activities should be more varied). They wished for more traditional shops that reminded them of their past in Southend.



## Southend Carnival

Three staff members were stationed at City Beach approaching people visiting for the Carnival. More cards were handed out than the number of responses collected, as many local residents wanted to really think about the quality of their response so opted to return their response cards via the drop in boxes stationed at all Southend Libraries. The duration of collecting responses was approximately 1 hour 45m, finishing as onlookers attentions were focused toward the noise of the oncoming Carnival procession.

This engagement activity also served as a campaign to raise awareness to the 2050 conversation in the form of Southend 2050's own float. The float was a visual representation of Southend's past, present and future, inviting people to join the discussion about the future of Southend (Mention quotes attached to float and the 'back to the future' style banner to the rear of the lorry).



The feedback collected on the night was from a mixture of residents and visitors. Comments were particularly focused on activities across Southend, including the previous airshow and more activities for families to participate in parking and accessibility was a key feature for both residents and visitors. Crime reduction and community safety were priority subjects and all felt that there needed to be more working together of police, the council and other key organisations to achieve a better Southend in the future.

## Children's Centres and A Better Start

It was a pleasure to attend such a variety of different sessions across the 2 organisations, parents were welcoming and open to talking about their aspirations, particularly for their children heading into the future. The responses gathered focused very much on the facilities across Southend, people would miss the beach and the seafront. People were quick to praise groups and services such as ABSS and the children's centres and want to ensure that projects like this continue to support children and families into the future. Safety came out as a clear theme, people want to know that issues around antisocial behaviour, drug use and homelessness are a priority to be dealt with. Transport across the borough was another reoccurring theme, with many feeling that the local transport systems need to be improved to become more timely and usable. There was a focus from some respondents on services for children with SEN and Autism and a need to provide consistent support and information for families to live successfully and independently.



## **Age Concern AGM**

What emanated from the meeting was an overwhelming enthusiasm and passion for the community. It was also noted recognition for self-ownership of health and wellbeing matters, made possible when supported from grass roots organisations and key partners. That empowerment is achievable given the right tools, and a new society that recognises their portion of responsibility in their own care.

Amid conversations circling the room a geographical pride and sense of community spirit was unavoidable presence, from repeated comments I soon realised that Southend is a fairly unique in its drive to use community groups as a key tool in enabling and effecting positive change for their community. All spoke with passionate accounts of the need to improve various elements of Southend but each with a vested interest and sense of ownership in matters evidently close to their hearts.

The meeting was rather constructive in its suggestions for improvement as many recognised the Councils limitations and contributing factors as society changes on the whole. It was great to hear the shared experiences of those comparing geographical positives and negatives for the town of Southend, and also understand in relation how those changes have had their impact over the course of many years.

Another key vibe from this group was not only the great understanding of the constraints in reaching a 'perfect' Southend, but for the level of tolerance those attending had for difference in their community and in turn, the need for all differing groups to work together for a prosperous future.

## **Business Improvement District (BID) workshop sessions**

The Southend 2050 conversation was introduced to BID members at their meeting in June 2018 by Southend Council's Strategic Director, Transformation. BID members agreed that they would like to engage further in the conversation and a date for a more in depth session was arranged for 5th September 2018. The 5th Sept session used a range of imagery to promote discussion and explore future aspirations and present concerns for Southend-on-Sea. BID members and representatives, local business owners and staff, stakeholders, Southend Council officers (who provided session facilitation) attended the session.

### **Here and now**

- Struggling with an aspirational future vision when it feels like there is so much that needs urgent attention in the here and now – Importance of 'quick wins'
- Brexit implications

### **Community, safety and atmosphere**

- Generally, people want to create a sense of community
- Homelessness/rough sleeping and nuisance street begging + associated anti-social behaviour is becoming known outside of Southend
- Crime, anti-social behaviour - lack of Police presence/support



### **Transport, traffic and parking**

- Positivity about the airport – could there be a Crossrail connection?
- Feeling that issues with traffic flow (A130 and A127) and parking are affecting tourism – importance of maximising footfall – suggestion of some time-limited free parking areas around the town centre to encourage footfall
- It's becoming difficult to attract and retain base wage/extended hours town centre staff in view of public transport running times and costs plus expanded parking permit-restricted areas and increasing parking charges

### **Design, development and infrastructure**

- A sense that the Town Centre, being designed in the 1960s, needs to evolve to cater to the needs of now – spatial issues/sense of need for more open space
- Projected populations and the impact on housing, schools and infrastructure
- Planning applications - long drawn out process

### **Attracting people**

- The Seaside! Need this to be our anchor. Sense that the seafront is our biggest asset
- We need to be open to change, stop shutting ourselves off to (sometimes radical) ideas.
- Developing a unique Southend
- Londoners moving to Southend – but tourists and visitors complain.
- People move to Southend, but work in the City.
- Need for improved social aspects for Southend
- Fears that in 2050 Southend will be a ghost town (businesses closed)
- Hotels – we need a better class

### **Working together**

- Recognition of Council's limitations.
- Desire to be genuinely heard and included – to develop a culture of listening.
- Feeling that older people need to be more open to change and the future.



## **Southend SOUP event**

This was a useful audience for the project to engage with; the group was lively and passionate, providing some interesting and unique answers. As people already interested and active in their communities the answers given often reflected their understanding of the need to work together and share responsibility and ideas. There was a clear sense of needing to progress and update as a town but also of reflection on positive aspects of life that Southend had given them over the years. The sea side was a prominent feature in the comments and there was a clear want to make the most of this unique feature, as well as all of the other open spaces across the borough such as the parks. The town centre was clearly creating some concern amongst the respondents, and it's clear that some new thinking needs to be applied to improve people's perception of the space and their use of it. Finally the group portrayed a sense of pride in the town across the comments, recognising that although there is opportunity for improvement there is also a need to celebrate and share some of the positive aspects of Southend.

## **Southend Health and Wellbeing Board (HWB) and NHS Southend Clinical Commissioning Group (CCG) Governing Body**

Southend Health and Wellbeing Board (HWB) partners were invited to engage in the Southend 2050 conversation in a letter from the HWB Chair and accompanying YouTube video invitation from the Councils' Chief Executive in early summer 2018.

A subsequent follow up discussion happened at September's HWB meeting in which the HWB was invited to consider how they might like to continue to engage in the ongoing conversation and also, what might be the longer term implications of the work for health and wellbeing in Southend-on-Sea.

A project team member shared an update on the process and progress of the Southend 2050 work at a subsequent NHS Southend CCG Governing Body meeting, inviting the CCG to continue to engage in the ongoing Southend 2050 conversation.

## **Southend Pier Visitor Information Centre August – September**

For those that did contribute, it was refreshing to know that the Pier is still a valued attraction to Southend, and also that community are incited as those needed to create an ideal vision Southend for 2050.

### **Highlights -**

- The value of family and friends
- Culture / Community
- Safety / Policing
- Housing / Employment
- Parking

## **Southend Libraries**

Overall it was great to get a good mix of views about Southend from across the Borough. Clearly some areas have a different view about where they live in comparison to others, but it is evident that people have an appreciation for their varied surroundings and mixed environment – The sea, green spaces. People view the importance of leisure and social and outdoor activities in their lives and are keen to improve not just the visuals of their everyday places but to improve the standard of services that they are getting. The role of communities, police, Government, travel industries and local businesses in creating an idea Southend shows that groups from all areas are viewed as important if Southend is improve identified issues such as crime, drug misuse and homelessness.

## Directory of Engagement

Name of event	Audience	Type of event	Date	Numbers attending
Essex Chambers of Commerce Engagement Event	Businesses	Workshop	30/1/18	60
Extended Senior Leadership Group Session	Staff	Workshop	14/02/18	40
Community Development Headspace Session	Staff	Workshop	07/03/18	20
Southend Interfaith Working group session	Faith Groups	Workshop	15/03/18	10
Public Health Team Planning session	Staff	Workshop	30/04/18	30
Visioning session 1	Staff, partners and community representatives	Workshop	21/05/18	9
All member engagement session	Councillors and Senior staff	Workshop	04/06/18	50
Visioning session 2	Staff, partners and community representatives	Workshop	04/06/18	21
Staff forums joint engagement session	Staff	Presentation, discussion	08/06/18	2
Visioning session 3	Staff, partners and community representatives	Workshop	12/06/18	21
Department for Place Equalities group	Staff	Workshop	13/06/18	8
Southend Carers and Cake Information Morning (Project 49)	Residents, Local Service providers	Public event, engagement	13/06/18	20
Southend Business Partnership (SBP)	Businesses	Presentation and discussion.	14/06/18	20

Executive				
Southend Business Partnership (SBP) Business Briefing	Businesses	Presentation and market place stand	14/06/18	100
Deliberative event 1	Selected representative community members	Workshop	16/06/18	24
SAVS thematic group session 1	3 <sup>rd</sup> Sector Partners and volunteers	Workshop	27/06/18	15
Deliberative event 2	Selected representative community members	Workshop	07/07/18	24
Community Safety Partnership	Partners	Presentation, discussion	10/07/18	10
CMT Walk and talk session	Senior staff	Workshop	31/07/18	6
SAVS thematic group session 2	3 <sup>rd</sup> Sector Partners and volunteers	Workshop	08/08/18	15
Public protection team engagement session	Staff	Workshop	08/08/18	25
User Research Conversation 1	Residents	In depth interview	01/08/18	1
User Research Conversation 2	Residents	In depth interview	04/09/18	1
User Research Conversation 3	Residents	In depth interview		1
Networking and cake event at the Hive	Businesses	Public event, engagement	25/05/18	30
Figuring it out group LGBTQIA	Residents, Local Service providers	Public event, engagement	27/06/18	7
Southend BID Meeting	Businesses		28/06/18	40
Little Heroes Parent	Residents, Local	Public event,	29/06/18	6



Peer Support Group	Service providers engagement			
Healthy Schools	Residents, Local Service providers		29/06/18	10
London to Southend Classic Car Run	Residents, visitors	Public event, engagement	01/07/18	60
Engagement Meeting NHS	Residents, Local Service providers		02/07/18	18
Southend Youth Council (11-18's)	Young people	Public event, engagement	04/07/18	21
30 Minutes to the Future session	Staff, residents	Drop in	04/07/18	5
Service User Engagement Morning (Project 49)	Residents, Local Service providers, vulnerable groups	Workshop	05/07/18	20
30 Minutes to the Future session	Staff, residents	Drop in	06/07/18	1
30 Minutes to the Future session	Staff, residents	Drop in	09/07/18	2
Don Giovanni Live screening	Residents and visitors	Public event, engagement	12/07/18	12
Project 49 Visioning & Engagement Session	Residents, Local Service providers, vulnerable groups	Public event, engagement	13/07/18	1 2
Project 49 Birthday and Wellbeing Day	Residents, Local Service providers, vulnerable groups	Public event, engagement	13/07/18	45
LDPF Visioning Session	Residents, Local Service providers, vulnerable groups	Public event, engagement	30/07/18	36
Southend Hospital	Residents,	Public event,	02/08/18	14

Engagement Session	visitors, Children and adults with disabilities (all ages) carers, parents.	engagement		
Project 49 Visioning & Engagement Session	Residents, staff, Local Service providers, children / adults with LD, carers, parents, children and adults with mental health issues	Workshop	09/08/18	20
Daddies Takeover Day	Residents, Local Service providers, working aged adults, children with LD, parents 0-5, 6-18, children with mental health issues	Public event, engagement	11/08/18	10
Southend Carnival Beer Festival	Residents, visitors, local businesses	Public event, engagement	12/08/18	40
Southend Hospital Engagement Session	Residents, visitors, Children and adults with disabilities (all ages) carers, parents.	Public event, engagement	14/08/18	15
Children's Carnival Day	Residents, visitors, Local Service providers, local businesses, Children with LD, children and young people, parents, carers	Public event, engagement	15/08/18	25
Age Concern 50+	Older people,	Public event,	16/08/18	14

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	carers, disabilities, volunteers	engagement		
Southend Carnival	Residents and visitors young / old	Public event, engagement	18/08/18	1120
A Better Start Southend Stay And Play Event	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	22/08/18	
Summercourt Children's centre fun day for ABSS / family action	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	29/08/18	90 across all sessions
Blenheim Children's Centre	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	10/09/18	
Prince Avenue Children's Centre	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	12/09/18	
Eastwood Children's Centre	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	13/09/18	
A Better Start Southend Nature Trail Westcliff	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	30/08/18	14

Age Concern AGM	Residents, Local Service providers, local 3 <sup>rd</sup> sector organisations, Adults with disabilities, carers, older adults	Public event, engagement	04/09/18	60
BID workshop sessions	Residents, local businesses, service providers, staff	Members event, engagement	05/09/18	13
Southend SOUP event	Residents, Working age adults, parents	Public event, engagement	08/09/18	25
Southend Health and Wellbeing Board	Partners	Presentation and discussion	19/09/18	20
NHS, Southend CCG Governing Body	Partners	Presentation and discussion	26/09/18	18

# Residents' Survey 2018

Southend on Sea Borough  
Council

## Key Findings



Understanding  
People.

## Presentation Content

Background

Southend as a place to live

Community interactions

Southend 2050

Southend Council

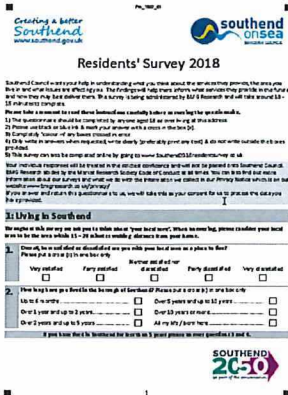
Work and employment

Housing

Health



# Methodology



A random sample of 5,000 Southend residential addresses was drawn proportionally by ward for use in this research

Each address was sent a paper questionnaire with a freepost return envelope along with details of how the survey could be completed online

3 weeks after the initial mail out a reminder mailing was sent to non-responders containing a second copy of the questionnaire. Fieldwork ran between 20<sup>th</sup> June and 1<sup>st</sup> August 2018

1,239 surveys were returned, equating to a 25% response rate. 129 of the surveys were completed online (10% of the total)

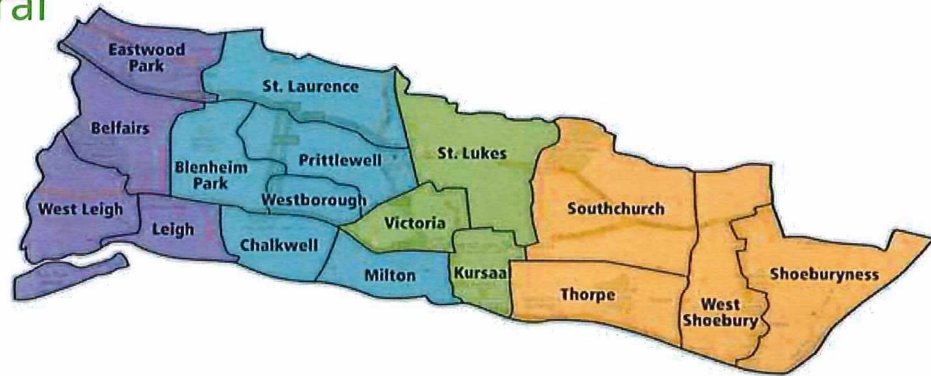
To eliminate the effect of differential response rates by geography and demographic groups, the final data has been weighted by ward, age, gender and ethnicity using the latest population data

# Confidence intervals and analysis

- The sample of 1,239 residents has a maximum confidence level of +/-2.77 at a 95% level of confidence. This means that the borough level results from this sample are no more than 2.77%-percentage points different to the results that would have been achieved from a census of the borough population.
- Statistically significant variations are referenced throughout this analysis and are shown by figure that are bold and underlined or with a circle. These differences have been identified using the t-test. Where the groups being compared are binary e.g. males vs. females the significance is against the opposing group. Where significance testing has been applied across multiple groups e.g. age bands, the significance shown is against the total sample (e.g. residents aged 75+ are significantly more likely than the borough average to...).

Analysis based on these localities features throughout this report to assist with identifying spatial variations in satisfaction and priorities

- West
- West Central
- East Central
- East



The data can also be split by ward. However, as the sample bases at ward level are below 100, ward level analysis is not statistically robust.

## Acorn data has been appended to the dataset to assist with segmenting the survey responses

Acorn is a powerful consumer classification that segments the UK population. By analysing demographic data, social factors, population and consumer behaviour, it provides precise information and an understanding of different types of people.

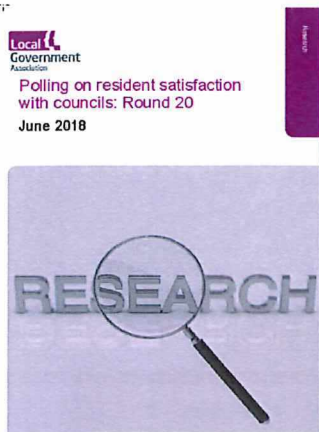
Sample sizes are sufficient within the residents' survey data to review responses among the following groups:

- Affluent achievers
- Rising Properties
- Comfortable Communities
- Financially Stretched
- Urban Adversity

Group	Type	Description	
<b>1 Affluent Achievers</b>			
A Lush Lifestyles	1	Exclusive enclaves	
	2	Metropolitan money	
	3	Large house luxury	
	B Executive Wealth	4	Asset rich families
		5	Wealthy countryside commuters
		6	Financially comfortable families
		7	Affluent professionals
		8	Prosperous suburban families
	9	Wealthy edge of towners	
C Mature Money	10	Well-to-do villagers	
	11	Settled suburban, older people	
	12	Retired and empty nesters	
13	Home-owning downsizers		
<b>2 Rising Prosperity</b>			
D City Sophisticates	14	Townhouse cosmopolitans	
	15	Younger professionals in smaller flats	
	16	Metropolitan professionals	
	17	Socialising young renters	
E Career Climbers	18	Career driven young families	
	19	First time buyers in small, modern homes	
	20	Mixed metropolitan areas	
	21	Mixed metropolitan areas	
<b>3 Comfortable Communities</b>			
F Countryside Communities	21	Farms and cottages	
	22	Larger families in rural areas	
	23	Owner occupiers in small towns and villages	
G Successful Suburbs	24	Comfortably off families in modern housing	
	25	Larger family homes, multi-ethnic areas	
	26	Some professional families, owner occupied neighbourhoods	
H Steady Neighbourhoods	27	Suburban semis, conventional attitudes	
	28	Owner occupied terraces, average income	
	29	Established suburbs, older families	
I Comfortable Seniors	30	Older people, neat and tidy neighbourhoods	
	31	Elderly singles in purpose-built accommodation	
	32	Educated families in terraces, young children	
J Starting Out	32	Educated families in terraces, young children	
	33	Smaller houses and starter homes	
	33	Smaller houses and starter homes	
<b>4 Financially Stretched</b>			
K Student Life	34	Student flats and halls of residence	
	35	Term-time terraces	
	36	Educated young people in flats and tenements	
L Modest Means	37	Low cost flats in suburban areas	
	38	Semi-skilled workers in traditional neighbourhoods	
	39	Fading owner occupied terraces	
	40	High occupancy terraces, many Asian families	
M Striving Families	41	Labouring semi-rural estates	
	42	Struggling young families in post-war terraces	
	43	Families in right-to-buy estates	
	44	Post-war estates, limited means	
N Poorer Pensioners	45	Pensioners in social housing, semis and terraces	
	46	Elderly people in social rented flats	
	47	Low income older people in smaller semis	
	48	Pensioners and singles in social rented flats	
<b>5 Urban Adversity</b>			
O Young Hardship	49	Young families in low cost private flats	
	50	Struggling younger people in mixed tenure	
	51	Young people in small, low cost terraces	
P Struggling Estates	52	Poorer families, many children, terraced housing	
	53	Low income terraces	
	54	Multi-ethnic, purpose-built estates	
	55	Deprived and ethnically diverse in flats	
	56	Low income large families in social rented terraces	
Q Difficult Circumstances	57	Social rented flats, families and single parents	
	58	Singles and young families, some receiving benefits	
	59	Deprived areas and high rise flats	



# Benchmarking sources



- Satisfaction with the local area
- Feelings of safety during the day and after dark
- People of different backgrounds getting on well
- Haringey Council keeping residents informed about the services and benefits it provides

**NatCen**  
Society Research that works for society

## Fragmented Communities?

The role of cohesion, community involvement and social mixing

Authors: Kelly Sprake and Sarah Topping  
Date: March 2018

- People of different backgrounds getting on well
- Sense of belonging to community
- Interactions with neighbours

## A mixture of households responded to the survey

Q29. Which of the following categories best describes the people living in your home?



One adult aged under 60 (12%)



One adult aged over 60 (17%)



Two adults both under 60 (17%)



Two adults, at least one aged 60+ (18%)



One parent family with children, with at least one under 16 (5%)



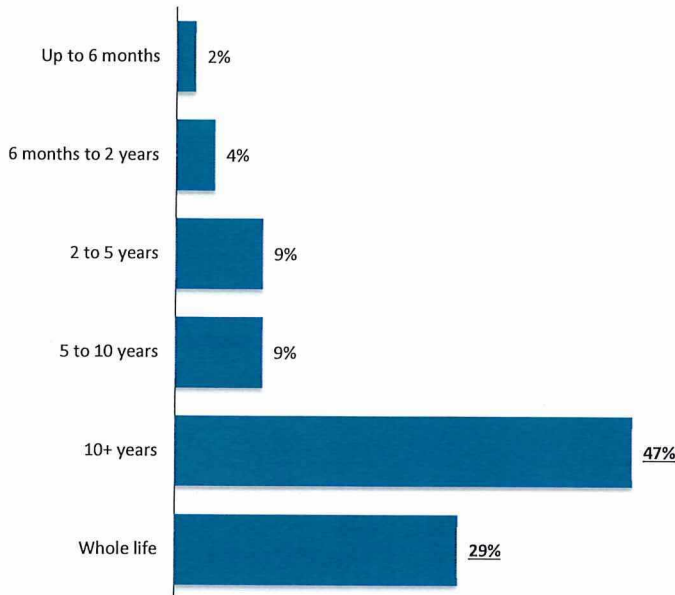
Two parent family with children, with at least one under 16 (19%)

**Other = 12%**



Population stability – Just over three in four residents (78%) have lived in the borough for over ten years. 6% have arrived in the borough within the last 2 years

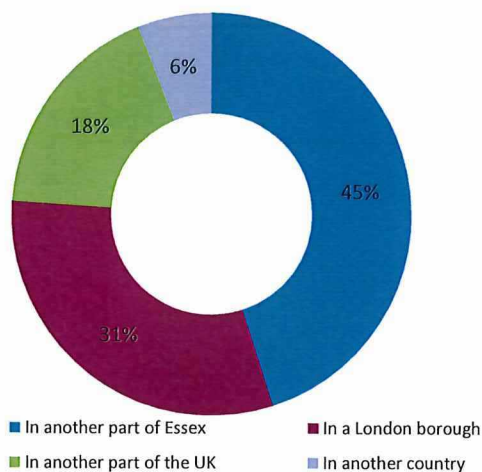
Q2. How long have you lived in the borough of Southend?



Unweighted sample base: 1242

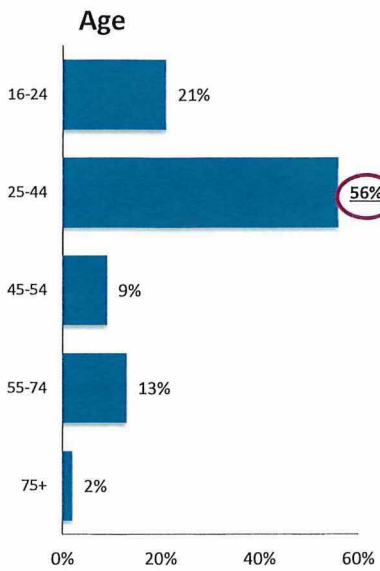
Origin of new arrivals – just under half of arrivals in the last 5 years came from another part of Essex, with a further third coming from a London Borough. Just over one in twenty (6%) came direct to Southend from another country

Q3. Before living in Southend did you live...? Base: Where lived in Southend for less than 5 years

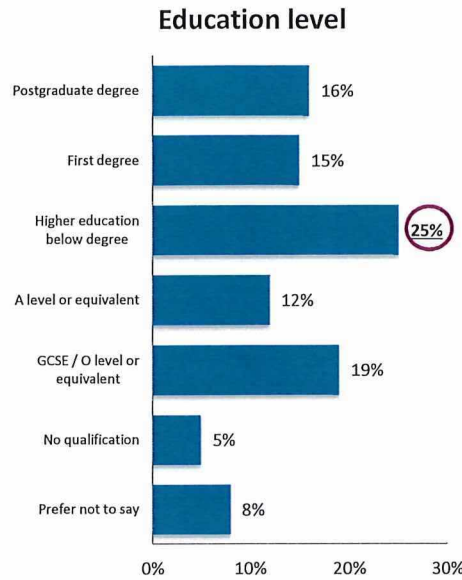


Unweighted Sample Base: 139

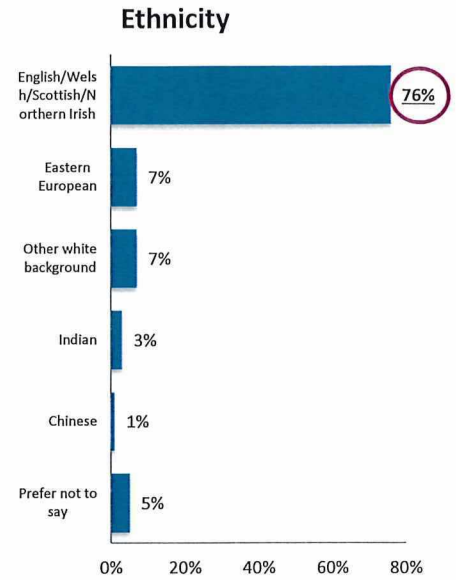
# New arrivals within the last two years tend to be younger, well educated and white



Q41. What was your age on your last birthday? (Where length of time living in Southend is 0-2years) Sample: 47



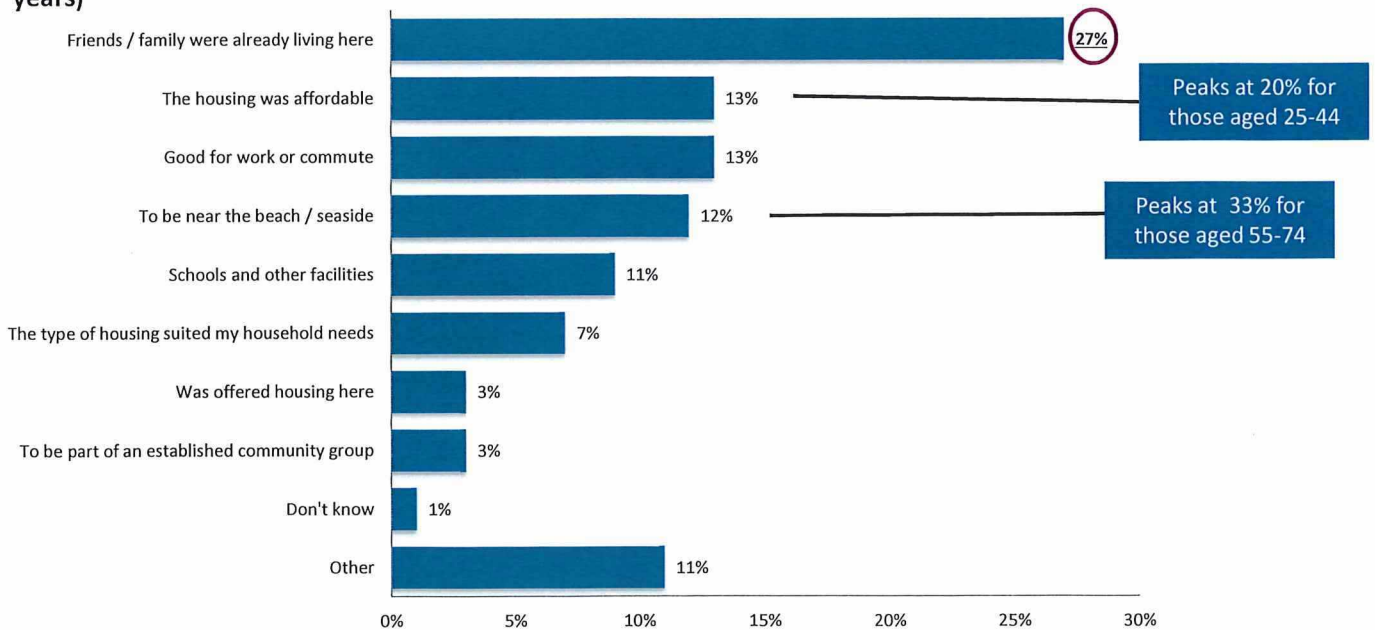
Q17. What is the highest educational qualification you have obtained? (Where length of time living in Southend is 0-2years) Sample: 47



Q44. To which of these groups do you consider you belong to? (Where length of time living in Southend is 0-2years) Sample: 49

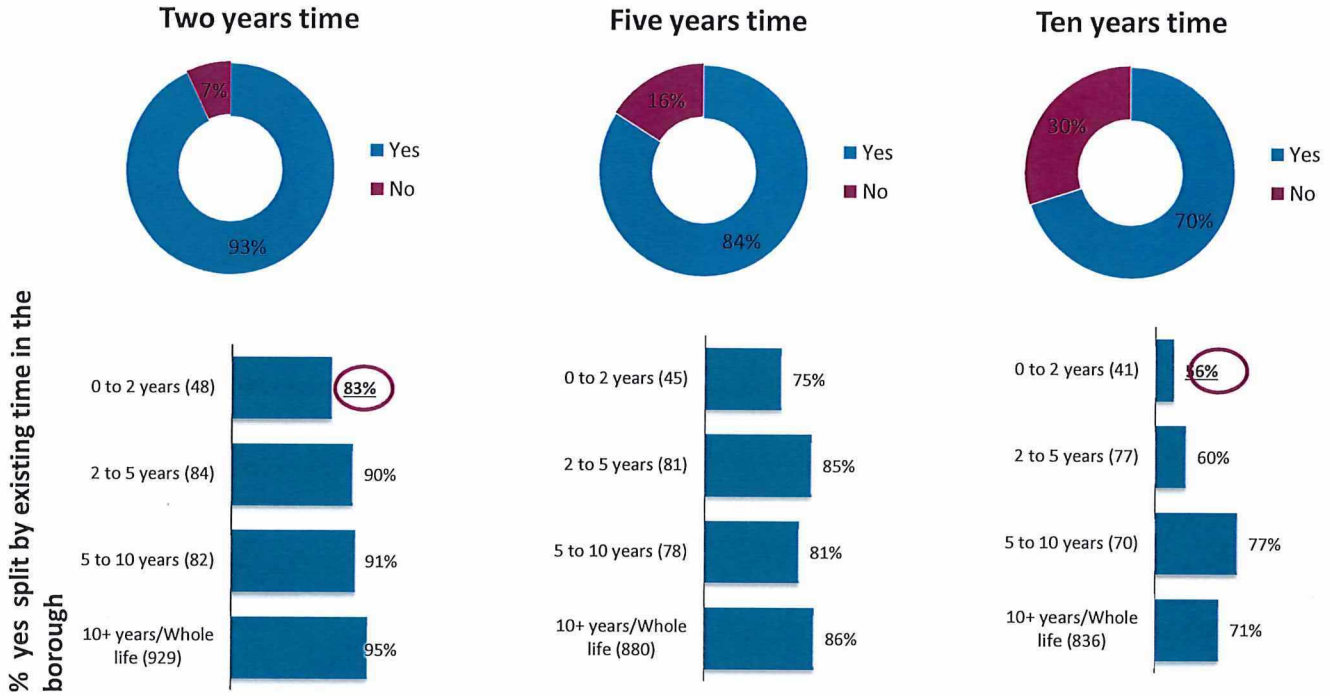
Friends and family were the most commonly mentioned single reason for moving to Southend (27%). Affordable housing, convenience for commuting and a seaside location are also key pull factors

Q4. Which of these reasons best describes why you came to Southend? (Where arrived in last 5 years)



Only half (56%) of those who have arrived in the borough in the last two years anticipate being a Southend resident in ten years time, suggesting that in the long term further population turnover is likely

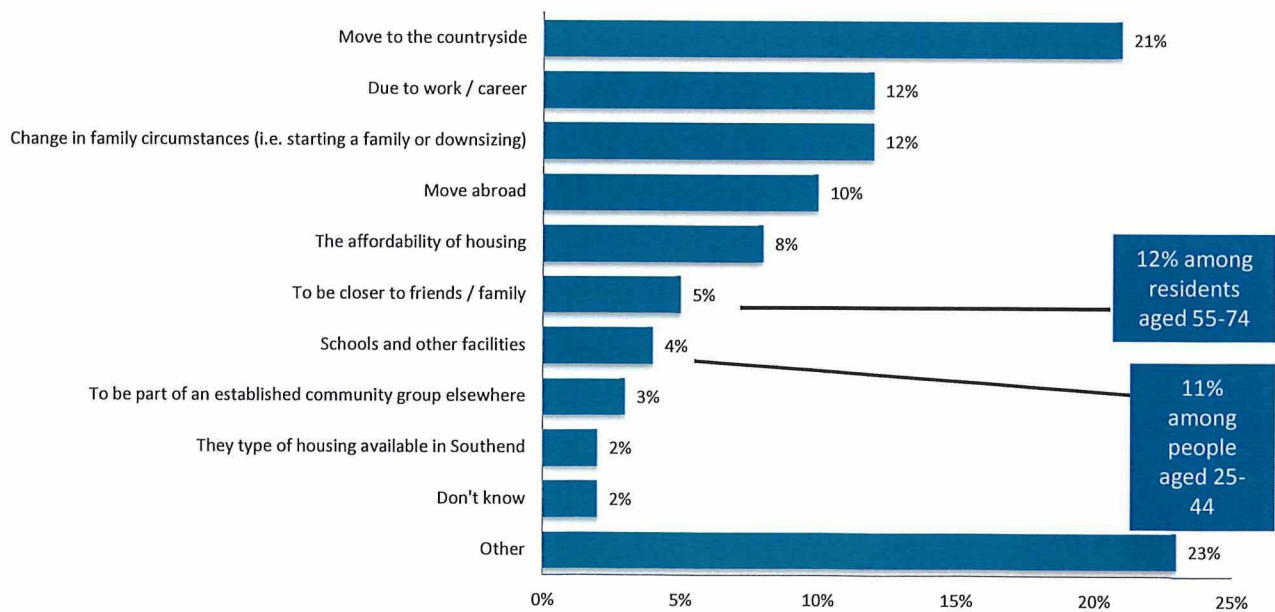
Q7. Are you likely are to be living in Southend in...?



Unweighted sample base: 1150, 1090, 1030

Just over a fifth of residents gave moving to the countryside as the reason that best describes why they might leave Southend. Those who stated 'Due to work and career', tended to be more educated, wealthier, and younger

Q8. Which of these reasons best describes why you might move away from Southend? (Where likely to move from Southend)



Unweighted sample base: 241



Three in four residents are satisfied with their local area as a place to live (75%), below the LGA benchmark of 82%. However, by neighbourhood there is a 23-percentage point variation between area satisfaction in West (89%) and East Central (66%)

Q1. Overall, how satisfied or dissatisfied are you with your local area as a place to live? – local area defined last 15-20 minutes walk from home

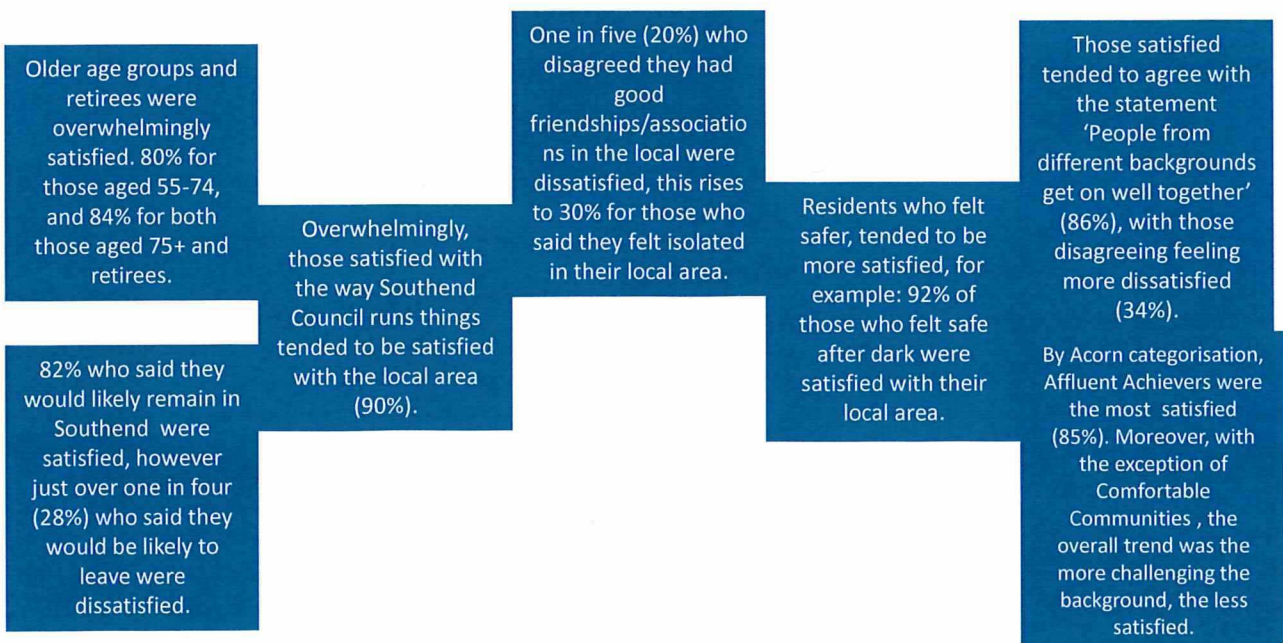


LGA Benchmark (June 18):  
82% satisfied

Unweighted sample: 1239

## Interactions between local satisfaction and other variables

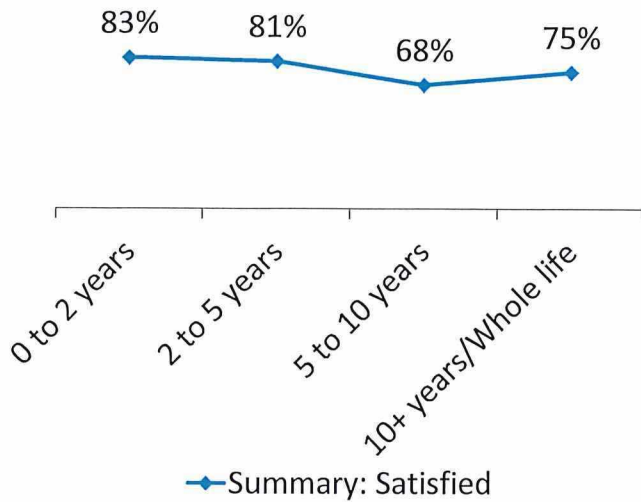
Q1. Overall, how satisfied or dissatisfied are you with your local area as a place to live? – local area defined last 15-20 minutes walk from home



Unweighted sample: 1239

# Satisfaction with the local area is higher among those who have recently arrived in the Borough

Southend average: 75%



## Satisfaction by location previous to Southend



Another part of Essex London borough  
Another part of the UK Another country

	Another part of Essex	London borough	Another part of the UK	Another country
	86%	89%	66%	74%
Unweighted base	68	49	21	7

Q1. Overall, how satisfied or dissatisfied are you with your local area as a place to live?  
Sample: 1239

# Top reasons why residents like living in the area

Q5. What do you MOST like about living in this area?



The beach / seaside

Location / convenient

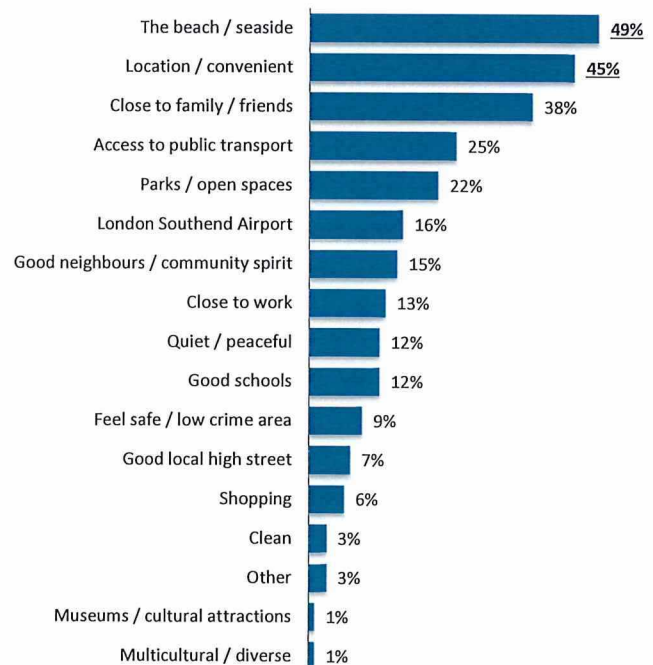


Close to family / friends

Access to public transport



Parks / open spaces



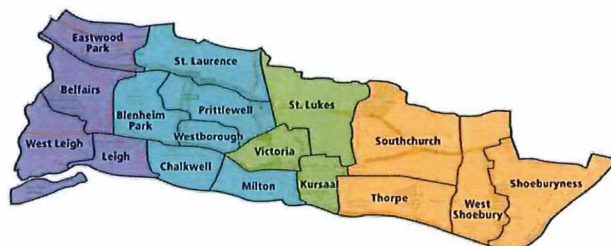
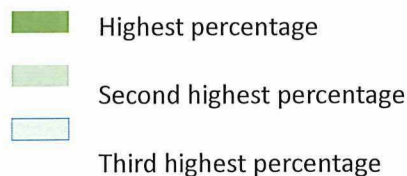
Unweighted sample: 1131



# The top 3 reasons given for liking the local area are consistent per locality, although the order varies somewhat per area

Q5. What do you MOST like about living in this area?

	West	West Central	East Central	East
Location / convenient	54%	46%	36%	42%
Parks / open spaces	24%	24%	17%	21%
Quiet / peaceful	17%	6%	9%	21%
Access to public transport	19%	24%	29%	31%
Feel safe / low crime area	16%	7%	5%	7%
Good neighbours / community spirit	24%	14%	7%	13%
Shopping	4%	7%	13%	3%
Clean	2%	3%	1%	6%
Close to family / friends	35%	39%	39%	37%
Close to work	10%	15%	18%	10%
Good schools	11%	15%	9%	11%
Good local high street	12%	5%	8%	3%
The beach / seaside	40%	47%	49%	62%
London Southend Airport	9%	14%	24%	18%
Museums / cultural attractions	*%	2%	*%	0%
Multicultural / diverse	*%	1%	3%	*%
Other	4%	2%	4%	1%
Don't know	*%	0%	1%	0%
Unweighted bases	271	397	175	288

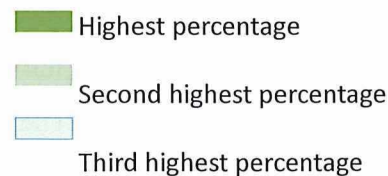


Unweighted sample: 1131

# Local area 'likes' per Acorn group (top 3 highlighted in the table below)

Q5. What do you MOST like about living in this area?

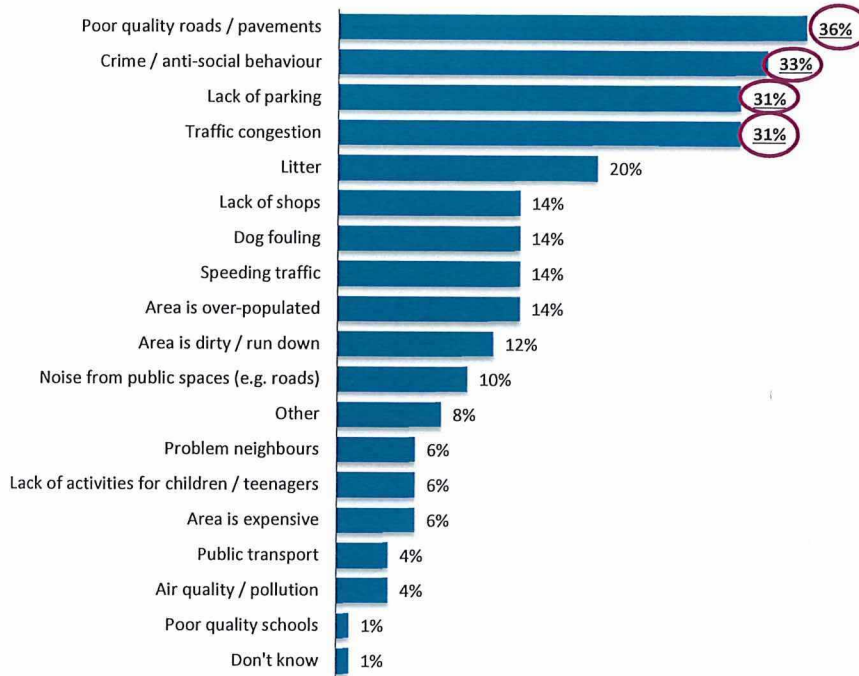
	Affluent Achievers	Rising Prosperity	Comfortable Communities	Financially Stretched	Urban Adversity
Location / convenient	46%	63%	42%	33%	49%
Parks / open spaces	24%	18%	27%	22%	17%
Quiet / peaceful	19%	5%	14%	10%	8%
Access to public transport	26%	22%	23%	26%	24%
Feel safe / low crime area	13%	11%	8%	8%	6%
Good neighbours / community spirit	16%	11%	21%	9%	10%
Shopping	3%	3%	7%	6%	11%
Clean	5%	3%	3%	2%	2%
Close to family / friends	38%	24%	37%	46%	39%
Close to work	7%	11%	15%	16%	18%
Good schools	13%	13%	10%	18%	9%
Good local high street	6%	13%	4%	5%	9%
The beach / seaside	54%	57%	53%	47%	37%
London Southend Airport	14%	11%	17%	15%	16%
Museums / cultural attractions	0%	2%	1%	1%	1%
Multicultural / diverse	0%	0%	1%	2%	1%
Other	4%	2%	2%	4%	2%
Don't know	0%	0%	*%	*%	0%
Unweighted bases	293	82	369	165	217



Unweighted sample: 1131

When considering local 'dislikes' issues associated with driving (parking, traffic congestion and poor quality roads) are mentioned by about a third of the residents. Crime/ASB was also a common response at this question.

Q6. And, what do you MOST dislike about living in this area?



Unweighted sample: 1106

Strongest 'dislike's per Acorn group vary (top 3 highlighted in the table below)

Q6. And, what do you MOST dislike about living in this area?

	Affluent Achievers	Rising Prosperity	Comfortable Communities	Financially Stretched	Urban Adversity
Noise from public spaces (e.g. roads)	6%	12%	9%	24%	5%
Lack of parking	30%	43%	30%	34%	28%
Traffic congestion	47%	30%	37%	18%	14%
Crime / anti-social behaviour	23%	49%	29%	34%	39%
Litter	13%	20%	27%	18%	22%
Public transport	2%	2%	8%	4%	3%
Lack of shops	17%	15%	13%	12%	16%
Area is dirty / run down	6%	12%	7%	19%	21%
Problem neighbours	1%	15%	3%	4%	14%
Dog fouling	12%	21%	14%	12%	16%
Poor quality roads / pavements	42%	30%	39%	35%	30%
Speeding traffic	18%	6%	13%	12%	14%
Air quality / pollution	5%	2%	3%	7%	3%
Area is over-populated	15%	7%	13%	10%	19%
Poor quality schools	1%	1%	2%	1%	1%
Lack of activities for children / teenagers	5%	0%	8%	7%	9%
Area is expensive	8%	11%	5%	4%	7%
Other	14%	5%	8%	7%	6%
Don't know	0%	2%	*%	1%	1%
Unweighted base	289	84	362	159	207

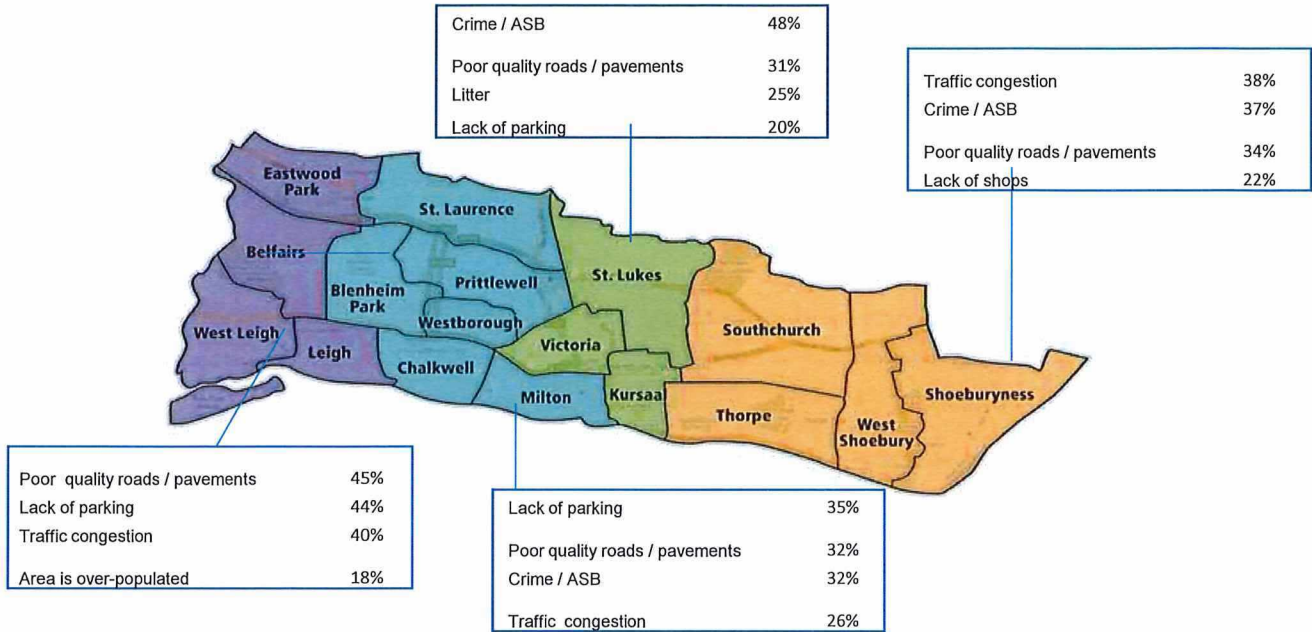
Highest percentage  
 Second highest percentage  
 Third highest percentage

Unweighted sample: 1106



Priority issues vary by neighbourhood, with crime/ASB a significantly higher concern among East Central (48%) residents. Poor quality roads and pavements are most commonly a concern in West (45%), while litter is more frequently mentioned in East Central (25%)

Q6. And, what do you MOST dislike about living in this area?



Unweighted sample: 1106

Less than one in ten residents feel unsafe during the day (8%), compared to over four in ten residents after dark (42%). Safety perceptions are below the benchmarks provided by recent LGA polling



Safe

Unsafe

LGA Polling Benchmark  
June 18

81%

8%

94% safe



40%

42%

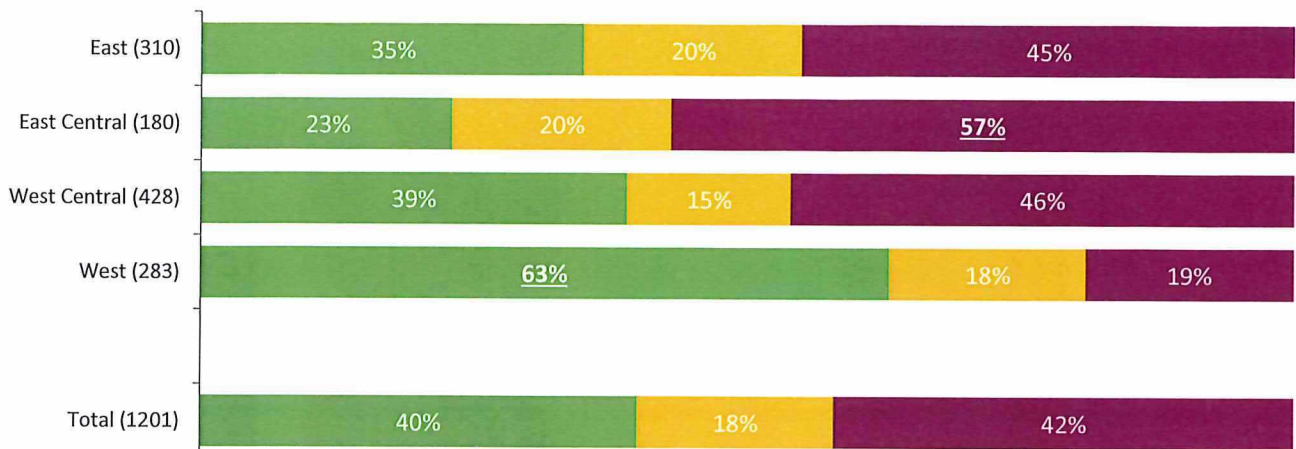
78% safe

Q14/1. How safe or unsafe do you feel when outside in your local area...? :During the day Sample: 1215

Q14/2. How safe or unsafe do you feel when outside in your local area...? : After dark Sample: 1201



Perceptions of safety after dark vary by 40-percentage points by locality, with over half of East Central residents feeling more unsafe (57%), than safe (23%), after dark



■ Safe    ■ Neither safe nor unsafe    ■ Unsafe

**Most Safe**



**West 63%**

**Most Unsafe**



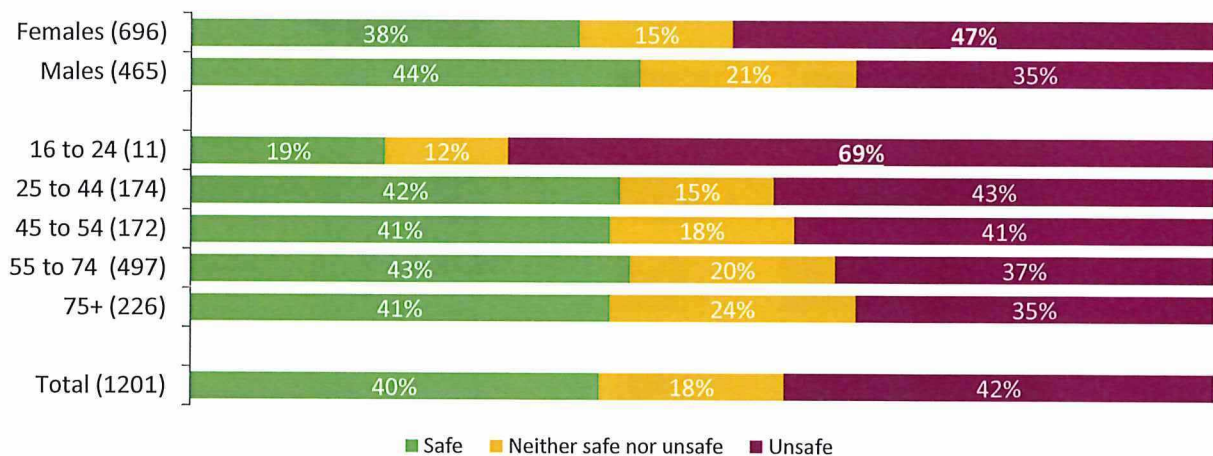
**East Central 23%**

Crime/ASB was the issue most disliked in East Central (48%)

Q14/2. How safe or unsafe do you feel when outside in your local area...? : After dark Sample: 1201

Females are significantly more likely to feel unsafe in their local area after dark. Excluding those aged 16-24 for whom the sample base is very low, it is younger residents rather than older residents who are more likely to feel unsafe after dark

How safe or unsafe do you feel when outside in your local area...? : After dark



**Most Unsafe**

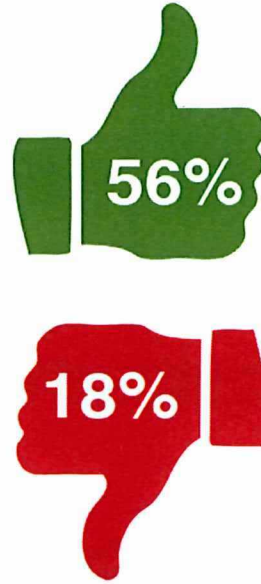
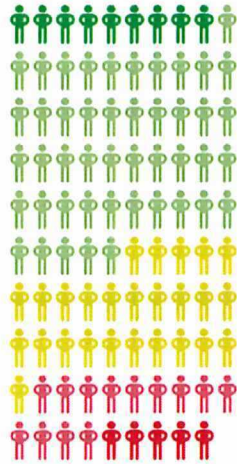


**16-24 19%**

Q14/2. How safe or unsafe do you feel when outside in your local area...? : After dark Sample: 1201

Just over half of all residents agree that their local area is a place where people from different backgrounds get on well together, this is in line with the Nat Cen benchmark of 55%

Q12. To what extent do you agree or disagree that your local area is a place where people from different backgrounds get on well together?



64% of residents who are satisfied with their area as a place to live, agree that their local area is a place where people from different backgrounds get on well together. Among those who are dissatisfied with their neighbourhood 30% agree this is the case.

Definitely agree (9.09%) Tend to agree (46.46%) Neither (26.26%)  
Tend to disagree (13.13%) Definitely disagree (5.05%)

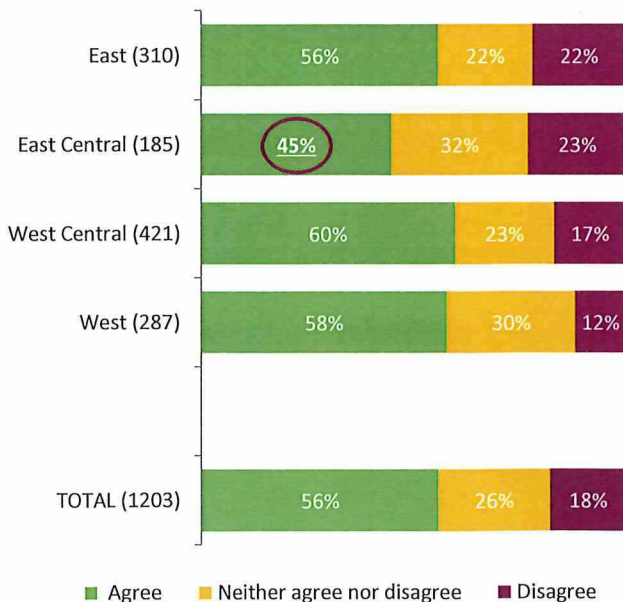
Nat Cen Benchmark: 55 % agree

Unweighted sample: 1203

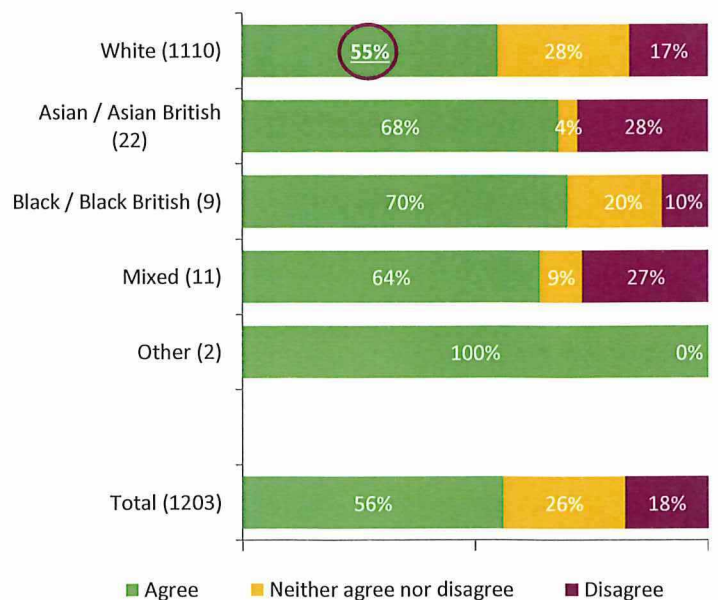
East Central residents are less likely than those in other localities to agree that their local area is a place where people from different backgrounds get on



Views by neighbourhood



Views by ethnicity

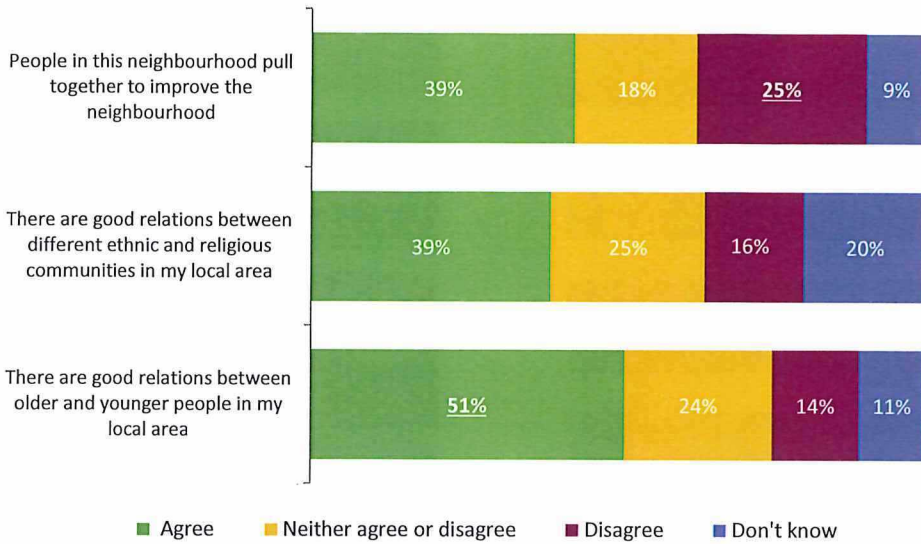


Q12. To what extent do you agree or disagree that your local area is a place where people from different backgrounds get on well together? Sample: 1203



# Stronger cohesion is perceived between older and younger people rather than different ethnic and religious communities, with one in four residents disagreeing that people pull together to improve their neighbourhood

Q13. To what extent do you agree or disagree with the following statements?



Results vary substantially by neighbourhood. 51% of those in West agree with this statement compared to East Central where only 20% agree and 34% disagree.

Ethnicity does not show significant variation, except for those who are white, where just over one in four disagreed (27%).

No significant variation evident by ethnicity. Levels of agreement are consistent by religious group, except for those with no religion, where just over one in five disagreed (22%).

There is a 10 percentage points between the highest agreeing area, West Central (43%) and the lowest East Central (33%)

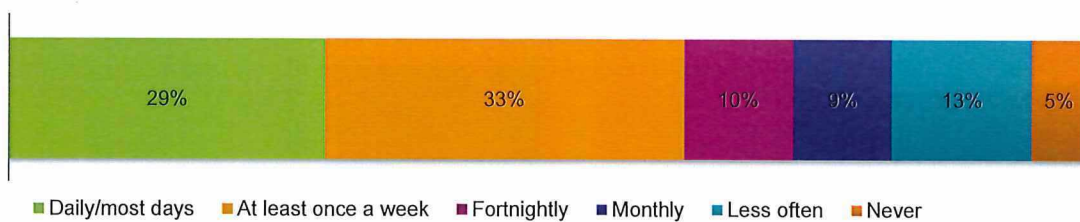
Levels of disagreement vary by age group, with those in older age groups agreeing (63% in 75+) but the youngest age group disagreeing (43%).

There is little variation by area, except for in West (58%), where agreement is 12% higher than in the lowest scoring area East Central (46%).

Unweighted sample: 1198, 1179, 1187 (Top-Bottom)

# Regular neighbour interactions (at least monthly) are commonplace (81%) and are above the Nat Cen benchmark of 75%. Such interactions are lowest in the East Central locality (74%)

Q15. How often do you chat to any of your neighbours, more than to just say hello?

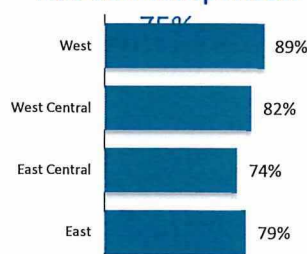


Once a month or more  
81%

Less often than month or never  
18%



Nat Cen comparison

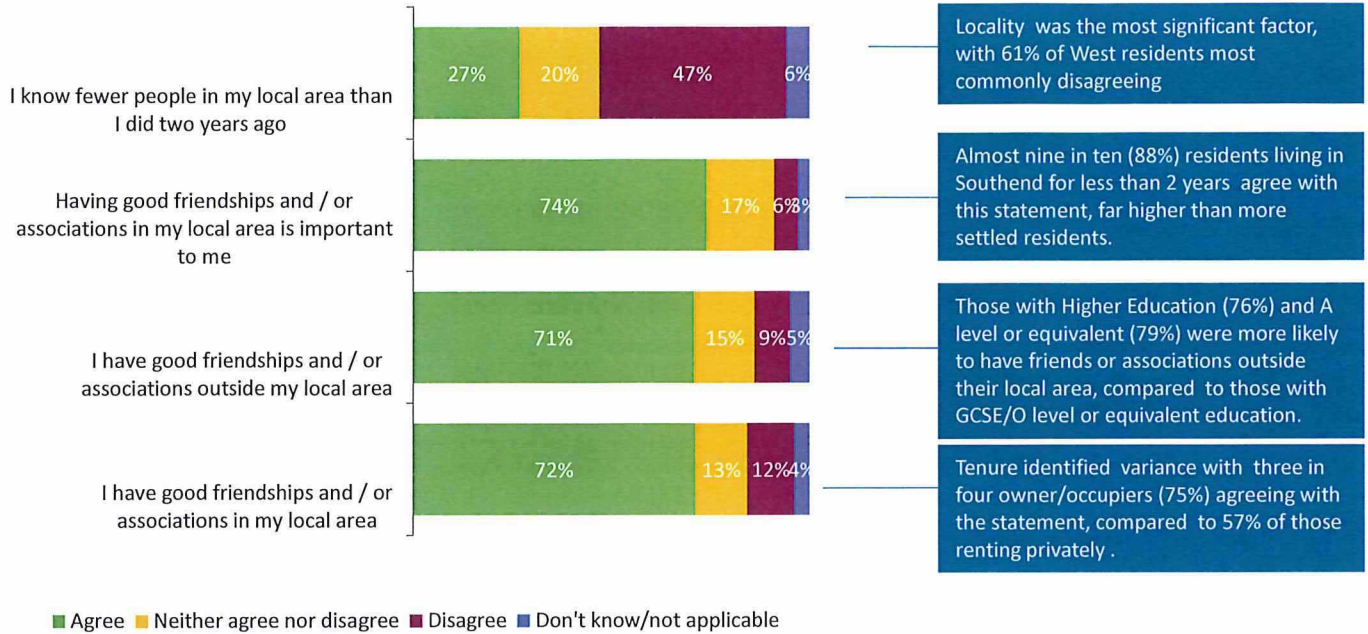


89% of residents who agree people from different backgrounds get on well together regularly talk to neighbours (at least monthly).

Unweighted sample: 1214

# Further insight into community interactions

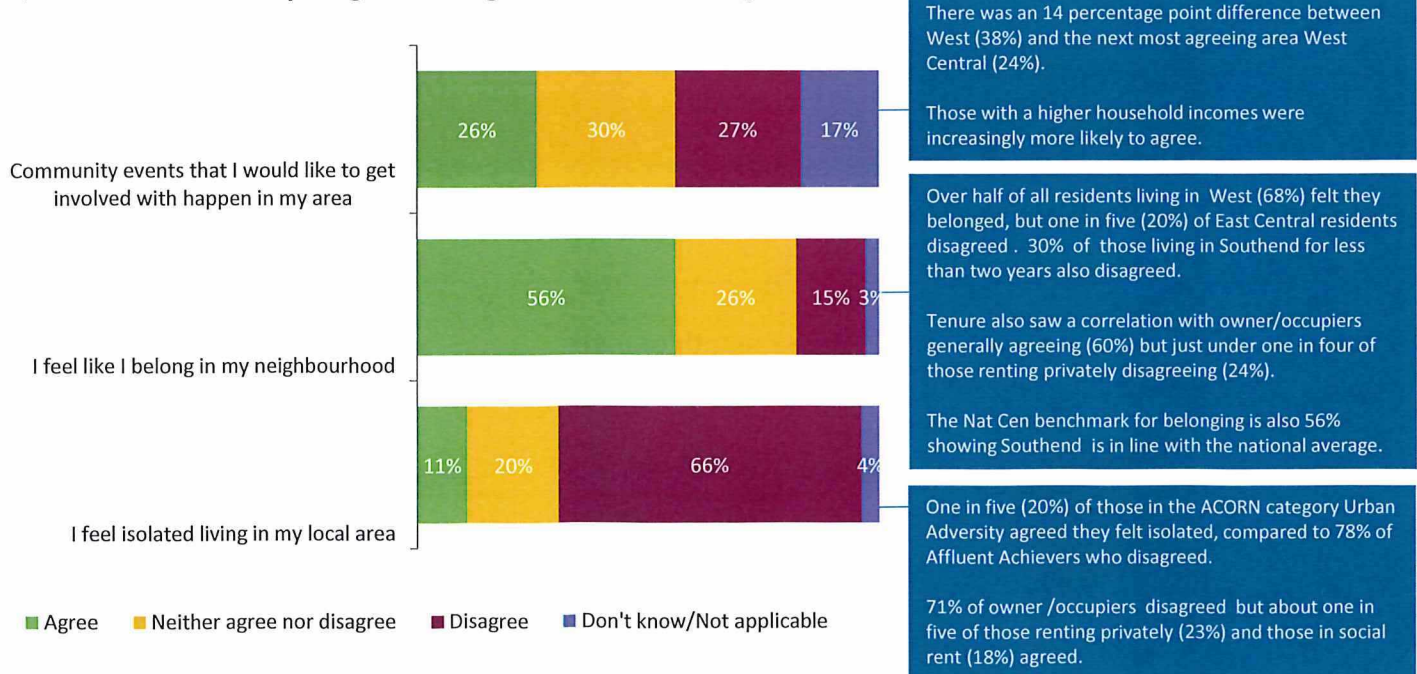
Q16. To what extent do you agree or disagree with the following statements?



Unweighted sample: 1170, 1193, 1181, 1201 (Top – Bottom)

# Further insight into community interactions, with Southend in line with the Nat Cen benchmark of 56% for belonging

Q16. To what extent do you agree or disagree with the following statements?

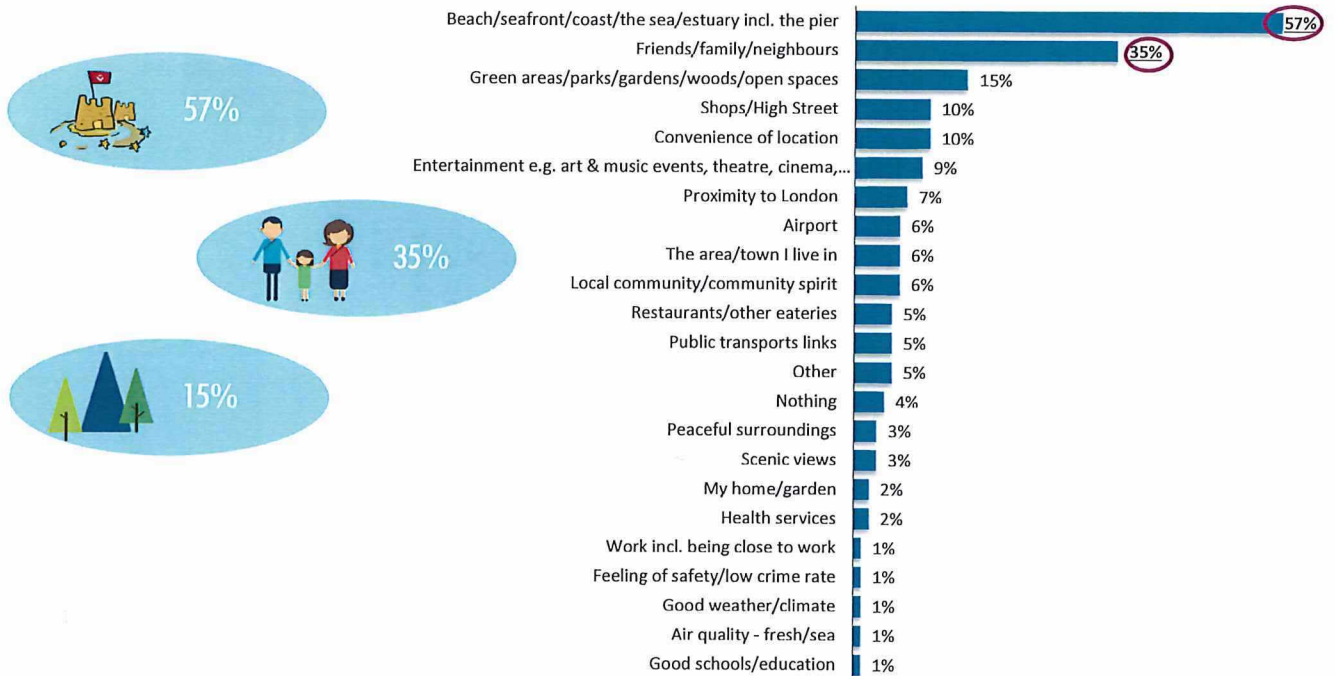


Unweighted sample: 1169, 1179, 1155 (Top – Bottom)



# The beach and seafront would be missed most if current residents left Southend, with over a third (35%) also citing family and friends

Q9. What would you miss most if you left Southend?



Unweighted sample: 1074

## Example comments on aspects that residents would miss most if they left Southend

Q9. What would you miss most if you left Southend?

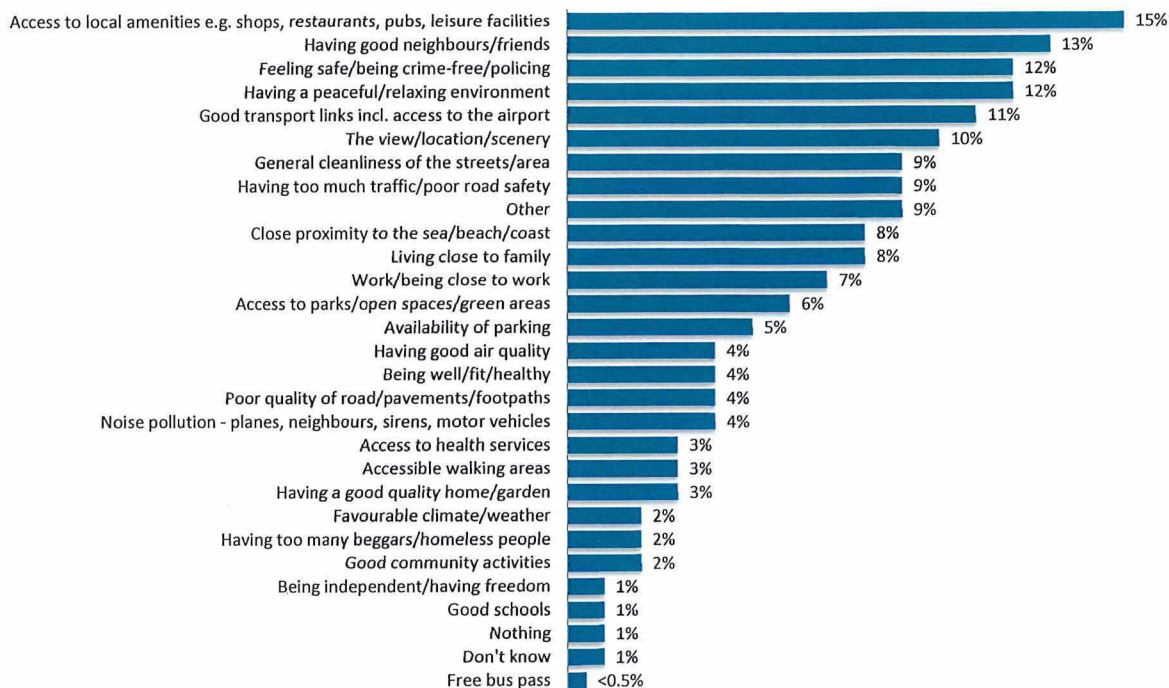
Example comments include:

- A seaside town where all my family and friends are
- Family nearby to help with childcare
- The ability to be in the countryside or at the beach in a short time
- I would miss the local parks and amusements and the beach
- My friends and family who all live locally
- Lovely location e.g. Beach and woods
- Fresh sea air
- Family and friends and the community feel and locality of living in Leigh-on-Sea
- Green belt, open spaces, country parks and seafront walks
- Fresh air. Good neighbours. A good life!

Unweighted sample: 998

# There was no clear aspect that would make the most difference to residents day-to-day quality of life, with access to local amenities only having a slim majority

Q10. What makes the most difference to your quality of life on a day-to-day basis?



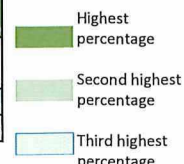
Unweighted sample: 998

# Top three aspects that make the most difference to residents day-to-day quality of life by Acorn group

Q10. What makes the most difference to your quality of life on a day-to-day basis?

	Affluent Achievers	Rising Prosperity	Comfortable Communities	Financially Stretched	Urban Adversity
Feeling safe/being crime-free/policing	12%	27%	10%	11%	11%
Having a peaceful/relaxing environment	12%	11%	12%	12%	10%
Having good neighbours/friends	14%	7%	16%	12%	10%
Close proximity to the sea/beach/coast	13%	8%	6%	7%	5%
Access to local amenities e.g. shops, restaurants, pubs, leisure facilities	19%	13%	14%	14%	14%
Living close to family	7%	1%	11%	7%	11%
Good transport links incl. access to the airport	13%	9%	11%	10%	12%
The view/location/scenery	12%	12%	10%	6%	8%
General cleanliness of the streets/area	8%	11%	10%	7%	12%
Having too much traffic/poor road safety	10%	9%	13%	6%	5%
Other	5%	11%	6%	16%	11%
Unweighted base	263	80	314	151	186

Unweighted sample: 998





# Example comments on aspects that make the most difference to residents day-to-day quality of life

Being within walking distance of shops and everyday needs and doctors and pharmacies

Low level ASB, drug dealing, stepping over broken glass on school run, 'vulnerable' people/ drug users everywhere, social problems

Good neighbours, having my daughter close by

Access to a number of supermarkets

Being out of London is a nice, fresh environment

Choice of shops, restaurants, local businesses, local theatres, cinemas, cultural activities

Peace and relative quiet in the area in which I live

Feeling safe on the streets, I worry that the mental health of a huge portion of Southend residents is not supported, and there are lots of children and adults who need help

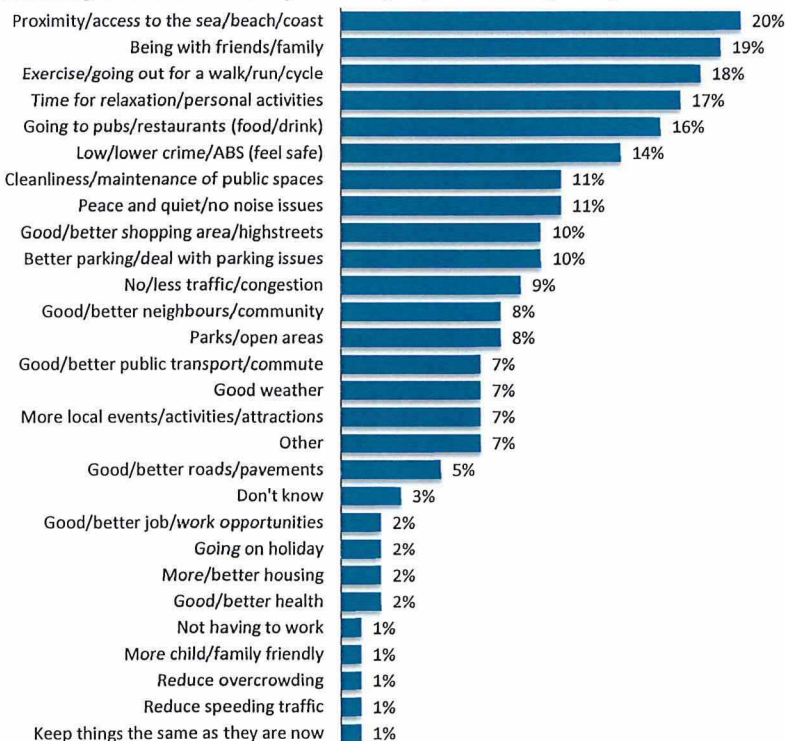
Crime rate and not feeling safe enough to bring up children here

Neighbourhood is very friendly

Q10. What makes the most difference to your quality of life on a day-to-day basis?  
Unweighted sample: 998

# Leisure activities (food/drink, being with friends/family, the beach) were the most popular options for what a great week or day might look like for residents

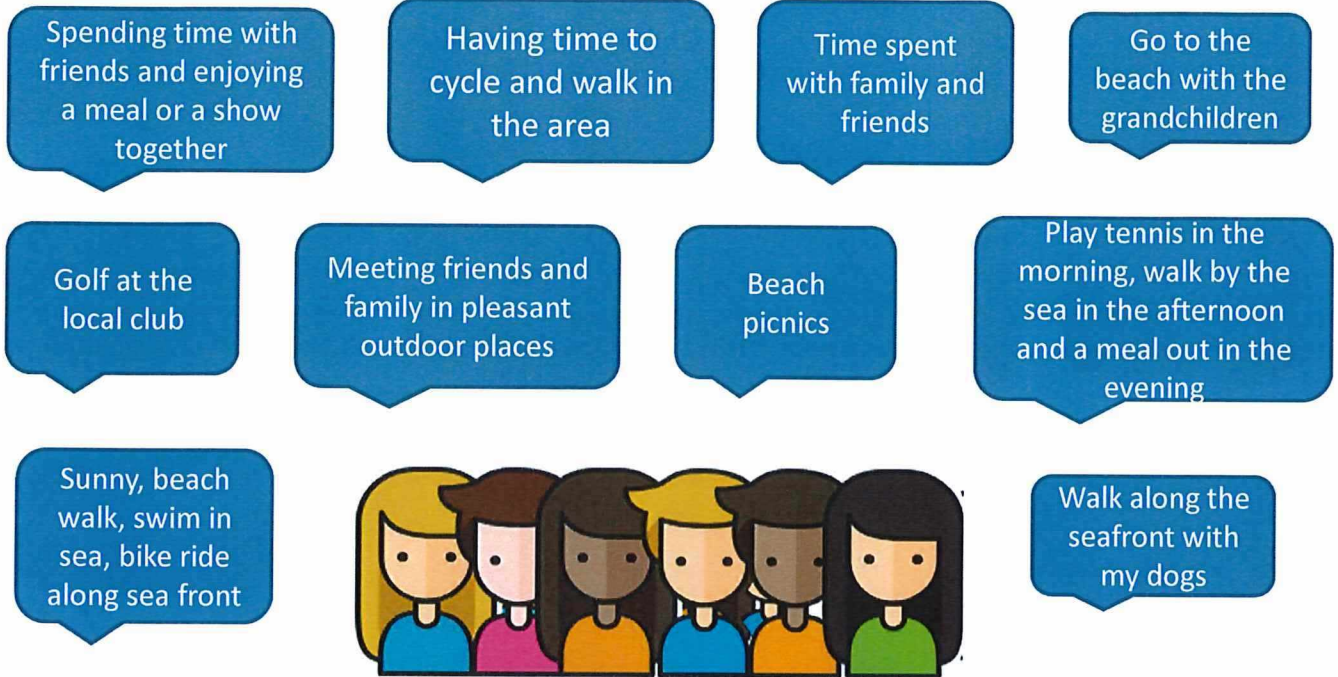
Q11. Thinking about the future where you currently live, what would a great day or week look like for you?



Unweighted sample: 889



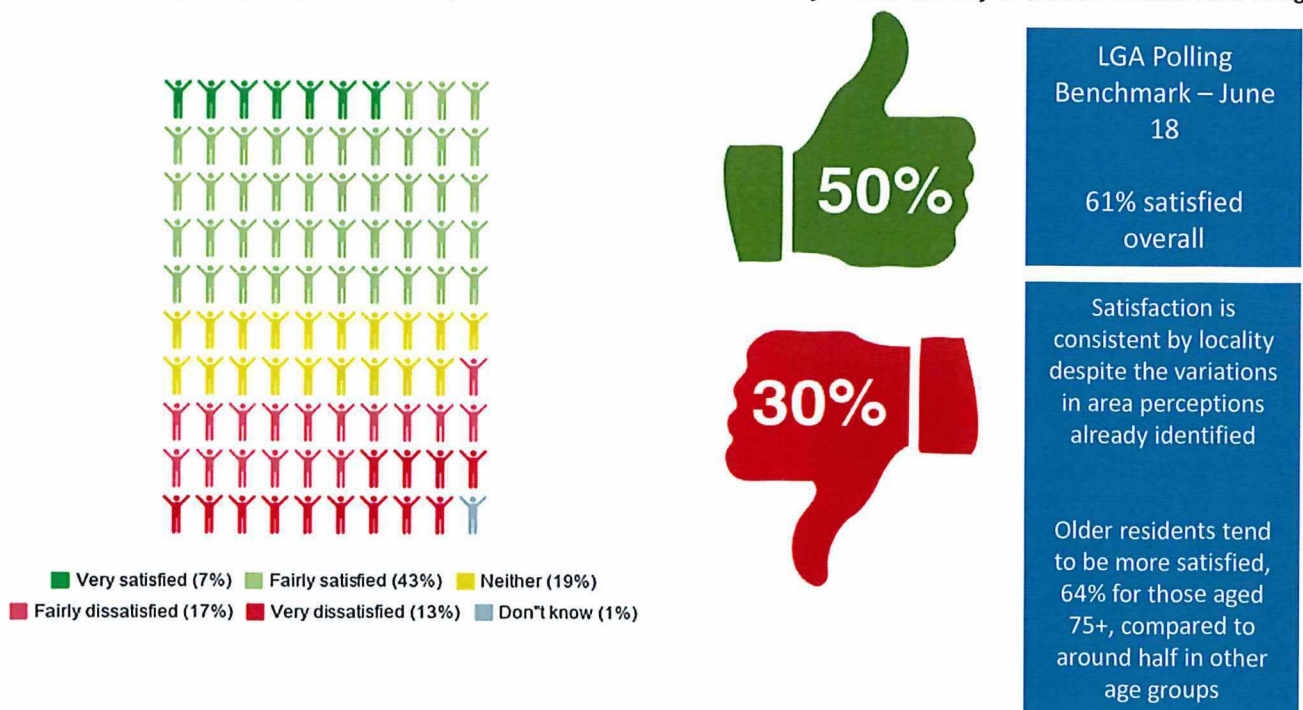
# Example comments on aspects that would make a great day or week for residents



Q11. Thinking about the future where you currently live, what would a great day or week look like for you?  
Unweighted sample: 889

Half of all resident are satisfied with the way Southend Council runs things, but this is 11-percentage points below the LGA benchmark. Older residents tend to be more satisfied but spatially this satisfaction is consistent.

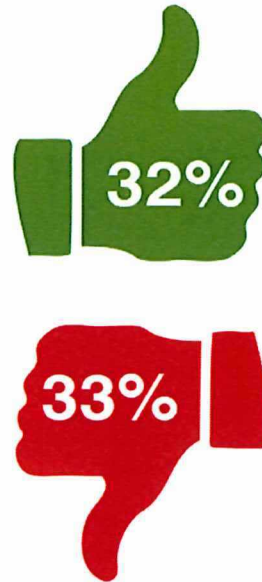
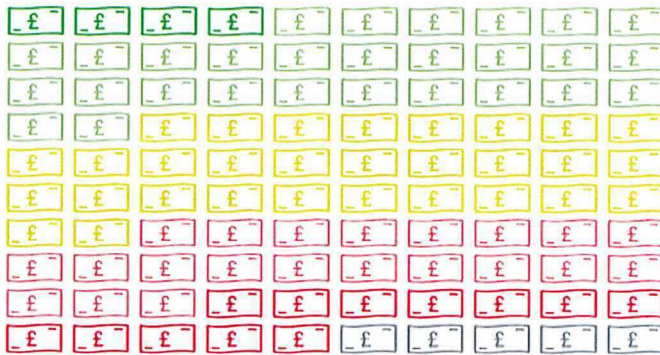
Q32. And now taking everything into account, how satisfied or dissatisfied are you with the way Southend Council runs things?





The proportion of residents agreeing that Southend Council provides value for money at 32% is below the LGA benchmark of 45%. Three in ten residents give a neutral response to this question.

Q33. To what extent do you agree or disagree that Southend Council provides value for money?



LGA Polling Benchmark – June 18

45% satisfied Residents who have spent 10 years+ in Southend were 18% less likely to agree that Southend Council provides good value for money compared to those who have lived in Southend 5-10 years (the next lowest scoring group, 45%)

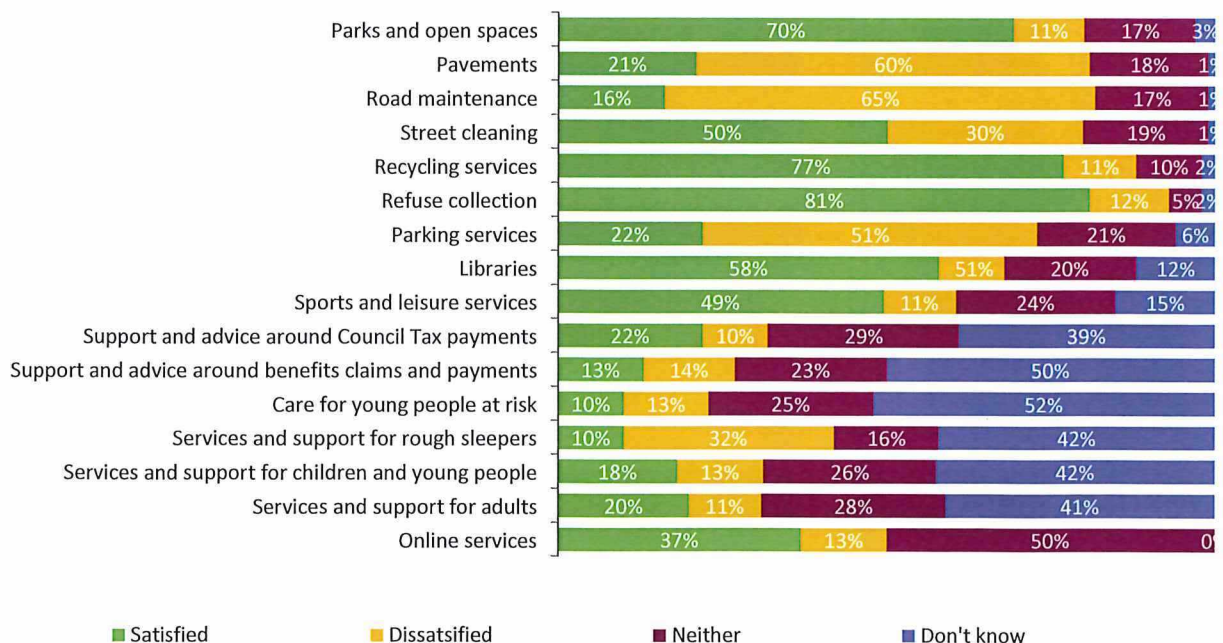
Strongly agree (4%) Tend to agree (28%) Neither (30%)  
Tend to disagree (21%) Strongly disagree (12%) Don't know (5%)

Unweighted sample base: 1218

When considering specific services residents are least satisfied with pavements, road maintenance over three in four residents are satisfied with refuse collection and recycling services

Q34. To what extent do you agree you are satisfied with the core Council services listed below?

Q35. How satisfied or dissatisfied are you with the Council online services?

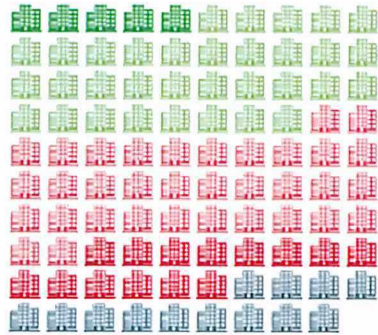


Unweighted sample: 1199, 1199, 1206, 1210, 1206, 1232, 1188, 1192, 1191, 1198, 1197, 1199, 1200, 1199, 1198, 1164(Top – Bottom)



Almost half of all residents (49%) do not feel informed by Southend Council on the services and benefits it provides. There is a fifteen percentage point difference between Southend and the LGA benchmark on this measure

Overall, how well informed do you think Southend Council keeps residents about the services and benefits it provides?



■ Very well informed (5.05%)   
 ■ Fairly well informed (33.33%)  
■ Not very well informed (34.34%)   
 ■ Not well informed at all (14.14%)  
■ Don't know (13.13%)



LGA Polling  
Benchmark – June  
18

53% very or fairly well informed

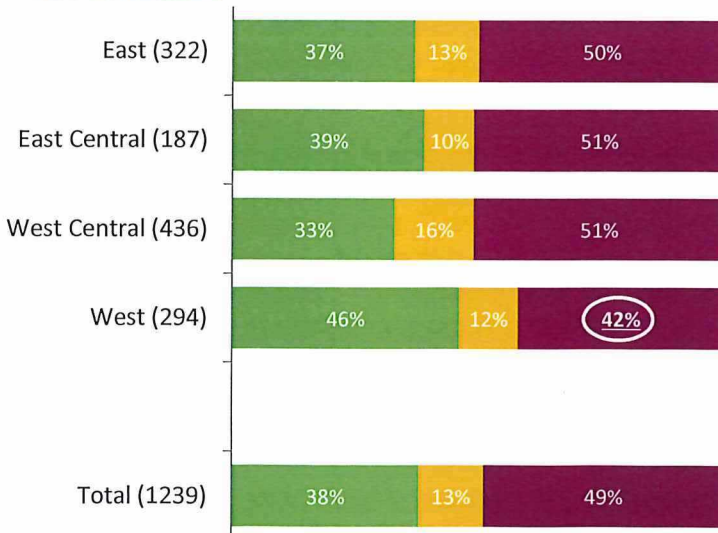
74% of those who are dissatisfied with the way Southend Council runs things, did not feel informed on the services and benefits it provides

Unweighted sample base: 1239

Residents aged 16-24 are least likely to feel informed about Council Services and benefits. Those living in West more commonly feel informed than residents in other areas



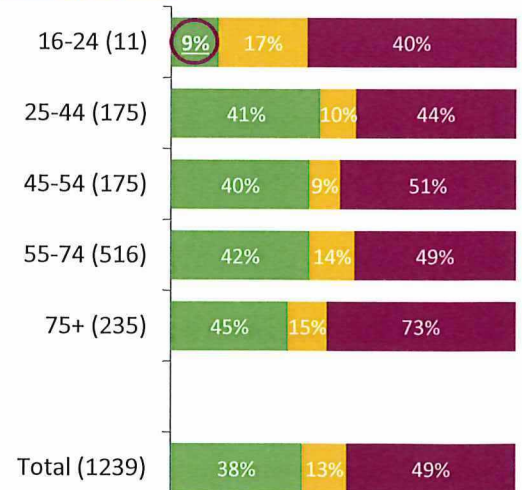
### Views by neighbourhood



■ Informed   
 ■ Don't know   
 ■ Not informed



### Views by age



Q37. Overall, how well informed do you think Southend Council keeps residents about the services and benefits it provides?

Sample:1239

# There remains scope to increase MySouthend usage even among age groups who are more internet savvy



**37%** of residents say they use MySouthend

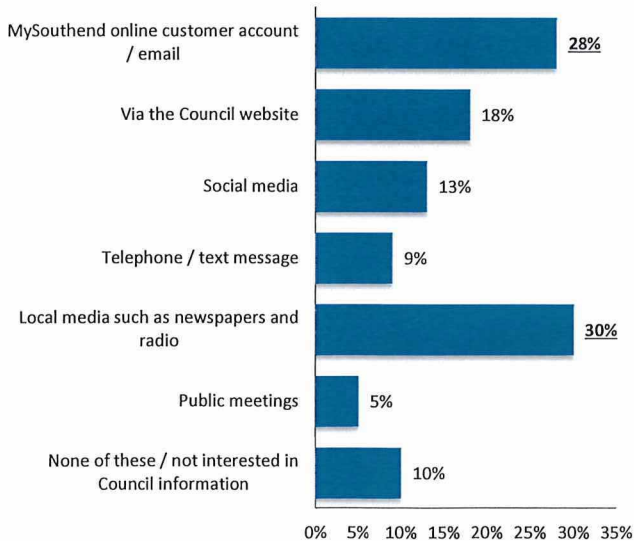
Usage peaks at 59% among those aged 25-44 (59%) and those aged 45-54 (50%). Among those aged 75+ just 16% are users.

Usage is notably higher among those who rent privately (61%)

Among users of MySouthend satisfaction with the Council's online services rises to 55% compared to 24% among non users.

Q36. Do you use the MySouthend online customer website?  
Sample:1225

# Preferred communication channels to receive information from Southend Council



Just under one in three residents aged 16-24 said none of these/ not interested in the council (31%).

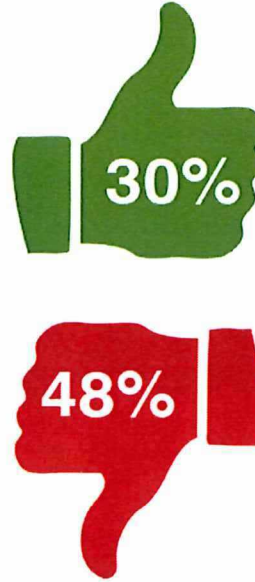
Over half of all residents aged 16-54 preferred an online method of communication (MySouthend, Council website, social media), where as more than one in three 55-74 year olds (38%) and over half of those aged 75+ (54%) preferred local media.

Q38. How would you prefer to receive information from Southend Council? Sample: 1123



Just under a third of all residents feel Southend Council acts on their concerns, with almost half disagreeing. This is significantly lower than the LGA polling benchmark. The don't know responses are notable here (23% compared to 4% in the benchmark data).

Q39. To what extent do you think that Southend Council acts on the concerns of local residents? LGA Polling Benchmark – June 18



53% their council acts on concerns of local residents either 'a great deal' or 'a fair amount'

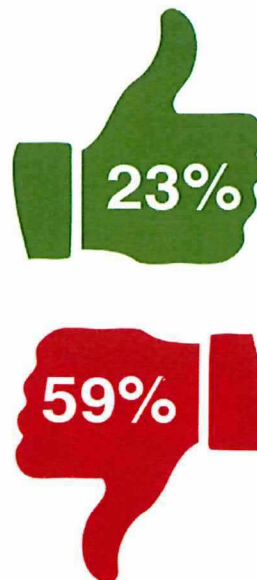
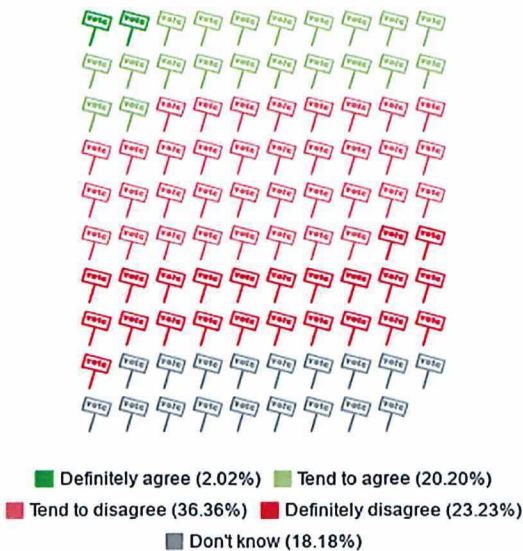
Residents who did not feel informed about Southend Council's services and benefits were more likely to feel Southend Council did not act on the concerns of local residents (70%)

Those with higher household income were less likely to feel Southend Council acts on the concerns of local residents

Unweighted sample base: 1236

Less than one in four residents agree that they can influence decisions affecting their local area, with more than twice this proportion disagreeing

Q40. Do you agree or disagree that you can influence decisions affecting your local area?

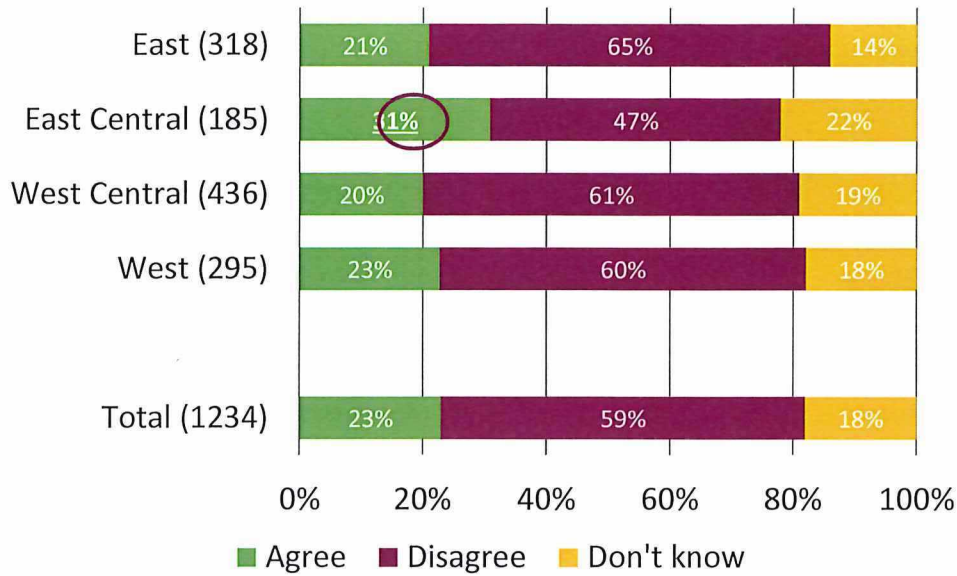


Men are more likely than women to disagree that they can influence decisions (64%).

Unweighted sample base: 1234

Just under a third (31%) of those living in East Central agree that they can influence decisions affecting their local area, 8-percentage points higher than the survey average

Q40. Do you agree or disagree that you can influence decisions affecting your local area?

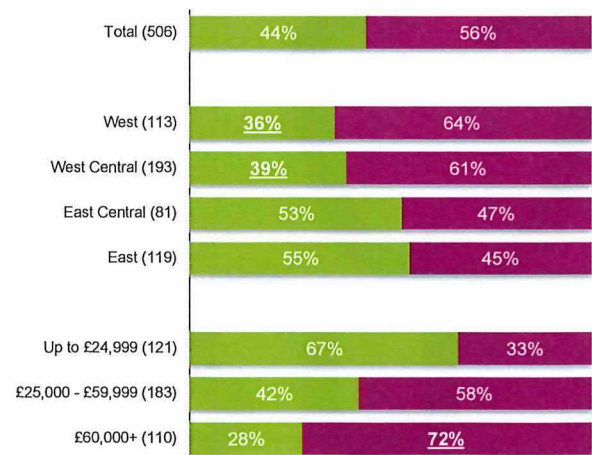
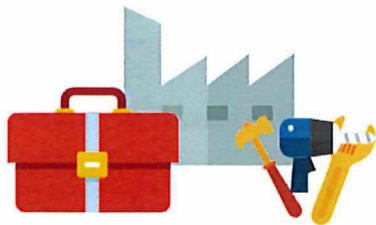


Unweighted sample base: 1234

Around two in three residents living in West and West Central work outside of Southend. The proportion working outside the borough rises by household income level

Q19. Is your employment or work in Southend or elsewhere? (Where employed or self employed)

Just over four in five residents that have lived in Southend for less than two years work outside the borough (83%), whereas those who have spent 10 years + living in Southend are more likely to work in there (51%).



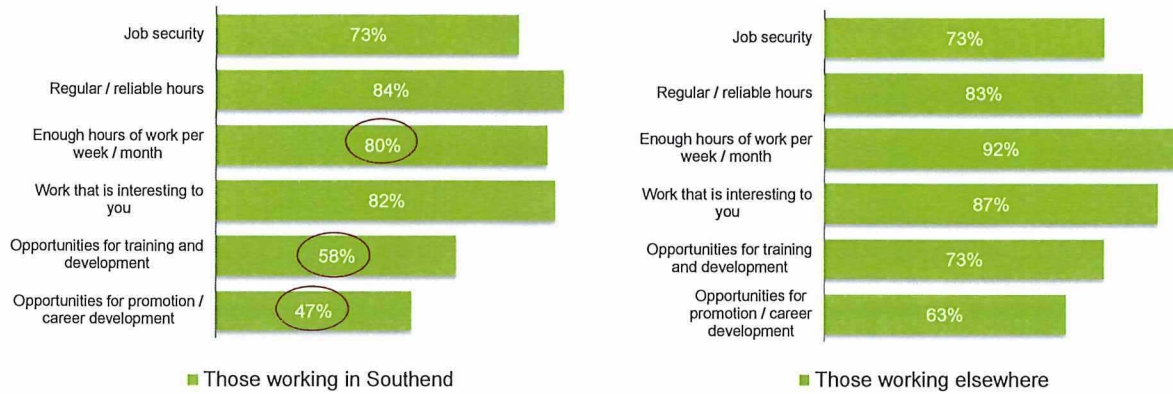
■ In Southend ■ Elsewhere

Unweighted sample base: 506



When rating aspects of their work quality, those working within Southend are significantly less likely to say that their current employment offers what they want in terms of working hours and opportunities

Q20. Does your current employment offer what you want in terms of? (All those in employment)



**38%** have very good work quality (answer yes to all six aspects)

**48%** have very good work quality (answer yes to all six aspects)

Unweighted sample base: 264 /239

# Self reported Physical Health

Q22. Now thinking about your physical health over the last 12 months, how has your health been in general? Would you say it's been...?



Good: 68%

Neither good nor bad: 18%

Bad: 12%

30% of respondents said they had a long-standing illness, disability or infirmity. Of which 64% said this limited their activities.

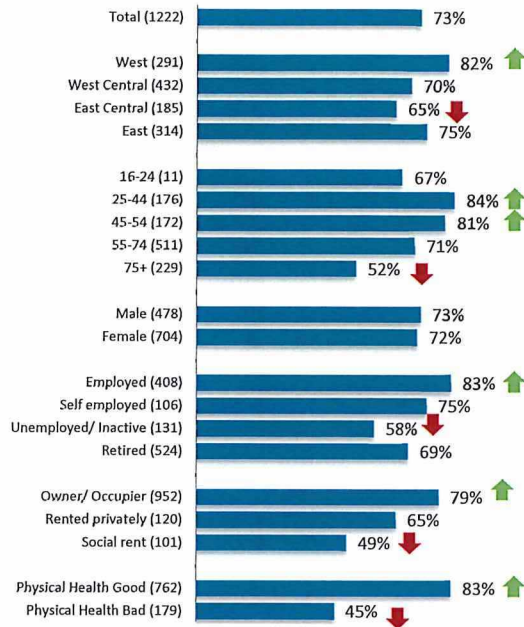
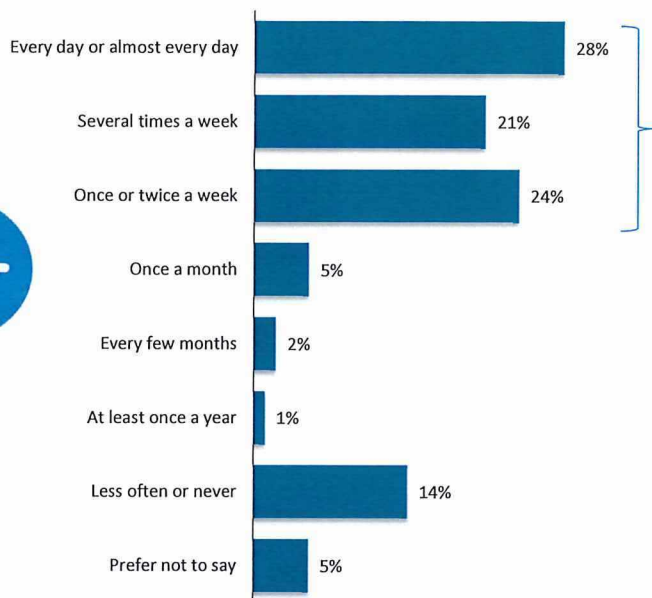
Bad proportion is significantly higher among

- Those aged 55+ (21%)
- Those who are a carer (22%)
- Those who have a long-standing illness/disability/infirmity (34%)
- Those who are unemployed/inactive (34%) or retired (15%)
- Those with no qualifications (21%)
- Households with an income of £24,999 or less (17%)
- Those in social housing (27%)
- Acorn category – urban adversity (17%)

Unweighted sample base: 1233

# Close to three quarters (73%) of residents exercise at least once a week

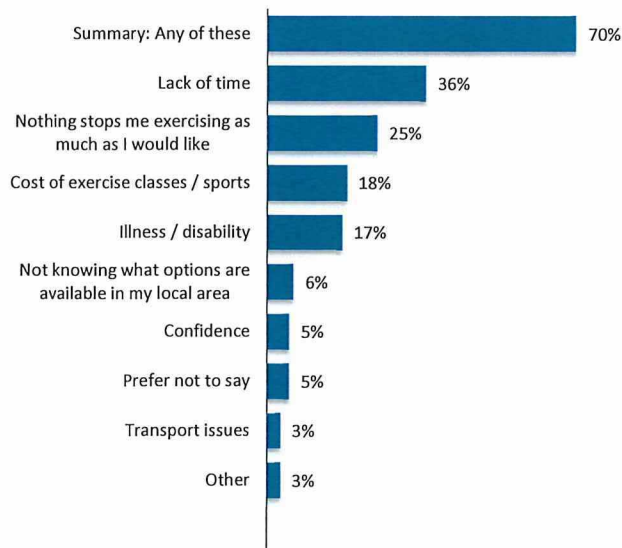
Q25. How often do you play sport or do any physical activity like swimming, running, football, dancing, exercise classes, going to the gym, going for a walk etc?



Unweighted sample base: 1222

## Key barriers to exercising more are a lack to time (36%), followed by cost issues (18%) and illness/disability (17%)

Q26. Do any of these things stop you from exercising as much as you would like?



### Significantly higher among

Those under the age of 54 (50%)  
 Those with children in household (63%)  
 Those employed (60%) or self employed (57%)

Those aged 16 to 24 (34%), 25 to 34 or 45 to 54 (both 23%)  
 Female (23%)  
 Those in employment (23%)  
 Those with children in household (25%)  
 Those in social housing (25%)  
 Those with household income up to £24,999 (23%)  
 Those in East Central Southend (24%)

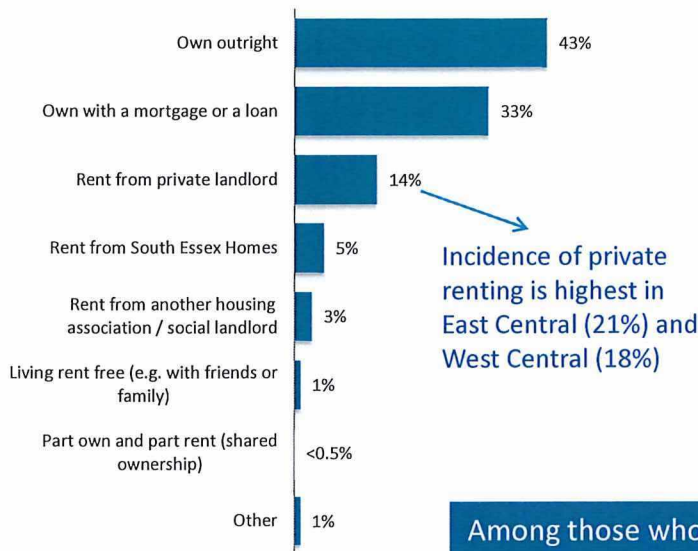
Exercise barriers were most likely to be identified among:  
 Females (77%)  
 Those who do not feel safe during the day (87%) or after dark (74%)  
 Those who disagree they have good associations in local area (85%)  
 Those with bad health (92%)  
 Those with children (86%)  
 Exercise barriers are least likely to be identified in East (65%)

Unweighted sample base: 1179



# The majority of residents own their house, whether that be outright (43%) or via a mortgage or loan (33%)

Q27. Does your household own or rent its accommodation?



### Among private renters

- 11% share their home with other individuals who also pay rent
- 8% share their home with another family

Among those who have moved to the borough in the last two years 52% own their home with a mortgage or a loan, 10% own outright, 32% rent privately and 4% rent from South Essex Homes

Unweighted sample base: 1211

# One in seven residents had caring responsibilities with a half saying they find it easy to meet their caring responsibilities

Q30. Do you have caring responsibilities?

Q31. How easy is it for you to meet your caring responsibilities and the other demands on your time such as work and family?

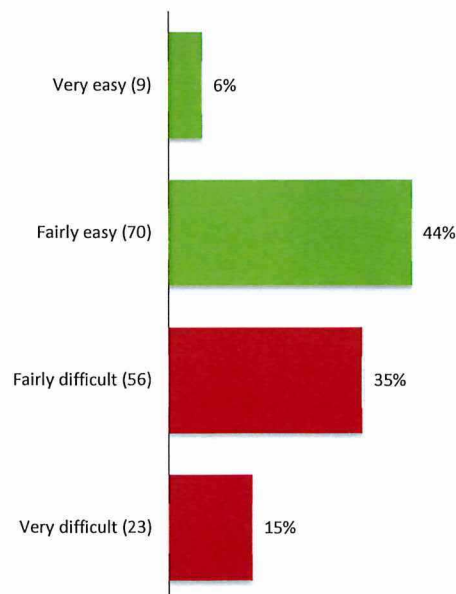
14% of residents have caring responsibilities



Just under one in five of East's residents are carers (18%)

One in five of those with no qualifications is a carer (20%)

Older age groups are more likely to be carers with 21% of people aged 55-74 and 20% of those aged 75+ having caring responsibilities, compared to 8% of those aged 25-44



Unweighted sample base: 1190

Unweighted sample base: 182



# Change in key indicators since 2013

The last Southend residents' survey was completed in 2013 using the same postal methodology. Comparing the results from both datasets on key indicators show that area perceptions are stable. Views on the Council however, have generally fallen in this five year period.

% Agree/Satisfied	2013	2018
Satisfaction with the local area as a place to live	74%	75%
Agreement that area is a place where different backgrounds* get on well together	50%	56%
Satisfaction with way Council runs things	56%	50%
Agree Council provides value for money	40%	32%
Feel informed about Council services and benefits	47%	38%
Council acts on concerns of residents	38%	30%

\* The 2013 question referenced ethnic backgrounds whereas the 2018 question did not

## Key messages

### Southend as a place to live

- While 78% of the population have lived in the borough for over ten years or for their whole life, survey responses do suggest that the borough population is changing, with 6% of residents having moved to the borough within the last two years.
- Over three quarters of new arrivals (76%) have come from another part of Essex or a London borough, with only 6% coming to Southend directly from another country. The dominant characteristics of new arrivals are that they are: white and are aged 25-44.
- For over a quarter (27%) of those who have arrived in Southend in the last five years, friends and family already living in the area was the reason which best described why they came to Southend. The affordability of housing, the convenience for commuting and the beach/seaside location were also key factors.
- These attractive elements of the borough are also reflected in the responses given to the questions included in the research as part of the wider Southend 2050 consultation. When asked what they would miss most if they left Southend, the most common responses were the beach /seafront/the sea (57%), friends family and neighbours, green areas and open space (15%) and the convenience location (10%).
- The factors that contribute to positive quality of life (by inference potential priority issues for Southend Borough Council and its partners) are access to amenities such as shops and restaurants (15%), neighbours and friends (13%), a peaceful environment, feeling safe/lack of crime (12%) and good transport links (11%).
- Crime/ ASB (33%) and issues associated with driving (poor quality roads/ pavements 36%, lack of parking 31%, and traffic congestion 31%) were the factors most disliked by residents. However, it should be noted that this survey did not explore the perceived severity of such issues.



# Key Messages

- 75% of Southend residents are satisfied with their local area as a place to live, with over one in four (28%) stating they are very satisfied. However, this is slightly below the most recent LGA benchmark. Survey responses also suggest that perceptions of safety in the borough are below average both during the day and after dark.
- Probing these responses further, identifies key spatial variations. Residents living in the East Central locality (where local area satisfaction is significantly lower at 66%) are least likely to feel safe after dark and are most likely to cite crime/ASB as something they dislike most about their area. The 48% of residents in East Central who cite this issue is significantly higher than elsewhere in the borough.
- The results on community cohesion perceptions are on balance, positive and are in line with national benchmarks. 56% of residents agree that their local area is a place where people from different backgrounds get on well together compared to 55% from recent Nat Cen research. This indicator of cohesion is lowest at 45% among East Central residents.
- Stronger cohesion is perceived between older and younger people rather than different ethnic and religious communities, but this is driven by the relative proportions of residents answering don't know to each question rather than differences in disagreement.

# Key Messages

## Views on the Council and its Services

- Overall, half (51%) of all respondents are satisfied with the way the Council runs things (50%) which is below the LGA benchmark of 61%. Southend residents also have below benchmarks perceptions on the extent to which the Council provides value for money and the extent to which it keeps residents informed. Interactions within these variables are evident within the data set. For example among those who disagree that the Council keeps them informed just 35% are satisfied with the way the council runs things compared to 70% among those who do feel informed. However, this data does not allow us to identify the extent of the causation in this relationship.
- Only a minority of residents (23% agree that they can influence decisions that affect their local area. The fact that more than twice this number (59%) disagree is particularly notable. Just under a third of all residents feel Southend Council acts on their concerns, with almost half disagreeing. This is significantly lower than the LGA polling benchmark. The don't know responses are notable here (23% compared to 4% in the benchmark data).
- When considering the Council's online services it appears that here remains scope to increase MySouthend usage even among age groups who are more internet savvy, given that 27% of all residents use MySouthend, peaking at 59% of 25-44 year olds.
- Among MySouthend users, 55% are satisfied with the Council's online services, significantly above the 24% observed among non-users. However, it should be noted that the question was about all online services, not just MySouthend.
- The most favoured communication methods from the Council among all residents are MySouthend or email (28%) and local media (30%), with younger age groups preferring online methods of communication.

# Key Messages

## Work and homes

- The importance /convenience of Southend as a base for commuters identified elsewhere in the dataset is further emphasised by the fact that 56% of residents who are either employed or self employed say that they work elsewhere rather than in Southend. Analysis of responses to this question by household income shows that the higher the income the more likely that individuals work outside of the borough.
- When rating aspects of their work quality, those working within Southend are significantly less likely to say that their current employment offers what they want in terms of working hours and opportunities. Using 6 aspects of work quality to generate an index of quality of work shows that this index is 10% points lower in Southend relative to elsewhere.
- The majority of residents own their house, whether that be outright (43%) or via a mortgage or loan (33%). Among those who have moved to the borough in the last two years 52% own their home with a mortgage or a loan, 10% own outright, 32% rent privately and 4% rent from South Essex Homes. So more than six in ten new arrivals are purchasing a home.

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# Southend-on-Sea Borough Council

Agenda  
Item No.

## Report of Deputy Chief Executive (People)

to  
Cabinet

on

6<sup>th</sup> November 2018

Report prepared by: Sharon Houlden, Director of Adult  
Services & Housing and Glyn Halksworth, Head of Housing &  
Social Inclusion

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## Housing, Homelessness & Rough Sleeping Strategy

Policy & Resources Scrutiny Committee

Cabinet Member: Councillor Tony Cox

Part 1 (Public Agenda Item)

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### 1. Purpose of Report

- 1.1 To introduce and gain approval for the Housing, Homelessness and Rough Sleeping Strategy.

### 2. Recommendations

- 2.1 That Cabinet endorses:

- a) The draft strategy and guides on any aspects requiring amendment prior to publication;
- b) The proposal for a dynamic and continuous approach to engagement and consultation in order to support ongoing development of the action plan and its implementation;
- c) The proposal that design work and ensuring this strategy works alongside other key priorities continues to develop following Cabinet; and
- d) Delegation of authority for the implementation and delivery of the strategy to Corporate Management Team, in conjunction with the portfolio holder and other Directors as required.

### 3. Background

- 3.1 On 9<sup>th</sup> January 2018 Cabinet agreed to the development of a Housing Vision and Housing Strategy for the Borough on the understanding that a collective vision for housing is critical to providing context and coherence for strategy and policy decisions.



3.2 Five strategic aims have emerged from the work, these being:

1. *Prioritise the supply of safe, genuinely affordable homes.*
2. *Regeneration and growth to create inclusive, healthy places to live and thrive.*
3. *Encourage good quality housing design, management and maintenance*
4. *Support people to live independently in their own homes and avoid homelessness*
5. *Any instance of homelessness to be brief and non-recurrent.*

3.3 The strategy will adopt a dynamic and continuous approach to data and evidence and includes a commitment to ongoing dialogue with a range of stakeholders including local residents, businesses and public services to make sure that what is delivered is what is needed. We will also commit to a better use of and understanding of data, including academic research data, to make sure that our strategy works and is effectively targeted.

3.4 Given the need to start delivering on the strategic aims with pace, current staffing resources have been supplemented with additional capacity on a temporary basis, funded from within existing resources. The need to enhance the housing capacity on a more permanent basis is under review; the outcome of which may result in a request for additional investment being included within the 2019/20 budget report.

#### **4. Other Options**

4.1 None

#### **5. Reasons for Recommendations**

5.1 The attached strategy integrates the need for a clear and ambitious direction for housing, homelessness and rough sleeping which operates wholly in line with the broader strategic work being pursued by the Council and its partners, such as Southend 2050, and which will support the economic vibrancy of the borough.

#### **6. Corporate Implications**

6.1 Contribution to Council's Vision & Corporate Priorities

Simultaneously to the production of the council's new corporate housing strategy is the production of 'Southend 2050'; a consultation that will lead to the development of a new, over-arching vision for the town, where policies and strategies sitting beneath this (such as the Housing strategy) will be seen as vehicles for Southend 2050's delivery. Consultation from Southend 2050 is/will

continue to feed directly in to the development of new corporate housing strategy.

## 6.2 Financial Implications

The council's financial resources for direct intervention are limited and therefore we can only deliver on the commitments in the strategy through working alongside and in partnership with others.

Homelessness and rough sleeping, together with intervention in the private sector and supporting people to stay in their own homes fall to be met from the council's general fund, through a mixture of council tax and government grant funding. The gross spend currently stands at £4.958M as follows:

	Gross Expenditure	Grant Income	Other Income	Net Expenditure*
	£M	£M	£M	£M
Housing Needs & Homelessness	1.870	(0.939)	(0.225)	0.706
Private Sector Housing	0.619	(0.547)	(0.068)	0.004
Housing Strategy	0.224			0.224
Supporting People	2.245			2.245
	<b>4.958</b>	<b>(1.486)</b>	<b>(0.293)</b>	<b>3.179</b>

\* some of the net expenditure is recharged to the HRA where it relates to the council's landlord function.

Of the grant income for housing needs and homelessness, there is uncertainty of whether the government will continue to fund as much in 2019/20, with £195,000 potentially at risk. Hopefully the local government settlement announcement later in the year will give clarity.

Where the council acts as a housing landlord, costs and associated income are accounted for through the housing revenue account. The council also maintains a capital programme funded through a combination of prudential borrowing, capital receipts and other internal resources, supplemented by external grants and developer contributions. The capital programme provides for limited new build council housing, together with the refurbishment and maintenance of the existing stock, plus disabled facilities grants aimed at keeping people in their own homes for longer, and a variety of initiatives to make the private sector stock more fit for purpose.

As the plans are developed to deliver further on the proposed strategic aims, through new and existing vehicles, the appropriate level of financial due diligence will be undertaken, to both understand the nature and extent of any required financial investment, financial risk and opportunities.

A key aim of the strategy must also be to take advantage of external funding bids/opportunities that meet the aims of the strategy.

There is a review currently underway to assess the capacity of the housing strategy team to deliver on the aims of the Housing, Homelessness and Rough Sleeping. Should the conclusions of the review need additional investment, a request will be included within the 2019/20 budget report.

### 6.3 Legal Implications

The strategy and its actions must respond to the requirements of relevant legislation. The need for a Homelessness Prevention Strategy is specified by s.3(1) of the Homelessness Reduction Act 2022 and is re-stated by the national Rough Sleeper Strategy (August 2018).

### 6.4 People Implications

Housing and homelessness issues impact people's health, wellbeing and prosperity.

Housing development and regeneration are issues members of the public are likely to feel passionately about, hence the need for the development of the Housing strategy to be aligned with the Local plan.

There is a review currently underway to assess the capacity of the Housing and Social Inclusion team to deliver on the aims of the Housing, Homelessness and Rough Sleeping; the conclusions of which will be brought to a future meeting of the Cabinet.

### 6.5 Property Implications

These will be assessed and made clear as the strategy implementation is taken forwards

### 6.6 Consultation

The strategy draws on consultation responses undertaken as part of the Southend 2050 programme. Other workshops have been held also. Further consultation will be undertaken in line with requirements for key aspects of the strategy.

## 6.7 Equalities and Diversity Implications

Equality Analyses will be undertaken in line with specific aims and actions proposed by this strategy and will guide further action planning and implementation.

## 6.8 Risk Assessment

Dynamic risk assessment will be undertaken as part of the implementation of all aspects of the strategy and will inform approaches and be subject to robust monitoring and management.

## 6.9 Value for Money

The corporate housing strategy will support the prevention of homelessness, material poverty and long term care and support needs, all of which incur great expense to the council, public sector partners, businesses and residents.

## 6.10 Community Safety Implications

The corporate housing strategy will encourage partnership working to encourage good quality housing management and maintenance, keeping people safe in their homes.

The strategy supports the reduction of homelessness and rough sleeping which may impact public perception of community safety and prevent rough sleepers from being at risk of severe weather, physical and verbal abuse.

## 6.11 Environmental Impact

These will be assessed and made clear as the strategy emerges.

## 7. Background Papers

None

## 8. Appendices

Draft Housing, Homelessness and Rough Sleeping Strategy 2018 - 2028

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# **Housing, Homelessness and Rough Sleeping Strategy 2018-2028**

## Foreword

Southend is changing and this strategy is a cornerstone of the Council's plans to shape the town into the vibrant place of the future that we are all proud to call home; a place to live, grow and thrive for everyone. This strategy is our first longer-term plan that includes all aspects of housing, from the need for more homes across the borough meeting the needs of all pockets, to the need to make sure these and existing homes are all of the right quality to support people to live well.

This plan includes the commitment to quickly and effectively support people facing homelessness and to prevent this from happening; where it does we will work hard to make sure this is brief and non-recurrent. This commitment will include our work to end rough sleeping in the Borough and to make sure that people who find themselves in this situation are supported tirelessly to get them accommodated and provide them with the help they need to end the cyclical problems many will be facing.

This strategy does not stand separately from other key work we are doing as a Council and with our partners. A lot of conversations with local residents, businesses and other public bodies have informed the work we are doing to create a compelling vision for Southend as a 21<sup>st</sup> century city. These conversations are continuing and we are committed to an approach to housing that will carry on listening to and being informed by people locally. We don't have all the answers yet, but our ambition includes a really strong commitment to asking the right questions, and to identifying the answers to these together. We will strengthen this ambition with a commitment to accessing the very best evidence there is about 'what works' and making sure that we do things effectively and efficiently.

The Council will lead this work but cannot do this alone. Good quality housing is not just about having a roof over your head; a home is a place to feel safe and secure, to grow in, and to be well in. A home should be central to us 'belonging' in a place and connecting with the broader community and all it has to offer. We will work closely with other housing providers, including developers, housing associations and private landlords; we will work with other public and voluntary services, including those that may not traditionally have believed they have a role in housing; we will work with the local business sector where many employees now and in the future will live in the town; and of course we will work with local residents in the social and private rented sector as well as those who own their own homes. The Southend-on-Sea Housing, Homelessness and Rough Sleeping Strategy 2018-2028 belongs to Southend, not to the Council.

During the 10 years of this strategy much will change and we will lead an open and responsive approach to the challenges and opportunities that emerge. What will not change is our commitment to the provision of high quality homes, housing and homelessness services for Southend.

## Strategic priorities

The Southend-on-Sea Borough Council Housing, Homelessness and Rough Sleeping Strategy 2018-2028 adopts five high level aims:

### 1. Prioritise the supply of safe, genuinely affordable homes.

Southend-on-Sea needs more homes, at a price our residents can afford. These homes should be safe, well-built and 'affordable' should not mean lower quality. The Council will be ambitious and creative and use all the tools at our disposal to increase the supply of homes in the borough that meet local needs.

### 2. Regeneration and growth to create inclusive, healthy places to live and thrive.

We will listen to local people and understand what they need to live well and thrive in Southend. We are committed to housing being far more than bricks and mortar and our investment and asks of the market will equally consider the infrastructure needed, such as places to learn, play, work where the community comes together.

### 3. Encourage good quality housing design, management and maintenance

We are committed to learning from the lessons of Grenfell, not only in the way we manage and maintain our own housing stock through our partnership with South Essex Homes, but also through registered providers and private sector landlords and owners. We also recognise that the way houses are built is changing and

we will work with developers and in our own house-building programmes to ensure that we deploy the best of modern construction methods.

### 4. Support people to live independently in their own homes and avoid homelessness

We want to be more than a landlord to people who live locally and are committed to connecting people to the support they need in the most effective way possible. This will not always be in the way services have been provided in the past and we will work with local residents and communities to understand how best to connect people to the community resources and professional support they may require to help them meet their housing needs and live as independently as possible.

### 5. Any instance of homelessness to be brief and non-recurrent.

We will not always be able to prevent homelessness and some people will experience the loss of a home for a range of reasons, resulting in them needing to sofa surf, sleep rough or sleep in temporary accommodation. We know that being homeless is damaging to peoples' lives and at its worst can shorten life by tens of years. We are committed to being accessible to people when all types of homelessness occur, responding quickly and with the most effective resources and approaches required to make sure that people are housed in the types of homes they need.

## Introduction

Southend is changing quickly, with strong links to London, Essex and beyond. For many it is a place to both live and work, for others it offers a desirable place to live and from which to commute to work in The City and elsewhere.

There are many types of homes across our borough and demand for these is high and as a consequence property prices are higher than many people can afford. In May 2018 the average house price in the borough was £272,967, a 3% increase since May 2017; house prices in the borough continue to rise more quickly than earnings and inflation and this century have risen more steeply than the rate across England<sup>1</sup>. Private rental costs have also risen steeply and data suggests that more than a third of newly arising households locally are unable to afford to access the lower quartile private market without spending over a third of their income on rent. There is affordable housing within the local market, but not enough of it and not always of the quality needed for people to live safely and well.

There is huge pressure on the housing sector locally and this is why the council is setting out a strategy which will prioritise affordable, safe homes for the whole borough and all its residents. Our work will focus not just on the immediate needs but also take a longer-term view to tackling these challenges over the longer-term.

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<sup>1</sup> ONS, 2018

## Prioritise the supply of safe, genuinely affordable homes

The key ambition of this strategy is to maximise all opportunities to deliver a range of high quality homes across the borough, that meet the needs of our changing population. In Southend-on-Sea, we need homes for people with a range of incomes, including those who are currently unable to afford the type of safe and secure home they need. Our approach will be based on local housing *needs* and recognise that this may differ from housing *aspirations*.

### What is affordable and private housing?

Private (or market) housing is available to either buy or rent on the open market, with costs being set by the market forces of supply and demand.

Affordable housing is defined by the 2018 National Planning Policy Framework (NPPF) as 'Housing for sale or rent, for those whose needs are not met by the market'. The NPPF sets out different models that are considered affordable housing and these can largely be categorized into:

- **Affordable homes for rent** - This includes social and affordable rent housing. A social rent is based on a national rent formula and affordable rent costs up to 80% of market values, inclusive of any service charges.
- **Affordable routes to home ownership**. Often referred to as 'intermediate housing', affordable routes to homeownership enable an individual to purchase a home with a relatively small deposit and/or discounted market value. Products include discount market sales housing (sold at a discount of at least 20% with eligibility determined with regard to local incomes and house prices), Shared Ownership (Where a small deposit is required to obtain a mortgage on a share of the property, with rent and service charge paid on the remainder) and Rent to Buy (where homes are rented at a discount for a period of time, after which they which the tenant is given the option to purchase. If the tenant does not want/is unable to purchase at the end of this period, it can be sold on the open market).

The NPPF requires that 10% of homes on large developments should be affordable roots to homeownership, unless that would significantly impair the ability to meet the needs of specific groups.



In Southend-on-Sea, over a third of newly arising households are unable to afford a lower quartile private sector rented property without spending over a third of their income on rent<sup>2</sup>, and levels of material child poverty in the borough increase from 19% to 29% after housing costs are taken into account<sup>3</sup>. Many more people who want to own homes simply cannot afford to do so and we are therefore committed to meeting the government's target of the delivery of 11,140 new dwellings being provided between 2016 & 2026<sup>4</sup>. Local research<sup>5</sup> indicates that of these, 6,875 properties (62%) would need to be provided at less than lower quartile market rent to meet the needs of current/future households not currently able to afford lower quartile rental prices. Southend's average annual delivery of all homes (including affordable) is just 340 properties per year.

With such high numbers of dwellings required to meet housing over-all housing need, and a finite land supply, the council need to use new methods of meeting local need, and prioritise the supply of affordable housing (both in existing supply and new build) if we are to prevent increased levels of homelessness, housing induced poverty and poor/unsuitable housing conditions amongst our residents.

We will work with housing associations and developers to ensure a focus on the delivery of good quality affordable housing, and will also develop this through our own developments of social housing. We will use our own Housing Company to do some of this work as well as our partners including our managing agent, South Essex Homes.

We will work with local landlords and encourage the provision of affordable rented properties through leasing arrangements and providing support to tenants where this will help sustain tenancies.

We will seek to encourage people to downsize, where they live in houses larger than they need, and seek to provide attractive alternatives for them so their larger homes can become available to others in need, often young families. We will also work to bring empty homes across the borough back into use and will seek to make some of these available as affordable housing by through agreeing nominations rights on properties.

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<sup>2</sup> Turley Economics, 2016

<sup>3</sup> Loughborough University (2018)

<sup>4</sup> DCLG, 2017

<sup>5</sup> Turley Economics, 2017

**Our Commitments to deliver this aim Include:**

**ACQUISITIONS**

**2019**

Develop an acquisitions program, independently or in partnership, to enable more existing stock to be brought up to standard and let to low income households.

**DELIVERY VEHICLES**

**Ongoing**

Continually identify and utilise the tools and vehicles at our disposal to maximise provision of affordable housing.

**LAND**

**Ongoing**

Unlock new sites for house building and regeneration

**FUNDING BIDS/OPPORTUNITIES**

**Ongoing**

Take advantage of new funding opportunities/supporting partner bids that are in line with the aims of this strategy. This includes maximising capital investment capacity through utilising existing housing revenue account funds and borrowing capacity, considering the potential of the Care and Support Specialised Housing Fund (which runs until 2021) and, new Homelessness 'Move on' accommodation capital/revenue grant (2018-19)

**PRIVATE RENTED SECTOR**

**2019**

New approaches to working with the private rented sector including leasing and management of private rental sector homes and developing property for rent, including at rates affordable to local people

**EMPTY HOMES**

**2019**

Bring empty homes back into use, reviewing the tools/software, resources and opportunities at our disposal to do so. An emphasis will be placed on properties empty 2 years +.

**PLANNING POLICY**

**2020**

Development of a new Local Plan for Southend which sets ambitious housing targets and reviews S106 developer contributions

**COUNCIL OWNED ASSETS**

**2019**

Re-align asset management plans in line with aims of this strategy

**SOCIAL HOUSING TARGETS**

**2022**

A target number of social homes, broken down into targets as part of action plans.

- **Bringing forward work to build new council housing** on council owned land through Housing Revenue Account funding (50 units completed by 2022)
- **Working in partnership with registered providers** and Homes England to enable further affordable housing to be progressed.

**UNDER-OCCUPATION**

**2019**

Explore new incentives to encourage best use to be made of homes which are under-occupied/have spare bedrooms (regardless of if they are subject to the spare room subsidy/ 'bedroom tax')

## Regeneration and growth to create inclusive, healthy places to live and thrive.

We will deliver these ambitions through agreeing a new Local Plan for Southend that will boldly set out a regeneration strategy for the borough and continuing to develop a localities approach. The Local Plan will unlock new sites for housing and through our work with housing associations and developers, and through our own developments, will ensure that new homes contribute to the shaping and improving of local areas. By using the best design and good infrastructure our housing will create strong and attractive environments which promote good health and wellbeing for people of all ages and which support the public health commitment to becoming a healthier Southend.

Regeneration and growth require high quality planning, management and resident engagement so that residents are supported and listened to throughout the regeneration/growth process. We will encourage, enable and empower successful neighbourhoods and strong, cohesive communities with collective responsibilities for the people and places we live. These communities will include specialist housing needed by some groups of people such as those with dementia, learning disability or autism. We will also maximise the potential for regeneration and growth to generate employment and skills opportunities in the local economy, including for low income disadvantaged groups, and promote health, wellbeing and sustainability through design.

### Our Commitments to deliver this aim include:

#### LOCAL PLAN 2020

Development of, and consultation on a new Local Plan unlocking new sites for house building and regeneration, and promoting well designed, accessible developments that encourage health, wellbeing, and independence

#### BETTER QUEENSWAY From 2019

The regeneration of the Queensway estate. Better Queensway seeks to create a new neighbourhood that will not only deliver a significant increase in the number of new homes during the lifetime of this strategy, but will also provide new green space, better infrastructure, local jobs and a healthy community to work, live and thrive in.

#### SOUTH ESSEX JOINT STRATEGIC PLAN 2020

Work in partnership with South Essex local authorities to assess land development opportunities in the wider area, to create the South Essex Development Plan.

#### COMMUNITY ASSETS Ongoing

Encourage the creation of peer support groups, and community hubs including through our commissioned support services and community relations.

**SHELTERED HOUSING REVIEW  
2019**

Implement the recommendations of the 2017 sheltered housing review.

**CONSULTATION AND ENGAGEMENT  
Ongoing**

Public consultation and engagement on council led development such as that undertaken for Better Queensway, and development of the forthcoming Local Plan and a commitment to continuous engagement with our residents, businesses and stakeholders in the shaping of Southend's future housing and neighbourhoods

**EMPLOYMENT AND SKILLS  
Ongoing**

Work with partners to maximise income, employment and skills opportunities for local people i.e. apprenticeships created on new, large developments.

**LEARNING  
Ongoing**

Undertake research into best practice approaches nationally and internationally in order to bring inclusive, sustainable growth and regeneration to Southend.

**INTEGRATION  
Ongoing**

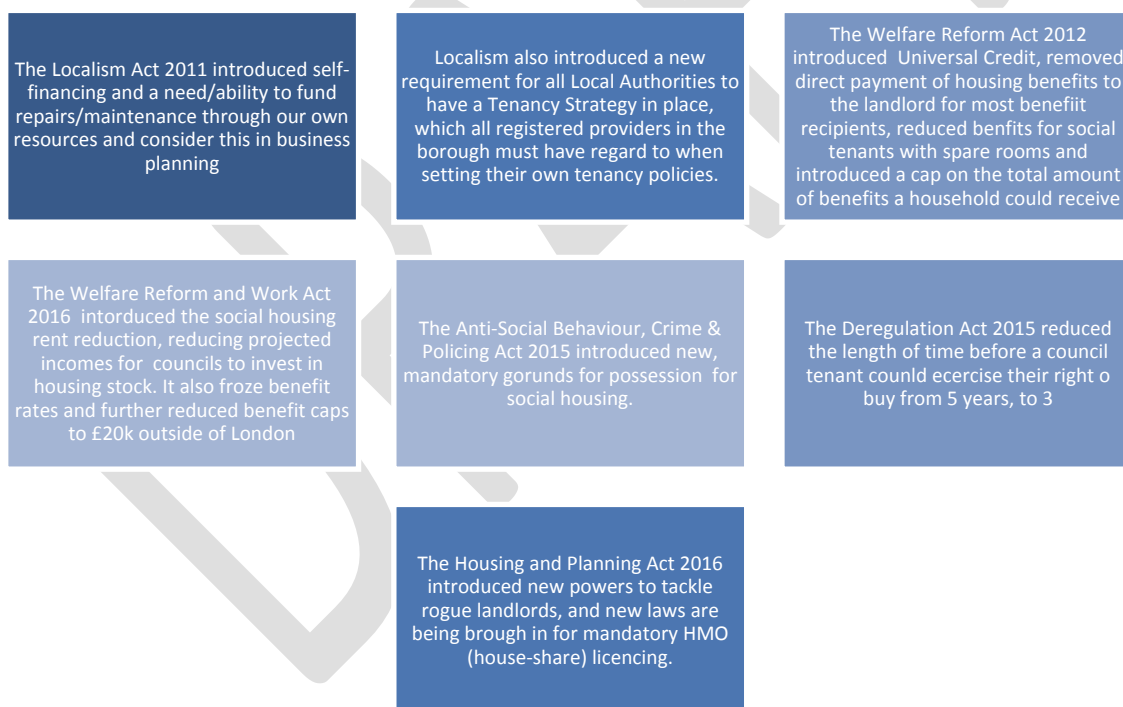
Use of external government funds to set up support for Syrian refugees to move to the borough, sustain their tenancies and integrate into our local community.

## Encourage good quality housing design, management and maintenance

Good quality housing is essential for everyone's health and wellbeing. Following the Grenfell tragedy, in August 2018 the government published a social housing Green paper: 'A new deal for social housing', which focuses on reform to ensure that social homes are safe and well managed, where resident's voices are heard, complaints swiftly dealt with, social stigma tackled and thriving communities celebrated. We feel these aims are consistent with those of this strategy and will work hard to meet these ambitions.

Ensuring private sector homes are well managed and maintained is also a necessity for Southend. Research<sup>6</sup> indicates that in our borough, the estimated cost to the NHS of treating accidents and ill-health caused by housing hazards is £3.3 million each year, with wider costs to society estimated at £28m.

Since the last housing strategy came in to place in 2011, an array of legislation has influenced housing management, maintenance and standards in both the private and social sector, requiring the council to ensure it resources are suitably responsive to these.



In meeting our aim to encourage good quality housing design, management and maintenance, we will not only take account of emerging legislative drivers but also aspire to ensure that the whole of the housing sector in Southend is fit for purpose and where this is not already the case, to intervene to require improvements. Our ambition is one where poor landlord behaviour will not be tolerated, where people who do not look after their homes are supported to bring them up to standard, and social housing and housing association tenants live in well-maintained, high-quality homes. It is our ambition that all homes, whether council,

<sup>6</sup> BRE, 2017



housing association or private will be built to the same standards of quality and the best levels of maintenance supplied to local renters.

**Our Commitments to deliver this aim Include:**

**MANAGEMENT AGREEMENT**

**2019**

New Partnership agreement put in place between The Council and its arm's length management company, South Essex Homes (including exploration of new modes of housing delivery).

**TENANCY STRATEGY/POLICY**

**2019**

Develop a new tenancy strategy/policy for social housing.

**NOMINATIONS AGREEMENTS**

**2019**

Put nominations agreements in place with all Registered Providers/Housing Associations operating in the borough, to get the best deal for housing register applicants

**SAFETY**

**Ongoing**

Refine our stock management approach to take account of findings of the Hackitt Review, any new decent homes standard, and Grenfell Public Inquiry to deliver a continuous programme of maintenance and improvements.

**LANDLORD OBLIGATIONS**

**2019**

Use all options open to us under current/future legislation to ensure landlords meet their obligations towards tenants.

**STAFFING RESOURCE**

**2019**

Redesign and redevelop our Private Sector Housing Team to ensure it has the capacity and skill to use all available powers to respond effectively to disrepair and/or poor management.

**LANDLORD PARTNERSHIP**

**2019**

Develop strong partnerships across the landlord sector, including with housing associations/registered providers and private landlords, and encourage membership of self-regulatory organisations such as SEAL

**STOCK CONDITION SURVEY**

**Ongoing.**

Create a pro-active and targeted response to the 2017 Stock condition survey.

## Support people to live independently in their own homes and avoid homelessness

Southend has a growing and ageing population. In Southend there is a higher proportion of adults living in residential care than the England average and the number of adults who are unable to manage at least one self-care activity on their own is expected to increase 54% between 2017 and 2035<sup>7</sup>. It is therefore ever more important to make sure that housing plays its part in keeping people healthy and well.

In keeping with the Care Act 2014, housing is now recognised as a key health related service and we will work with a renewed emphasis across housing, health, planning and social care to enhance the wellbeing and independence of our residents and prevent or delay needs for care and support. Beyond the quality of housing itself, we will make sure that community is at the heart of local developments and that the opportunity for people to connect with the resources they need to live well is maximised.

Southend will continue to provide a strong range of services for people at risk of homelessness. This work will be supported not just in response to the duties placed upon the council by legislation such as the Homelessness Reduction Act 2017, Housing Act 1996, Localism Act 2011, and Homelessness Act 2002, but will also include continued investment in a floating support services, community hubs, advice centres, tenancy engagement and other support to those who may otherwise be at risk of becoming homeless. We will ensure that we have a highly skilled workforce capable of supporting people to maximise their income and maintain their tenancies and clear signposting so local residents and the professionals they work with know where to go for the assistance they need.

The actions the Council and its partners take to support people to live independently and avoid homelessness will be responsive to the changing needs of local people. At present, the biggest triggers for people becoming homeless in Southend-on-Sea are loss of an assured shorthold (private sector) tenancy, being evicted by family and friends, and as a result of domestic violence. Economic conditions may also lead to the loss of people's homes through inability to keep up rental and mortgage payments and research shows that certain people are at greater risk of experiencing homelessness. Our approach will ensure accessible support for people whatever their individual household circumstances. We recognise the important role housing providers can play in helping people manage *life on life's terms* and we will ensure that the council and its partners connect people to the services and support they need across health, social care, welfare, youth offending, childcare, education, training, probation, and employment. We will especially support those facing the biggest barriers and who are less able to support themselves, or are at risk of harm, whilst at the same time supporting communities to be better placed to support each other in these regards.

It is through being effective in tackling these underlying concerns that we will be most able to prevent homelessness or the need for expensive care.

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<sup>7</sup> Projecting Older People Population Information System

**Our Commitments to deliver this aim Include:**

**UNDERSTANDING LOCAL NEED**

**Ongoing**

Develop a greater understanding of the need for specialist/supported accommodation.

**ACCESSIBLE HOMES FOR LIFE  
2020**

Build more accessible homes for life through our own developments and in partnership with others

**TENANCY SUSTAINMENT SUPPORT  
2019**

Facilitating increased tenancy sustainment via our housing management company, South Essex Homes, the renewed floating support contract and other advice and support providers.

**ADVICE AND INFORMATION  
2019**

Enhancing the quality and accessibility of the council's publically available housing advice and information, especially for at risk groups

**PARENTAL EVICTIONS  
2019**

Home visits introduced where parents state that they are unable or unwilling to accommodate their children.

**SUPPORTED HOUSING  
2019**

Commission/facilitate supported housing for specialist groups such as people with learning difficulties, mental health, those in drug alcohol recovery, or young people such as care leavers, in line with local needs.

**INVESTMENT IN AIDS, ADAPTATIONS  
AND EMERGING TECHNOLOGY**

Investment in aids, adaptations and emerging technology (including artificial intelligence) to support people to live independently, including providing a show home to support people to understand the benefits of these to their lives.

**PERSONALISED HOUSING PLANS  
Ongoing**

SBC officers to work with families and individuals at risk of homelessness within the next 56 days to put personalised housing plans in place to prevent homelessness occurring.

**PUBLIC BODIES<sup>8</sup>  
2018**

Continued development of partnership with public bodies, to ensure we receive early notification of those at risk of homelessness/ to ensure the Duty to Refer is fulfilled.

**RENT DEPOSIT OFFER  
2018**

Rent deposit loans offered to those who are at risk of homelessness, where they would not otherwise be able to access accommodation.

<sup>8</sup> Prisons, young offender institutions, secure training centres, secure colleges, youth offending teams, probation services (including community rehabilitation companies), Jobcentres, Social services, emergency departments, urgent treatment centres, hospitals, Secretary of State for defence (in relation to members of the regular armed forces)

**DRUG AND ALCOHOL TREATMENT AND RECOVERY 2019**

Commence review of commissioned drug and alcohol contract (Sept 2019).

**ALLOCATIONS POLICY 2019**

Review the council's Allocations Policy, in line with local needs.

DRAFT

## Any instance of homelessness to be brief and non-recurrent

Homelessness is defined by part VII of the Housing Act 1996 (as amended) and includes:

- Those without a home they are entitled to occupy
- Those who have accommodation but it is not reasonable or possible for them to continue to occupy it.

People residing temporarily with family or friends ('sofa surfing'), residing in hostels, bed and Breakfast, or other forms of temporary accommodation, suffering from domestic violence in the home, rough sleepers and those living somewhere they have no legal right to occupy, are all included within this definition of homelessness

Wherever possible, and in delivering the first 4 aims of this strategy and providing a Housing Solutions Service, we will seek to prevent homelessness from occurring. Unfortunately we there will be some occasions where people do become homeless and we are committed to being able to respond quickly and effectively when this is the case, helping people to be accommodated in a way that meets their needs. This does not mean placing people in temporary accommodation for extended periods and we will always move swiftly to move people into sustainable longer-term solutions both through increasing the availability of affordable homes as well as making sure people get the bespoke personal housing plans they need.

For some people homelessness will mean sleeping rough, either on the streets or in other unsuitable settings such as vehicles, derelict buildings or squats. This is not acceptable and we will work tirelessly to get people into the accommodation they need. With our partners in the voluntary sector we will continue to deliver a range of high quality outreach- and centre-based support and will increase this through our work with the Rough Sleeper Initiative and Making Every Adult Matter (MEAM) projects. We know that for some people in this situation rough sleeping is often only one of a number of difficult challenges they face, and that many rough sleepers have previously experienced other forms of homelessness. We will use the skills of a range of specialist providers and the best evidence of 'what works' to ensure that we help people off the streets once and for all.

In Southend there is a huge amount of good will towards rough sleepers and homeless people and we will continue our work in support of local church groups involved in the annual Church Winter Night Shelter programme. We will also ask other community groups to work together with us in striving to make any instance of homelessness rare, brief and non-recurrent<sup>9</sup>.

There is varied evidence about what works most effectively when responding to the challenges of homelessness and rough sleeping in the borough and we will make the most of our partnerships with the Centre for Homelessness Impact and the MEAM Coalition in order to make sure that what we do is effective or where we are trying new ways of intervening, that we evaluate this properly and support good commissioning, effective practice and, most importantly, lasting change in the lives of vulnerable people.

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<sup>9</sup> Centre for Homelessness Impact, 2018



## Our Commitments to deliver this aim Include:

### HOMELESSNESS REVIEW

**2023**

In line with legislative requirements, we will undertake a homelessness review at least once every 5 years and based on this, update the homelessness and rough sleeper elements of this strategy.

### ROUGH SLEEPER INITIATIVE

**2018**

Implementation of our Rough Sleeper Initiative/Government Funded program for 2018 – 2020 and identification of means to sustain the programme when funding ceases. Initiative includes new outreach provision, including a specialist **dual diagnosis** (mental health and drug/alcohol) worker, a new sit up service to temporarily **increase emergency provision** in the town and **rent deposit** support to access the private rented sector.

### HEALTH AND WELLBEING

**2019**

Explore new ways we can work with partners in the NHS, CCG, Public Health and Social Care to ensure that our homeless population have equal opportunity to have their health and wellbeing needs met.

### PERSONALISED HOUSING PLANS

**2018**

Personal housing plans coproduced with individuals and families who are currently homeless (including rough sleepers, sofa surfers and those residing in emergency accommodation)

### TEMPORARY ACCOMMODATION

**2019**

Temporarily expand the supply of temporary accommodation, until Move on options have been secured.

### MOVE ON ACCOMMODATION

**2020**

Increase the supply of move on accommodation available for people using emergency shelters and temporary accommodation (freeing up emergency bed space for newly arising homeless individuals/couples/families)

### EVIDENCE INFORMED APPROACHES

**2019**

Increasing our knowledge of 'what works' through our developing partnerships with the Centre for Homelessness Impact and Making Every Adult Matter, ensuring this knowledge is understood and translated into practice where needed.

### ANALYTICS

**2019**

Increasing our analytical capacity to pursue an intelligence led approach to identifying at risk groups

## **LIVED EXPERIENCE**

**2019**

Growing our ability to engage with people with lived experience of homelessness and rough sleeping and to recruit their insight to better inform future action plans and procedures.

## **SEVERE WEATHER EMERGENCY PROVISION**

**2018**

Development of a Severe Weather Emergency provision for if the temperature drops below 0 degrees Celsius for three consecutive nights, and all emergency units (including churches) are full.

## **TARGETED EMPLOYMENT PROJECT**

**2019**

Develop a focussed project on increasing employment opportunities for unemployed people with lived experience of homelessness (Sept 2019).

## **GOVERNANCE/PUBLIC BOARDS**

**2019**

Ensuring that this strategy is delivered through the work of all the key public boards in the borough, including Safeguarding boards, and the Health and Wellbeing Board, promoting a 'housing and homelessness are everyone's job' approach.

## **CHURCH WINTER NIGHT SHELTER**

**2018**

Continued delivery of the Church Winter Night Shelter partnership between local faith groups, volunteers, HARP and The Council

## **PARTNERSHIP WITH COMMUNITY SECTOR**

**2018**

Leading partnership with providers in the informal community sector such as soup kitchens and small local groups in order that all efforts count towards eradicating rough sleeping and homelessness.

## **COMMUNICATIONS**

**2018**

Create a media campaign around supporting people off the streets.

## Resources to deliver the strategy

The council's financial resources for direct intervention are limited and therefore we can only deliver on the commitments in this strategy through working alongside and in partnership with those in the private, public, community and voluntary sector.

Homelessness and rough sleeping, together with intervention in the private sector and supporting people to stay in their own homes fall to be met from the council's general fund, through a mixture of council tax and government grant funding. Where the council acts as a housing landlord, costs and associated income are accounted for through the housing revenue account. The council also maintains a capital programme funded through a combination of prudential borrowing, capital receipts and other internal resources, supplemented by external grants and developer contributions. The capital programme provides for limited new build council housing, together with the refurbishment and maintenance of the existing stock, plus disabled facilities grants aimed at keeping people in their own homes for longer, and a variety of initiatives to make the private sector stock more fit for purpose.

The council will conduct a whole systems review of the capital and revenue resources available to deliver its strategic aims and will keep these under continuous review in order that we make best use of these and any other funding opportunities that may become available. We will review our role as developer, local housing authority, landlord and strategic leader. Throughout this work we will retain a commitment to progressing the aims of this strategy together with private, public, community and voluntary sector partners.

The Council have already developed a number of approaches to further its housing and homelessness aspirations and it continues to develop new approaches both in its own right and in partnership with commercial and public partners. These solutions range from the establishment of a council owned company to deliver and operate housing, to a set of financial tools to support the local market, and from developing a set of genuinely affordable housing solutions, to utilising existing partnerships it has to increase housing supply. The Council will seek to utilise this set of tools to either directly deliver housing itself, to deliver it alongside partners or to enable third party delivery in order to increase provision over the short, medium and long term.

To support the strategy, we will review our own workforce and ensure that it is suitably equipped with the appropriate level of staff, skills, structures and tools to lead the below areas of work. We will grow our staff capacity significantly to ensure that we can:

- build, purchase, lease and buy affordable homes;
- make best use of land availability;
- bring empty homes back into use;
- deliver on our statutory duties and powers, including the allocation of social housing, frontline homelessness and homelessness prevention assistance, management of social housing and enforcement action against rogue landlords;
- manage, repair and maintain council and private homes, with tenant voices driving performance;
- work with and collaborate with neighbouring local authorities, landlords, developers, voluntary and community sector partners;

- make sure we use reliable evidence about what works and what is good practice, including using the data we already have and that we have the skill and capacity to use this effectively; and,
- make sure we engage with local residents in a meaningful way and include their voices in shaping the work we take forward under this strategy.

## Data and evidence

There is a lot of information that has been used to inform this strategy, ranging from the voices of local people to lots of numerical data about housing costs, demands, supply requirements and so on. These data have been pulled from a very wide range of sources and it is evident that to attach them all to this paper could quickly put off many readers, therefore we have chosen not to do so. For this reason we are committing within this strategy to create a means by which data can be managed and added to as more information is generated and updated over time. This resource will be made available for those who wish to access it and will be used to inform actions throughout the life of this strategy.

We are committed to identifying and crating evidence about ‘what works’ to deliver our aims, whilst not being afraid to try new approaches. Playing close attention to our own data, and local people’s insights, we will also consider the work of experts in housing/homelessness evidence, such as The Centre for Homelessness Impact, the UK collaborative Centre for Housing Evidence and the MEAM coalition to inform our practice.

## Useful data sources.

Some of our most useful data sources require subscription and/or internal log in, however the below are some key, publically available sources of information, which give us broad oversight of national and local housing and homelessness issues.

Source	Link
2016 South Essex Strategic Housing Market Assessment (Turley Economics)	<a href="http://www.housingessex.org">www.housingessex.org</a>
2017 Addendum to the South Essex Strategic Housing Market Assessment (Turley Economics)	<a href="http://www.housingessex.org">www.housingessex.org</a>
UK Housing Review (Chartered Institute of Housing)	<a href="http://www.ukhousingreview.org.uk">www.ukhousingreview.org.uk</a>
2017 Consultation Data table (Ministry of Housing, communities and Local Government)	<a href="http://www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals">www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals</a>
Housing Summary Measures Analysis (Office for National Statistics)	<a href="https://www.ons.gov.uk/releases/housingsummarymeasuresanalysis2016">https://www.ons.gov.uk/releases/housingsummarymeasuresanalysis2016</a>

Live tables on dwelling stock (including vacants) (Ministry of Housing, Communities and Local Government)	<a href="http://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants">www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants</a>
Live tables on affordable housing supply (Ministry of Housing, Communities and Local Government)	<a href="https://www.gov.uk/government/collections/affordable-housing-supply">https://www.gov.uk/government/collections/affordable-housing-supply</a>
Projecting Older People Population Information (POPPI) (Institute of Public Care/Oxford Brooks University)	<a href="http://www.poppi.org.uk">www.poppi.org.uk</a>
Projecting Adult needs and Service Information(PANSI) (Institute of Public Care/Oxford Brooks University)	<a href="http://www.pansi.org.uk">www.pansi.org.uk</a>
Southend Sheltered Housing review 2016 (Peter Fletcher Associates)	<a href="http://www.southend.gov.uk">www.southend.gov.uk</a>
Local Housing Allowance Rates 2018 (by Local Authority Area) (Valuation Office Agency)	<a href="https://www.gov.uk/government/publications/local-housing-allowance-lha-rates-applicable-from-april-2018-to-march-2019">https://www.gov.uk/government/publications/local-housing-allowance-lha-rates-applicable-from-april-2018-to-march-2019</a>
Stat X-plore (Benefit claimant data) (Office for National Statistics)	<a href="https://www.nomisweb.co.uk/articles/681.aspx">https://www.nomisweb.co.uk/articles/681.aspx</a>
Benefit cap statistics (Department for Work and Pensions)	<a href="http://www.gov.uk/government/collections/benefit-cap-statistics">www.gov.uk/government/collections/benefit-cap-statistics</a>
Mortgage and landlord possession statistical data (Ministry of Justice)	<a href="http://www.gov.uk/government/statistics/mortgage-and-landlord-possession-statistics-january-to-march-2017">www.gov.uk/government/statistics/mortgage-and-landlord-possession-statistics-january-to-march-2017</a>
Live tables on Homelessness (Department of Housing, Communities and Local Government)	<a href="http://www.gov.uk/government/statistical-data-sets/live-tables-on-homelessness">www.gov.uk/government/statistical-data-sets/live-tables-on-homelessness</a>
Unit Cost Database (New Economy)	<a href="http://www.neweconomymanchester.com/our-work/research-evaluation-cost-benefit-analysis/cost-benefit-analysis/unit-cost-database">www.neweconomymanchester.com/our-work/research-evaluation-cost-benefit-analysis/cost-benefit-analysis/unit-cost-database</a>
Rough sleeping – explore the data (Homeless Link)	<a href="http://www.homeless.org.uk/facts/homelessness-in-numbers/rough-sleeping/rough-sleeping-explore-data">www.homeless.org.uk/facts/homelessness-in-numbers/rough-sleeping/rough-sleeping-explore-data</a>
UK Collaborative Centre for Housing Evidence.	<a href="http://www.housingevidence.ac.uk/">www.housingevidence.ac.uk/</a>
Evidence tools (Centre for Homelessness Impact)	<a href="http://www.homelessnessimpact.org/tools">www.homelessnessimpact.org/tools</a>
Everybody In: How to end homelessness in Great Britain (Crisis)	<a href="http://www.crisis.org.uk/ending-homelessness/plan-to-end-homelessness/">www.crisis.org.uk/ending-homelessness/plan-to-end-homelessness/</a>



# Southend-on-Sea Borough Council

Agenda  
Item No.

Report of Deputy Chief Executive (Place)

to  
Cabinet

on  
6<sup>th</sup> November 2018

Report prepared by Carl Robinson, Director of Public  
Protection

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## Adoption of a Low Emission Strategy (part of the Air Quality Action Plan)

Cabinet Member: Councillor Mark Flewitt

### Part 1 (Public Agenda Item)

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#### 1. Purpose of Report

To seek adoption by Cabinet of the Low Emission Strategy (“the Strategy”). The policy contained in the Strategy aims to improve health outcomes through reducing emissions from transport and supports sustainable development across Southend on Sea Borough Council. The Strategy is an integral part of the Council’s Air Quality Action Plan for Air Quality Management Area No. 1 (**Appendix 1**). See Cabinet report 18/029 (**Appendix 2**)

#### 2. Recommendations

It is recommended that Cabinet approves and adopts the Low Emission Strategy contained in **Appendix 3**.

#### 3. Background

Taking action to improve air quality is crucial in order to improve the health of the population. There is growing evidence that air pollution is a significant contributor to preventable ill health and early death. These health impacts impose a cost on the economy estimated to run into billions.

In June 2018 the Council adopted its first Air Quality Action Plan. A key priority of the action plan is to develop and implement a Low Emission Strategy.

##### 3.1 Legislative Background

Air quality limit values for the protection of human health have been set by two EU Air Quality Directives 2008/50/EC and 2004/107/EC. These were transposed into UK Law via the Air Quality Standards Regulations 2010.

Action is then driven by the UK's Air Quality Strategy which sets out equivalent Air Quality Objectives (AQOs).

Part IV of the Environment Act 1995 places a statutory duty on all local authorities in the UK to periodically review and assess air quality within their areas. This is to determine the likelihood of complying with prevailing health based air quality objectives for a number of pollutants. The UK Air Quality Strategy, Policy and Technical Guidance provide the over-arching themes for local air quality management in the UK.

Local Authorities that identify a breach of any of the air quality objectives in their area are required to formally declare an Air Quality Management Area. Once declared the authority has a duty under Section 84 (2) of the Act to produce an Air Quality Action Plan which has already been adopted by the Council. The Low Emission Strategy is a natural extension and an integral part of the action plan

Local Authorities are not legally obliged to meet the air quality objectives but they must be able to demonstrate that they are working towards the objectives, and are expected to adopt a Low Emission Strategy as part of the air quality action planning process.

### **3.2 Air Quality Action Planning**

In order to effectively discharge duties under the Local Air Quality Management regime the Council is required to report on air quality throughout the Borough. This function is undertaken by Regulatory Services.

Regulatory Services will continue to ensure that ambient air quality is monitored after the implementation of the strategy. The team will report regularly on progress, both through the local air quality management reporting schedule to DEFRA and via the Council's Corporate Priority Actions Protocol: Action 1718 PLACE PPC03.

### **3.3 The Action Planning Process**

Action planning is an essential part of the local air quality management process, providing a practical opportunity for improving air quality in areas where review and assessment has shown that national measures will be insufficient to meet one or more the air quality objectives. A suitable air quality action plan should include the adoption of a Low Emission Strategy.

The aims of the Strategy are to:

- a. To take actions that will reduce emissions from transport in the area and support sustainable development.
- b. To reduce emissions from all classes of vehicles, and to work with all groups who travel or generate traffic, including emissions from Council owned or leased fleet and staff vehicles (driven for business use).

- c. To improve the understanding of air pollution as an issue that should be considered during the development of policy, and to influence decisions made in the greater area. To raise awareness to the fact that we all have a role to play.
- d. To actively seek funding opportunities to implement stretching and innovative measures, especially the opportunity to increase the use of (Ultra) Low Emission Vehicles.

### **3.4 Priorities for Action**

- i. Reducing Transport Emissions via the Local Transport Plan (LTP3), Southend Local Plan and Joint Spatial plan.
- ii. Southend Intelligence Hub, Smart (“Connected”) City Journey and Digital Strategy.
- iii. Land Use Planning and Development Control via Low Emission Infrastructure.
- iv. Sustainable Procurement.
- v. Reducing Emissions from Commercial Vehicles.
- vi. Reducing Emissions from Car and Light Goods Vehicles.
- vii. Reducing Emissions from Taxis.
- viii. Reducing Emissions from Buses.
- ix. Raising Awareness.

### **3.5 Southend 2050**

The strategy and associated actions have clear links to the ambitions around the Southend 2050 work, especially in respect of protecting and improving the quality of life for those most vulnerable in our community; health improvements being at the heart of the strategy. The strategy will help to ensure Southend is leading the way in making public and private travel smart, clean and green.

## **4. Other Options**

None, the strategy is an integral component of the Air Quality Action Plan (AQAP) the adoption of which was a statutory duty.

## **5. Reasons for Recommendations**

It was a statutory duty to adopt an AQAP. Taking action to improve air quality via a Low Emission Strategy is part of the air quality action planning process, and crucial in order to improve the health of Southend-on-Sea residents.

## **6. Corporate Implications**

### **6.1 Contribution to Council’s Vision & Corporate Priorities**

The vision of the Council is to “Create a Better Southend” supported by the five corporate aims of a “Clean, Safe, Healthy and Prosperous Southend, led by an

Excellent Council”. This vision will be reflected in and provide a clear focus for the actions outlined in the Low Emission Strategy.

## **6.2 Financial Implications**

The priorities for action of the strategy are a combination of existing and new initiatives. Implementation of these will incur no additional costs as the funding will be met by existing budgets and/or securing new (national, European) funding streams.

## **6.3 Legal Implications**

The council has a statutory duty to create and implement an AQAP, of which the Low Emission strategy is an integral part. DEFRA “expect” all authorities with an Air Quality Management Area to adopt such a strategy.

## **6.4 People Implications**

Actions to improve air quality will have a positive impact for residents of all age groups and visitors to Southend.

## **6.5 Property Implications**

No implications.

## **6.6 Consultation**

The formal consultation period was 20 August to 5 October 2018.

Stakeholder consultation is a fundamental aspect of Local Air Quality Management, and a legal requirement under Schedule 11 (s90) of the Environment Act 1995.

Internal Stakeholders Consulted:

- Strategic Transport Policy.
- Public Health.
- Planning and Development Control.
- Energy and Sustainability.
- Procurement.
- Economic Development.
- Members.

External Stakeholders Consulted:

- Transport Companies.
- Key Freight Operators.
- Key Local Businesses.

- Local Environment/Transport Group.
- Chambers of Commerce.
- Local Community Representatives and Residents.
- DEFRA.
- Essex Local Authorities.

The Air Quality Action Planning Steering Group will oversee the implementation of the strategy and report back as necessary.

## **6.7 Equalities and Diversity Implications**

To be completed once consultation results are reviewed.

## **6.8 Risk Assessment**

At high concentrations nitrogen dioxide (NO<sub>2</sub>) and particulate pollution cause a range of health effects. Delay in the adoption and implementation of the strategy is a risk to the health of residents particularly within the Air Quality Management Area declared in 2016.

Failure to meet or strive towards the air quality objectives is a breach of European Union and UK law respectively. Fines may be imposed by the EU on the UK. DEFRA have issued a policy statement with respect to Part 2 of the Localism Act 2011 indicating that if fines were to be imposed by the EU and the local authority was responsible for permitting the breach, the authority could be required to pay the full cost.

## **6.9 Value for Money**

A successful joint application by Southend, Essex CC, Rochford, Colchester and Chelmsford LAs for Clean Bus Technology funding (£1.1m) was confirmed in January 2018.

The new measures contained within the Strategy will be fully costed in line with financial requirements.

## **6.10 Community Safety Implications**

No implications.

## **6.11 Environmental Impact**

Air pollutants from transport include nitrogen oxides, carbon monoxide, hydrocarbons and particulates, all of which have a potentially damaging impact on the health of flora and fauna.

## **7. Background Papers**

2018 Air Quality Annual Status Report for Southend-on-Sea Borough Council  
DEFRA Policy Guidance (PG) 16 April 2016



**8. Appendices**

1. Air Quality Action Plan for AQMA No. 1
2. Cabinet Report No 18/029
3. Low Emission Strategy



# Southend-on-Sea Borough Council Air Quality Action Plan

In fulfilment of Part IV of the  
Environment Act 1995  
Local Air Quality Management

November (2017)

Local Authority Officer	William Pegram
Department	Regulatory Services
Address	Civic Centre, Victoria Avenue, Southend-on-Sea, Essex SS2 6ER
Telephone	Telephone 01702 215000
E-mail	billpegam@southend.gov.uk
Report Reference number	AQAP1
Date	November 2017

## Foreword by Portfolio Holder

“Everyone has the right to breathe clean air and public interest in air quality has been at an all-time high.

The most immediate air quality challenge is tackling the problem of nitrogen dioxide (NO<sub>2</sub>) around our roads – the only statutory air quality obligation the UK is currently failing to meet.

Southend-On-Sea Borough Council provides a high quality environment for residents, visitors and businesses and generally enjoys good air quality. There are, however, traffic hot-spots giving rise to unacceptable levels of air quality, and this has become a serious public health concern for many Cities and large Towns throughout the UK.

Given that the primary source of the pollutants is vehicle emissions, finding solutions is a challenge for us all to rise to. There are enterprising plans for investment to build and regenerate but this vision needs to be matched with improvements to air quality.

We fundamentally believe that the needs of the local community are at the heart of what we do at the Council. It is our objective to work together with communities to solve problems locally and participate in decisions that affect them and as a result build stronger more resilient communities.

An improvement to air quality requires an integrated and collaborative approach on the part of both internal and external stakeholders including the Community.

In developing this action plan, partnership working will be a key prerequisite. We will need to take an innovative and creative approach. The plan has been structured to incorporate both Borough wide actions and more specific actions aimed at local traffic hot-spots.

Together we shall work towards making the Borough “A Better Place to Live”, to work in and to visit.

On behalf the Council we would like to thank everyone who has been involved in the development of this Air Quality Action Plan which will identify local priorities, deliver improved outcomes and make a real difference to the lives of local people.”

Signed Mark Francis Portfolio Holder



## Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in the Borough between 2018 and 2021.

This is the Borough Council's first air quality action plan and has been triggered primarily to address the air quality concerns associated with the Air Quality Management Area (AQMA) declared along a stretch of the A217, Prince Avenue, Southend in November 2016. The AQMA is our first priority. The secondary purpose of the action plan is to address air quality across the whole Borough.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas<sup>1,2</sup>.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion<sup>3</sup>. The Council is committed to reducing the exposure of people in the Borough to poor air quality in order to improve health.

We have developed actions that can be considered under the following priority work areas:

- Southend Intelligence Hub - SMART City Journey and Digital Strategy
- Strategic Planning and Transport Policy
- Public Health and Raising Awareness
- Land Use Planning and Development Control

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<sup>1</sup> Environmental equity, air quality, socioeconomic status and respiratory health, 2010

<sup>2</sup> Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

<sup>3</sup> Defra. Abatement cost guidance for valuing changes in air quality, May 2013

- Sustainable Innovation
- Low Emission Air Quality Strategy (LEAQS)
- Community Engagement

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond the Borough Council's direct influence.

The emphasis of the plan is to firstly, develop measures that will provide the necessary emissions reductions to achieve the air quality objectives within specified timescales, and, secondly, to act as a live document which can be continually reviewed and developed to ensure current measures are progressing and new measures are brought forward.

## Responsibilities and Commitment

This AQAP was prepared by the Regulatory Services section of the Borough Council with the support and agreement mainly of the following departments:

- Public Health
- Strategic Planning and Transport Policy
- ICT
- Energy and Sustainability
- Land Use Planning and Development Control

It has been approved by the Cabinet and Full Council and will be subject to an annual review. Progress each year will be reported in the Annual Status Reports (ASRs) produced by the Borough Council as part of our statutory Local Air Quality Management duties.

***If you have any comments on this AQAP please send them to Bill Pegram at Southend-on-Sea Borough Council, Civic Centre, Victoria Avenue, Southend SS2 6ER Email: [BillPegram@southend.gov.uk](mailto:BillPegram@southend.gov.uk)***

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## 1. Introduction

This report outlines the actions that Southend-on-Sea Borough Council will deliver between 2018 and 2021 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the Borough.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

The Plan will be reviewed periodically and progress on measures set out will be reported on annually within the Council's air quality Annual Status Report (ASR) submitted to DEFRA.

Taking action to improve air quality is crucial in order to improve the health of the population. There is growing evidence that air pollution is a significant contributor to preventable ill health and early death. These health impacts impose a cost on the economy estimated to run into billions.

The most immediate air quality challenge is tackling the problem of nitrogen dioxide (NO<sub>2</sub>) concentrations around roads – the only statutory air quality obligation the UK is currently failing to meet.

This document has been produced by Southend-on-Sea Borough Council and constitutes our first Air Quality Action Plan (AQAP). It has been triggered primarily to address the air quality concerns associated with the Air Quality Management Area (AQMA) declared along a stretch of the A127, Prince Avenue, Southend in November 2016. Its secondary purpose is to address air quality issues by a wider, cross Borough approach with so-called “soft” indirect actions.

It is a statutory duty for the Council to develop an AQAP following the declaration of an AQMA in response to an identified breach of the annual mean air quality objective for nitrogen dioxide.

The vision of the Council is to **“Create a Better Southend”** supported by the five corporate aims of a “Clean, Safe, Healthy and Prosperous Southend, led by an

excellent Council". This vision will be reflected in and provide a clear focus for the actions outlined in this document.

## 1.1 Legislative Background

Air quality limit values for the protection of human health have been set by two EU Air Quality Directives 2008/50/EC and 2004/107/EC. These were transposed into UK Law via the Air Quality Standards Regulations 2010.

Action is then driven by the UK's Air Quality Strategy which sets out equivalent Air Quality Objectives (AQOs).

Part IV of the Environment Act 1995 places a statutory duty on all local authorities in the UK to periodically review and assess air quality within their areas. This is to determine the likelihood of complying with prevailing health based air quality objectives for a number of pollutants. The UK Air Quality Strategy, Policy and Technical Guidance provide the over-arching themes for local air quality management in the UK.

Local Authorities that identify a breach of any of the air quality objectives in their area are required to formally declare an Air Quality Management Area. Once declared the authority has a duty under Section 84 (2) of the Act to produce an Air Quality Action Plan (AQAP).

Local Authorities are not legally obliged to meet the air quality objectives but they must be able to demonstrate that they are working towards the objectives.

In order to effectively discharge duties under the Local Air Quality Management regime the Council is required to report on air quality throughout the Borough. This function is undertaken by Regulatory Services.

Regulatory Services will continue to ensure that ambient air quality is monitored after the implementation of this AQAP. The team will report regularly on progress, both through the local air quality management reporting schedule to DEFRA and via the Council's Corporate Priority Actions Protocol: Action 1718 PLACE PPC03.



## 1.2 The Action Planning Process

Action planning is an essential part of the local air quality management process, providing a practical opportunity for improving air quality in areas where review and assessment has shown that national measures will be insufficient to meet one or more the air quality objectives. A suitable air quality action plan should include the following:

1. Quantification of the source contributions to the pollution burden for example by vehicle categories. This allows action plan measures to be targeted more effectively.
2. Evidence that available options have been considered on the grounds of cost, feasibility and potential scale of impact.
3. Quantification of expected improvement in air quality.
4. Confirmation of how the Council will discharge its powers and also work in partnership with other stakeholders in pursuit of the relevant air quality objective.
5. Clear timescales within which the authority and other stakeholders propose to implement the various measures contained in the plan.
6. Quantification of the expected impacts of the proposed measures, and where possible, an indication as to whether these will be sufficient to demonstrate compliance with the objective/s.
7. Identification of how the Council intends to monitor and evaluate the effectiveness of the plan.
8. Prompt the formation of a Steering Group to enable and drive forward all of the above.

*The emphasis of AQAPs should be to firstly, develop measures that will provide the necessary emissions reductions to achieve the air quality objectives within specified timescales, and, secondly, to act as a live document which can be*

*reviewed periodically (at least once a year) and developed to ensure current measures are progressing and new measures are brought forward.*

This AQAP has been written to incorporate the following priority work areas:

1. Southend Intelligence Hub – SMART City Journey and Digital Strategy
2. Strategic Planning and Transport Policy
3. Public Health and Raising Awareness
4. Land Use Planning and Development Control
5. Sustainable Innovation
6. Low Emission Air Quality Strategy (LEAQS)
7. Community Engagement

## 2. Summary of Current Air Quality in Southend-on-Sea Borough Council

The main source of air pollution in the Borough is road traffic emissions from major roads, notably the A13, A127 and A1159. Other pollution sources including commercial, industrial and domestic sources also make a contribution to background pollutant concentrations. Exceedances of the annual mean air quality objective for nitrogen dioxide continue to be observed at three semi-permanent sites in or close to the existing AQMA boundary. One temporary site (of eight) associated with a major improvement scheme at A127 Kent Elms junction also shows an exceedance.

Neighbouring Rochford District Council is home to London Southend Airport which is close to the administrative boundary with Southend. The Council monitors air quality at roadside locations nearby. Airside operations are expected to only make an imperceptible contribution to background pollutant concentrations.

In November 2016 Southend-on-Sea Borough Council declared its first Air Quality Management Areas (AQMA) centred at the junction between Prince Avenue, Hobblythick Lane and Rochford Road (also known as “The Bell Junction”). Here exceedances of the annual mean Air Quality Objectives for nitrogen dioxide were confirmed by a Detailed Assessment completed in July 2016.

The Council has 25 semi-permanent and 8 temporary passive diffusion tube sites at which air quality is measured to ensure that we remain informed of air quality especially at locations where traffic volumes are high, and that if exceedances are recorded, then appropriate measures can be swiftly implemented.

As a Unitary Authority, the Council is responsible for highways, transportation and strategic planning. As a single tier authority, the relevant departments of Environmental Health, Public Health, Strategic Transport Policy, Planning and Sustainability are able to work effectively together to keep air quality a high priority, supported by the same Local Plan and Local Transport Plan objectives

For more information please refer to the latest Air Quality Annual Status Report (ASR) 2018.

## **3. The Council's Air Quality Corporate Priorities**

### **3.1 Southend Intelligence Hub – SMART CITY Journey**

The connection of the Council's 31 Urban Traffic Control sites to the newly deployed pan borough full fibre network presents the opportunity to monitor a raft of traffic and environmental characteristics simultaneously in real time. The intention is to relay data captured this way back to the Council's Intelligence Hub and host it for analytical purposes within the CISCO City Connected Digital Platform. The provision of the Intelligence Hub and the ability to cross reference data captured in this way is key to Southend's SMART CITY ambitions. As step one, the Intelligence Hub will see the co-location of three core 24/7 services: public space CCTV, traffic management and tele-care. See section 5.1 Southend Intelligence Hub on page 26.

### **3.2 Public Health Context**

Air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer. In its report on 'The Mortality Effects of Long-Term Exposure to Particulate Air Pollution in the United Kingdom', published in 2010, the Committee on the Medical Effects of Air Pollutants (COMEAP) estimated the mortality burden of existing levels of air pollution on the population of the UK as being equivalent to 29,000 deaths and an associated loss to the population of 340,000 life-years. Local authorities, working together with the public, can implement measures to reduce exposure to air pollution as well as reducing polluting emissions through, for instance, active travel plans.

See section 5.3 Public Health and Raising Awareness on page 38.

### **3.3 Transport Planning and Policy Context**

The Council is now working to LTP3 with a current implementation plan covering 2015-2021 reflecting the Governments spending plan.

Local Transport Plans steer the implementation of national transport policies at the local level. As a strategic document the LTP does not contain details of

schemes, but sets out a long term transport strategy, a shorter term implementation plan and a number of supporting strategies.

Transport needs to be linked with wider economic, social and environmental objectives. The LTP3 has therefore been developed within the context provided by a range of policy documents, including the Southend Core Strategy.

The long term transport strategy vision is linked to the Council's long term vision of:

“Creating a better Southend” which is supported by five aims resulting in a Clean, Safe, Healthy and Prosperous Southend Led by an Excellent Council.”

See section 5.2 Strategic Planning and Transport Policy on page 31.

### **3.4 Land Use Planning Context**

A key priority for the Borough Council is to integrate air quality considerations with other policy areas such as Land Use Planning and Development Control. Many developments have the potential to increase the pollution burden and it is appropriate that these developments are required to mitigate or offset this in order to help to achieve an overall reduction in local air pollution. It is therefore essential to identify how we can bring air quality considerations into the planning process at the earliest possible stage. It is no longer satisfactory to simply demonstrate that a development is no worse than the existing or previous land use on a particular site.

See Land Use Planning and Development Control section on page 41.

### 3.5 Source Apportionment of Traffic Emissions in AQMA and Agglomeration Zone

Source apportionment is the process of identifying the contribution each individual source of a pollutant such as nitrogen dioxide makes to the overall level. These consist of background sources and locally generated sources.

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within the Borough which is traffic.

We have assessed the contribution each category of vehicle type makes to the overall pollution burden.

A source apportionment exercise was carried out by external consultants on the Council's behalf in 2016 during completion of the Detailed Assessment. Annual Average Daily Traffic (AADT) flows and queuing data were provided by SBC after traffic counts were carried out across the Borough. Through the use of ADMS-Roads modelling, concentrations at relevant receptors at The Bell junction and Cuckoo Corner were predicted. This identified that the maximum concentration in this area was estimated at Prince Avenue on the approach to Cuckoo Corner. Source contributions to NO<sub>x</sub> concentrations at this receptor were calculated, including regional and local background concentrations and concentrations as a result of traffic sources. Figure 1 shows the percentage contributions to NO<sub>2</sub> concentrations.



**Figure 1. Source Apportionment of NO<sub>2</sub> Concentrations on Prince Avenue, including petrol and diesel contribution**

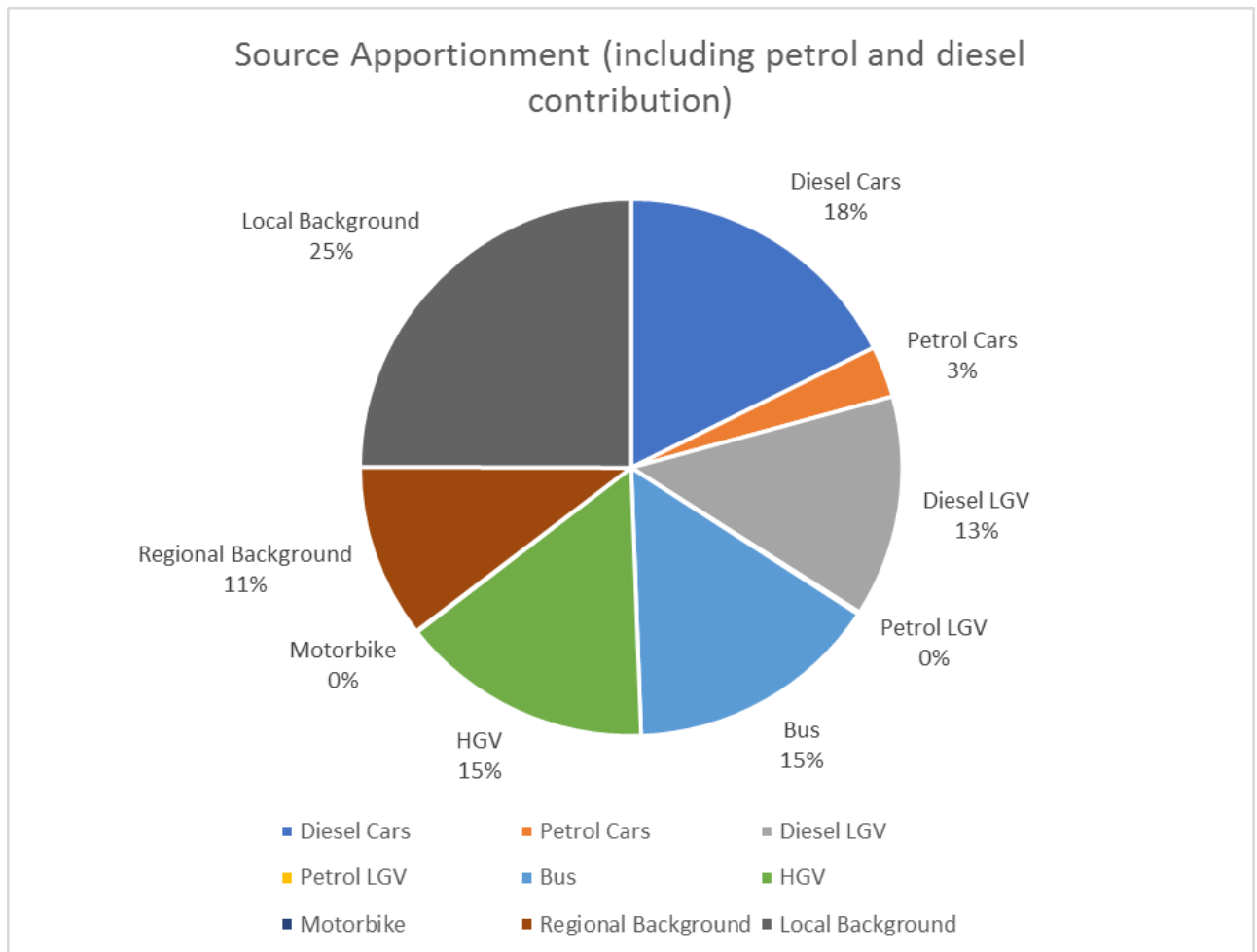


Figure 1 shows that the highest proportion of NO<sub>2</sub> emissions can be attributed to cars (21%), with buses, HGVs and LGVs contributing roughly the same proportion each. Therefore, there is no standout source contribution so measures will be focussed on reducing vehicle emissions as a whole.

Further refinement of the source apportionment calculation showed that diesel vehicles were responsible for a much higher proportion of NO<sub>2</sub> emissions than petrol vehicles.

### 3.6 Estimated Background Concentrations

DEFRA has made estimates of background pollution concentrations on a 1km<sup>2</sup> grid for the UK for seven of the main pollutants including NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. Base year data was for 2011 and projections are made for years 2011 to 2013. Table 1 shows the estimated background values of the pollutants for the year 2015.

**Table 1. DEFRA Mapped Background Annual Mean Pollutant Concentrations (µg/m<sup>3</sup>).**

Grid Square Centre Coordinates 586500, 187500	2015
Nitrogen Dioxide, NO <sub>2</sub>	21.6
Nitrogen Oxides, NO <sub>x</sub>	32.2
Particulate Matter PM <sub>10</sub>	17.6
Particulate Matter PM <sub>2.5</sub>	2.3

The background source component comprises emissions from the following sectors:

- Domestic (including heating and cooking)
- Commercial and Industrial (heating)
- Other transport sources such as railways, airports and shipping
- Small Industrial processes such as those regulated under the environmental permitting regime
- Minor roads.

### 3.7 Southend Urban Area Agglomeration Zone - Source Apportionment

The Southend Urban Area Agglomeration Zone is made up of Southend-on-Sea Borough Council, Rochford District Council and Castle Point Borough Council. It is one of 28 national zones each with its own DEFRA action plan setting out national, regional and local actions. Locations of EU non-compliance are along the A127.

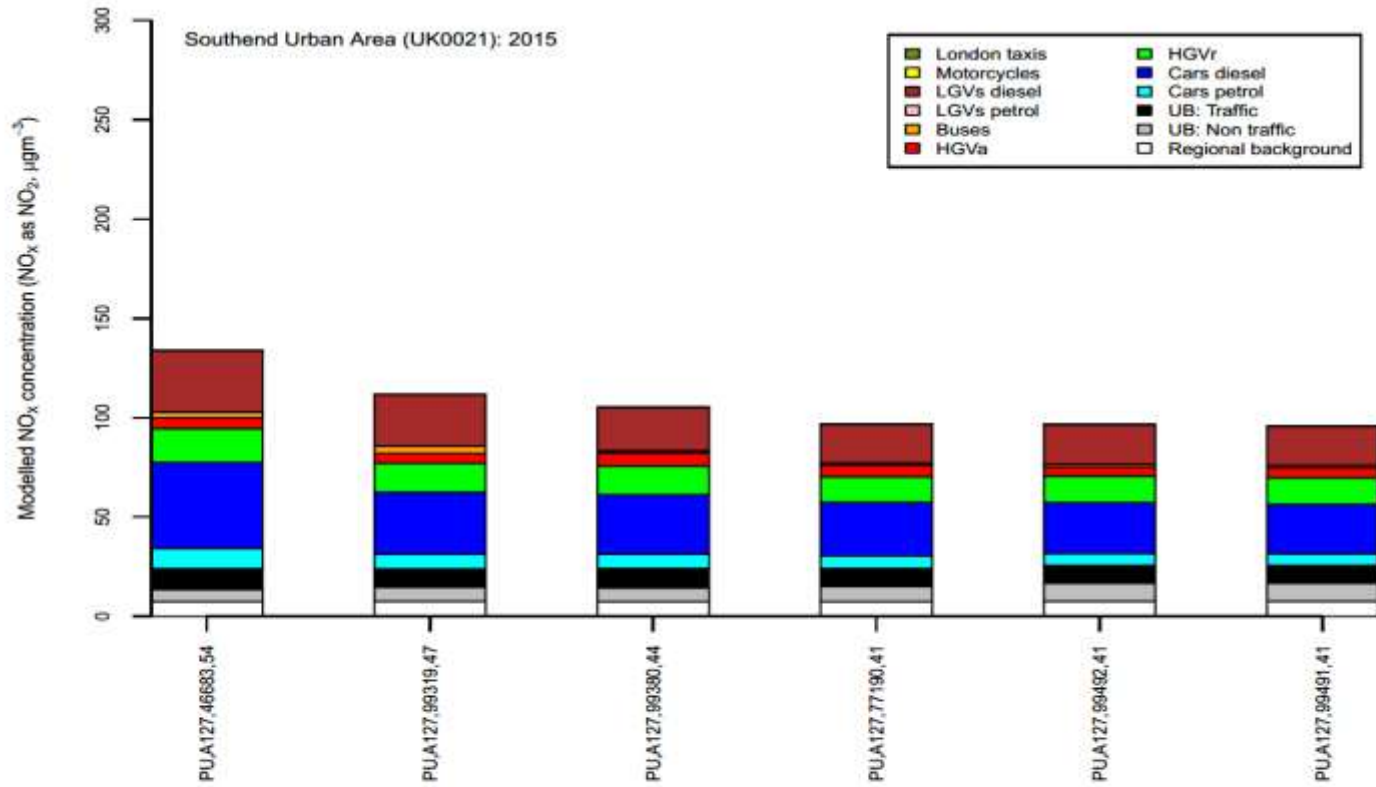
Local road traffic was the dominant source of NO<sub>x</sub> for the reference year of 2015. The largest contribution was from diesel cars and diesel LGVs contributing approximately 32% and 23% respectively to the road link with the highest concentrations. Cars, LGVs, rigid HGVs and articulated HGVs were important sources on the primary roads with the highest concentrations. For all road links concentrations of NO<sub>x</sub> from diesel cars were approximately four times greater than NO<sub>x</sub> emissions from petrol cars. NO<sub>x</sub> concentrations from petrol LGVs are a small component of total NO<sub>x</sub> concentrations and less than 2% of total NO<sub>x</sub> from LGVs. See Figure 2 below.

Data from both source apportionment analyses confirm that diesel vehicles are the main contributor of NO<sub>x</sub> on our roads.

### 3.8 Agglomeration Zone Status

The assessment undertaken for the Southend Urban Area Agglomeration Zone indicates that the annual limit value was exceeded in 2015 but is likely to be achieved before 2020 through the introduction of national and local measures included in the baseline.

Figure 2. Annual mean roadside NO<sub>x</sub> source apportionment for all roads exceeding the annual mean NO<sub>2</sub> limit value in 2015 in Southend Agglomeration Zone



Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO<sub>2</sub> concentration (µgm<sup>-3</sup>)

### 3.9 Required Reduction in Emissions

Figure 3 below shows the AQMA boundary. The air quality objective (AQO) being exceeded at this location is the annual mean for nitrogen dioxide (NO<sub>2</sub>) which is 40µg/m<sup>3</sup>.

Real time automatic monitoring as part of the Detailed Assessment undertaken in 2016 confirms an (annualised) annual mean of 44µg/m<sup>3</sup>. In order to calculate the required reduction in emissions, a road NO<sub>x</sub> concentration of 67.5µg/m<sup>3</sup> has been calculated using the NO<sub>x</sub> to NO<sub>2</sub> calculator in line with Box 7.6 in LAQM.TG(16). The road NO<sub>x</sub> concentration required to meet the 40 µg/m<sup>3</sup> AQO is 57.6 µg/m<sup>3</sup>. Therefore, a reduction of 9.9 µg/m<sup>3</sup> of road NO<sub>x</sub> is required to meet the AQO at this location. This equates to a 15% reduction.

However, as part of the Bell Junction AQMA Strategic Highway Improvement impact assessment, further analysis of the required reductions in traffic emissions from the different vehicle categories will be undertaken. Parameters such as average speed and queue length will also be assessed in order to provide a basis for future monitoring of the effectiveness of the preferred option.

There are c125 residential units included in the AQMA boundary. Based on the Office for National Statistics there were on average 2.4 people per household in the UK in 2015. Therefore it is estimated that there are c300 people living within the AQMA boundary.

This was calculated in line with Technical Guidance LAQM.TG16 Chapter 7.



Figure 3. The A127 Bell Junction AQMA: Boundary in Green; Properties Affected in Yellow





### 3.10 Immediate Key Priorities

Source apportionment has identified the following contributions to the overall NO<sub>2</sub> pollution burden in the AQMA:

Vehicle Type	Percentage Contribution
Diesel Cars	18
LGVs Diesel	13
Buses and Coaches	15
Artic and Rigid HGVs Diesel	15

Emissions from these vehicle categories will be the main focus for priorities 1 and 3 below.

- Priority 1 - Assess the air quality impact of the preferred option (of three) for the Bell Junction AQMA, A127 Strategic Highway Improvement.
- Priority 2 - Assess the air quality impact of the Kent Elms A127 Strategic Highway Improvement at this location, as well as the Bell Junction AQMA further east.
- Priority 3 - Development of a Low Emission Air Quality Strategy (LEAQS) which will attempt to target diesel cars (18%), diesel LGVs(13%) and buses (15%), all of which contribute significantly to the overall NO<sub>2</sub> pollution burden in the AQMA and on our roads generally.
- Priority 4 – Southend Intelligence Hub – SMART CITY Journey.

## 4. Development and Implementation of AQAP

### 4.1 Consultation and Stakeholder Engagement

Stakeholder consultation is a fundamental aspect of Local Air Quality Management, and a legal requirement under Schedule 11 (s90) of the Environment Act 1995.

The consultation process should be collaborative based and provide the way to better prepare and develop the action plan. It provides participants and, importantly, the public, with the information they need to contribute in a meaningful and constructive way.

The public health effects of poor air quality are well documented and DEFRA expect the highest level of support across the local authority (e.g. Chief Executive and Council level) to ensure all parts of the local authority are working effectively together.

Internal Stakeholders Consulted:

- Strategic Transport Policy
- Public Health
- Planning and Development Control
- Energy and Sustainability
- Procurement
- Economic Development
- Elected Members

External Stakeholders Consulted:

- Transport Companies
- Key Freight Operators
- Key Local Businesses
- Local Environment/Transport Group
- Chambers of Commerce
- Local Community Representatives and Residents especially in the vicinity of the AQMA.

- DEFRA
- Essex LAs

In developing this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 0.1. In addition, we have undertaken the following stakeholder engagement:

- Via the Council's website
- Letters distributed directly to households along the AQMA

The response to our consultation stakeholder engagement is given in Appendix A.

**Table 0.1 – Consultation Undertaken**

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	the highways authority
Yes	all neighbouring local authorities
Yes	other public authorities as appropriate, such as Public Health officials
Yes	bodies representing local business interests and other organisations as appropriate

## 4.2 Steering Group

*The Steering Group members will be from SBC, chaired by the Director of Public Health and include a Transport Planning Policy Engineer, Air Quality Specialist and a relevant Portfolio Holder. The group will attend quarterly meetings in order to drive forward existing actions and to identify new initiatives as appropriate. As a priority, the steering group will collate and review the responses from internal and external stakeholders to establish suitable action moving forward. Progress will be reported via the Council's Annual Status Reports submitted to DEFRA, the Council's website and internal management team meetings.*

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## 5. Action Plan Measures

The following tables describe the Borough Council's AQAP measures. Details include:

- a list of the actions that form part of the plan
- the responsible organisations who will deliver this action
- Indication of cost of implementing each action: **Low (<£25K), Medium (£25-£100K) or High (>£100K)**. Indication of expected benefit in terms of pollutant emission and/or concentration reduction – **Low (imperceptible reduction), Medium (up to  $2\mu\text{g}/\text{m}^3$  reduction in concentration) or High (greater than  $2\mu\text{g}/\text{m}^3$  reduction in concentration)** – based on the LLAQM Borough Air Quality Action Matrix used by London Authorities<sup>4</sup> and professional experience. Where possible, the percentage reduction modelled in the LAQM Matrix has been applied to the  $50.9\mu\text{g}/\text{m}^3$  highest modelled concentration in the Detailed Assessment
- the timescale for implementation
- how progress will be monitored

*Note, although the actions are listed in accordance with the work area priorities as described in the main text, the NO<sub>2</sub> source apportionment data shown in Section 3.5-3.7 above will be a key factor in determining specific actions targeted towards certain vehicle categories, especially in the AQMA. More details will be provided in our Low Emission Air Quality Strategy currently in development*

Please see future Air Quality Annual Status Reports for updates on implementation of these measures.

### 5.1 Southend Intelligence Hub - SMART CITY Journey and Digital Strategy

The connection of the Council's 31 Urban Traffic Control sites to the newly deployed pan borough full fibre network presents the opportunity to monitor a raft of traffic and environmental characteristics simultaneously in real time. The intention is to relay data captured this way back to the Council's

<sup>4</sup> [https://www.london.gov.uk/sites/default/files/air\\_quality\\_action\\_matrix.pdf](https://www.london.gov.uk/sites/default/files/air_quality_action_matrix.pdf)

Intelligence Hub and host it for analytical purposes within the CISCO City Connected Digital Platform. The provision of the Intelligence Hub and the ability to cross reference data captured in this way is key to Southend's SMART CITY ambitions. As step one, the Intelligence Hub will see the co-location of three core 24/7 services: public space CCTV, traffic management and telecare.

Funding for the Intelligence Hub has been approved and subject to the final business case the Hub will be built in 2018/19.

The Hub will:

- Act as "eyes and ears" of the Borough, watching and monitoring activity.
- Act as the City Intelligence and Coordination Centre, responding in anticipation of incidents escalation.
- Enable the Council to generate income through the selling of services capable of being delivered through the SIH.

The SIH will see the upgrade and integration of systems and services provided within a modern environment on a 24/7 basis. It will also have the capability to facilitate an ambitious undertaking and could potentially co-locate key strategic and operational services from a range of partner organisations such as the NHS and Essex Police. It will in essence become a centralised operations suite for delivering borough-wide management via a wide range of partnership responses within Southend and neighbouring boroughs. In the initial formative period however, the focus will be on council services.

The overarching benefits could include:

1. The provision of a strategic and integrated approach to image capture, information dissemination and operational analysis of live incidents.
2. Intelligence-led responses to incidents including major emergencies
3. Delivery of enhanced traffic management on a borough wide basis.
4. Delivery of enhanced environmental monitoring (*including a pilot study of 10 remote air quality sensors*) and ultimately management solutions.
5. Activation of the community to have a healthier life style.
6. More effective and efficient use of available resources.

Whilst the Southend Intelligence Hub will not lead directly to improvements in air quality, it may be used to give a clearer picture of air quality across



Southend as a whole to more accurately target improvement measures. Also, it may be used to monitor the impact of AQAP measures implemented.

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**Table 5.1 Southend Intelligence Hub-SMART City Journey Action Summary**

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	Intelligence Hub-SMART City	Transport Planning and Infrastructure	Other	ICT, Strategic Transport Policy(SBC)	Aug 2017	Commence Jan 2018		N/A	On-going	Dec 2019	Major IT Infrastructure Up-grade for Southend
1.a	Pilot the CISCO City Connected Digital Platform (CDP) pulling together data sets in respect of traffic and environment. Understanding the relationship and automating predictive and preventative strategies	Transport Planning and Infrastructure	Other	ICT, Strategic Transport Policy(SBC)	”	2017	The identification of predictive and preventative strategies	”	”	Dec 2107	Cost Low Potential AQ Impact Medium to High through identification of possible strategies for further improvement

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1.b	Provide a business case for the Creation of a Southend Intelligence Hub - SMART CITY	"	"	"	"		Completion	"	"		Cost Low Potential AQ Impact Low
1.c	Build the Intelligence Hub in Southend	"	"	"	"	2018/19	Hub in place, properly staffed and operational	"	"	Dec 2019	Cost High Potential AQ Impact Medium to High Single 24/7 solution for the Borough
1.d	Installation of 10 air quality sensors for UTMCI suitability (Pilot)	"	"	"	Completed 2017	Jan 2018	Pilot Completion and review of data collected	"	"	Jan 2019	Pilot study to test reliability, suitability for UTMCI  May be used to monitor progress of other identified AQAP measures

## 5.2 Strategic Planning and Transport Policy

### 5.2.1 Local Planning Framework

The Southend Core Strategy (2007) Policy KP2: Development Principles, seeks to ensure that all new development, including transport infrastructure, contributes to economic, social, physical and environmental regeneration in a sustainable way, including reducing the need to travel (KP2.3.c), facilitating the use of travel modes other than the private car (KP2.3.e); respect, conserve and enhance and where necessary adequately mitigate effects on the natural environment, including the Borough's biodiversity and green space resources (KP2.4); promote improved and sustainable modes of travel (KP2.8); including appropriate measure in design, layout, operation and materials to achieve, avoidance or appropriate mitigation of actual and potential pollution impacts of development (KP2.11.c), enhancement to the ecological and amenity value of the environment where appropriate (KP2.11.e).

Policy KP3: Implementation and Resources, sets out that the Council will enter into planning obligations to ensure the provision of infrastructure and transportation measures, including improvements to cycling, walking and passenger transport facilities and services (KP3.2.b) and open spaces and green grid enhancements (KP3.2.f), and to require all development to have regard to, and where appropriate contribute to the delivery of, the Southend Local Transport Plan (KP3.4).

Policy CP3: Transport and Accessibility, makes provision for improvements to transport infrastructure and services, in partnership, to secure a step change in provision to achieve a modern integrated transport system, necessary to unlock key development sites and secure sustainable regeneration and growth. This includes, Policy CP3.6, safeguarding and enhancing the environment of 'Environmental Rooms', as defined in the Local Transport Plan.

Policy CP4: The Environment and Urban Renaissance, requires development proposals to contribute to the creation of a high quality, sustainable urban environment, including creating safe, permeable and accessible development and spaces that encourage walking and cycling within 'Environmental Rooms' (CP4.6); creating and maintaining a 'Green Grid' of high quality, linked and publicly accessible open spaces across the town, contributing to the wider

green grid (CP4.10); and preventing, reducing or remedying all forms of pollution including soil, water, noise and other forms of airborne pollution (CP4.14).

The Development Management DPD (2015) in Policy DM15: Sustainable Transport Management, highlights the role sustainable transport in Southend plays in supporting economic growth, including reducing carbon emissions, **improving local air quality, improving health through better air quality** and making walking and cycling an attractive and viable alternative.

It references the Southend Local Transport Plan, and highlights the need to locate development in areas that are sustainable, or that it can be demonstrated can be made sustainable and accessible by non-car modes and which reduce the overall need to travel. Developments that generate significant amounts of movement, are required to provide a supporting Transport Statement or Transport Assessment.

Policy DM15 also encourages the provision of facilities for charging electric vehicles and other ultra-low emission vehicles wherever practical and feasible.

### 5.2.2 Local Transport Plan (LTP3)

The Council is now working to LTP3 covering the period 2011-2026 with a current implementation plan covering 2015-2021 reflecting the Governments spending plan.

Local Transport Plans steer the implementation of national transport policies at the local level. As a strategic document the LTP does not contain details of schemes, but sets out a long term transport strategy, a shorter term implementation plan and a number of supporting strategies.

Transport needs to be linked with wider economic, social and environmental objectives. The LTP3 has therefore been developed within the context provided by a range of policy documents, including the Southend Core Strategy.

The long term transport strategy vision is linked to the Council's long term vision of:

*"Creating a better Southend" which is supported by five aims resulting in a "Clean, Safe, Healthy and Prosperous Southend Led by an Excellent Council."*

The Southend LTP3 contains the following key themes:

1. A thriving and sustainable local economy in the Borough;
2. Minimise environmental impact and promote sustainability for a greener Borough;
3. A safer Borough, and;
4. Reduce inequalities in health and wellbeing and a more accessible Borough.

The document incorporates four Action Plans covering the full range of schemes to be delivered with a clear focus on ensuring that their purpose is understood, that they interrelate and contribute to delivering a “Better Southend”.

### **5.2.3 The A127 Bell AQMA Highway Improvement**

Three different potential highway improvement schemes are currently being considered, including potential air quality impacts. The preferred option will be chosen via a formal consultation process during 2018.

### **5.2.4 The A127 Kent Elms Highway Improvement**

The A127 Kent Elms Junction improvements provide maximum benefit with three lanes heading eastwards, and a right hand turn lane providing improved capacity through the junction. An additional lane is also provided heading westward again providing greater capacity through the junction.

Together with a new footbridge the scheme will help deliver an improved local environment and contribute positively towards sustainable transport objectives. See ASR 2017 for more detail.

The potential air quality impact of the Kent Elms junction as well as further east along the A127 at the Bell Junction AQMA will be monitored and modelled, the former as part of a Detailed Assessment commissioned in December 2018.

Note that an Air Quality Assessment of the proposed road improvement works at the Kent Elms junction was undertaken in 2016. Dispersion modelling of all three potential scenarios suggested a slight improvement in air quality for nitrogen dioxide and particles at all receptor locations. See reference 19.



**Table 5.2 Summary of Strategic Planning and Transport Actions**

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
2	"A Better Southend"										
LTPA	Better Sustainable Transport and Mobility Management	Transport Planning and Infrastructure, Traffic Management	Other	SBC	n/a	On-going	Completion of Projects KP2	n/a	LTP3	On-going	Cost M-H Potential AQ Impact not quantified but improvements expected Corporate Priority Action
LTPB	Better Networks and Traffic Management Schemes	Traffic Management	Other	SBC	n/a	On-going	Completion of Projects KP2	n/a	LTP3	On-going	Cost M-H Potential AQ Impact not quantified but improvements expected Corporate Priority Action
LTPC	Better Partnership, Engagement and Sponsorship to Support Greater Efficiencies in Funding and Delivery	Transport Planning and Infrastructure	Other	SBC	n/a	On-going	Completion of Projects KP2	n/a	LTP3	On-going	Cost M-H Potential AQ Impact not quantified but improvements expected Corporate Priority Action

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
LTPD	Better Operation of Traffic Control, Information and Communication Systems including Intelligent Transport Systems and Urban Traffic Management Control (UTMC)	Traffic Management	UTC, congestion management, traffic reduction	SBC	Completed	On-going	Completion of Projects Internal KP2	n/a	LTP3	On-going	Corporate Priority Action Cost Medium Potential AQ Impact expected but not quantified
3	A127 AQMA Strategic Highway Improvement, The Bell Junction	Traffic Management, Transport Planning and Infrastructure	UTC, congestion management, traffic reduction	Strategic Transport and Planning Policy	On-going	tbc	Completion of Project, Modelling and monitoring of AQ and traffic	Medium – concentration determined by modelling study commissioned	Scoping phase	March 2021	Infrastructure/traffic management improvements in and adjacent to AQMA Cost High Potential AQ Impact Medium
4	A127 Kent Elms Strategic Highway Improvement	Traffic Management, Transport Planning and Infrastructure	UTC, congestion management, traffic reduction	SBC	2016	2018/19	Post project modelling and monitoring of AQ and traffic KP2	Medium – concentration will be determined by post project modelling	Road works 80% complete, awaiting footbridge	June 2018 tbc	Potential AQ Impact quantified by diffusion tube monitoring and traffic modelling in progress/ to be undertaken Cost High
5	Promote Workplace, School and Personalised Travel Plans	Traffic Management, Transport Planning and Infrastructure	Promoting Travel Alternatives	SBC	Completed	On-going	Monitoring adoption rate	Low	Promotion On-going	On-going	Cost L-M Potential AQ Impact Low

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
6	Promotion of Cycling via "Sustainable Motion" Project, "Cycle Southend", "Ideas in Motion" Project and Bike Hire Scheme	Promoting Travel Alternatives	Promotion of Cycling	SBC	Completed	On-going	Uptake levels	Low	On-going	On-going	Cost Low Potential AQ Impact Low
7	Promote and Encourage walking via "Ideas in Motion"	Promoting Travel Alternatives	Promotion of Cycling	SBC	Completed	On-going	Uptake levels	Low	On-going	On-going	Cost Low Potential AQ Impact Low
8	Promote Train Travel via "Ideas in Motion"	Alternatives to Private Vehicle Use	Other	SBC	Completed	On-going	Uptake levels	Low	On-going		Cost Low Potential AQ Impact Low
9	Encourage and Facilitate Home Working	Promote Travel Alternatives	Encourage and Facilitate Home Working	SBC	Completed	On-going	Uptake levels	Low	On-going	On-going	Cost Low Potential AQ Impact L-M
10	Encourage development of Car Clubs via Section 106 Agreements and Motion Hub	Alternatives to Private Vehicle Use	Car Clubs	SBC	Completed	On-going	Uptake levels	Low	On-going		Cost Low Potential AQ Impact Low

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
11	Promote uptake of Sustainable Transport such as Electric Vehicles and Installation of Electric Charging Points	Promoting Low Emission Transport	Procuring alternative re-fuelling infrastructures to promote low emission vehicles and EV charging points	SBC	Completed	On-going	Uptake levels	Low – LLAQM indicates a reduction in NO <sub>2</sub> concentration of 0.4-0.6 µg/m <sup>3</sup>	Promotional Events Completed, Two +charging points installed		Cost Low Potential AQ Impact
12	Provision of Electric cars for staff business and private use	Promoting Low Emission Transport	Procuring alternative re-fuelling infrastructures to promote low emission vehicles and EV charging poin	SBC	Completed	On-going	Uptake levels	Low - LLAQM indicates a reduction in NO <sub>2</sub> concentration of 0.4-0.6 µg/m <sup>3</sup>	Two cars currently available	On-going	Cost Potential AQ Impact
13	Undertake a Park and Ride pilot for town centre, in order to assess viability and uptake rate for potential future implementation	Alternatives to Private Vehicle Use	Bus based Park and Ride	SBC	Completed	Completed	Uptake level	Low	Pilot completed	Phase One October 2017; Future phases tbc	Cost Low Potential AQ Impact Low
14	Apply for National Productivity Investment Funding (NPIF) for Infrastructure Projects	Transport Planning and Infrastructure	Other	SBC	n/a	n/a	Securing funding and completion of projects	n/a	On-going	On-going	Cost Low Potential AQ Impact not quantified

## 5.3 Public Health and Raising Awareness

### 5.3.1 Public Health Outcomes Framework

The Public Health Outcomes Framework originally published in 2012 sets out the (national) desired outcomes for public health and how these will be measured. The framework concentrates on two high level outcomes that set the vision to be achieved across the public health system. These are:

- Increased healthy life expectancy
- Reduced differences in life expectancy and healthy life expectancy between communities.

The outcomes reflect a focus not only on how long people live but also on how well they live at all stages of life. The second outcome focuses attention on reducing health inequalities between people, communities and areas. Using a measure of both life expectancy and healthy life expectancy will enable the use of the most reliable information available to understand the nature of health inequalities both within and between areas.

A set of supporting public health indicators will help focus understanding of progress year by year nationally and locally on those things that matter most to public health.

The indicators, which cover the full spectrum of public health and what can be currently realistically measured, are grouped into four domains:

1. Improving the wider determinants of health
2. Health improvement
3. Health protection
4. Healthcare public health and preventing premature mortality?

The domain of health protection includes air pollution (specifically PM<sub>2.5</sub>) as a public health indicator. ***For the Southend area the mortality burden estimate for the local population is that 6.1% of all mortality for age group 25+ years is attributable to anthropogenic PM<sub>2.5</sub> exposure***<sup>4</sup>.

### 5.3.2 Vulnerable Groups

Ensure healthcare professionals aware of the UK Daily Air Quality Index, and that they understand the health effects of long-term exposure to air pollution, to raise awareness of poor outdoor air quality and advise high risk groups on how to minimise their exposure and its impact. For example:

- Avoid or reduce strenuous activity outside, especially in highly polluted locations, busy roads, and particularly if experiencing symptoms such as sore eyes, a cough or sore throat
- Use an asthma reliever more often, as necessary
- Close external doors and windows facing busy roads at times when traffic is heavy or congested, in order to avoid highly polluted air entering the property.

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**Table 5.3 Public Health and Raising Awareness Summary of Actions**

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
15	Undertake a Health Impact Assessment in order to better understand the health impacts of air pollution locally	Policy Guidance (Public Health)	Other	SBC	2018	2018 tbc	Completion	n/a	In progress	2019 tbc	Cost Low Potential AQ Impact n/a Local Morbidity and Mortality Study
16	Ensure that the relevant chapters of the JSNA have up to date pollution data and information about the impact of air quality on health. This can then be considered as we refresh the relevant JSNA chapters going forward.	Policy Guidance (Public Health)	Other	SBC	2018	2018 tbc	Completion	n/a	In progress	2019 tbc	Cost Low Potential AQ Impact n/a

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
17	Raising Awareness with regard to air pollution in general e.g. domestic biomass burners, health effects, travel choices, benefits of personal behavioural change via e.g. social media, SBC website, and health alerts	Promoting Travel Alternatives and Public Health Information	Other	SBC	2018	On-going	Up-dates	Low	Links to DEFRA advice in progress	On-going	Cost Low Potential AQ Impact Low
18	Raising awareness of High Risk and Vulnerable Groups via e.g. social media, SBC website, health alerts	Promoting Travel Alternatives and Public Health Information	Other	SBC	2018	On-going	Up-dates	Low	On-going	On-going	Cost Low Potential AQ Impact Low
19	Promote National Clean Air Day 2017	Promoting Travel Alternatives and Public Health Information	Other	SBC	Completed	Completed	Completion	n/a	n/a	Completed June 2017	Cost Low Potential AQ Impact n/a  Learn from 2017 event and promote event for 2018

## 5.4 Land Use Planning and Development Control

A key principle for Southend-on-Sea Borough Council is to integrate air quality considerations with other policy areas such as Land Use Planning. Many developments have the potential to increase the pollution burden and it is appropriate that these developments are required to mitigate or offset this in order to help to achieve an overall reduction in local air pollution. It is therefore essential to identify how we can bring air quality considerations into the planning process at the earliest possible stage. It is no longer satisfactory to simply demonstrate that a development is no worse than the existing or previous land use on a particular site.

### 5.4.1 Southend Central Area Action Plan (SCAAP)

The Southend Central Area Action Plan (SCAAP), when adopted, will form part of the Southend-on-Sea Local Planning Framework.

The SCAAP reflects the vision, strategic objectives and spatial strategy of the Southend Core Strategy (2007). The Core Strategy is a strategic level document that provides the framework for subsequent DPDs, including the SCAAP. It establishes housing and job growth targets for the SCAAP area, over a plan period of 2001- 2021.

### 5.4.2 Air Quality Supplementary Planning Guidance

This document will be produced in order to provide consistency in the way potential developments are considered in relation to their potential impact on local air quality and the need to provide an appropriate air quality assessment. Where developments take place in or adjacent to an AQMA mitigation measures must be considered as standard practice, particularly in cases where the development is new and does not simply replace an existing use. This is especially important where the development has provision for a large number of parking spaces significantly increasing the number of vehicle trips, and/or heating plant.

Guidance for dust management on construction sites and medium combustion plant (MCP) will be incorporated.

In some cases it may be necessary to recommend refusal when a development is so contrary to the objectives of the Air Quality Action Plan and Low Emission Air Quality Strategy.

This approach should potentially bring health benefits across the Borough, not just those living in the immediate area i.e. hot spots where the objectives are being exceeded. This is particularly important for nitrogen dioxide and small particulates as these pollutants have a significant potential impact on health. In order to reduce overall exposure, background pollution levels will need to be reduced, so it is essential that every development with the potential to increase the pollution burden must require mitigation or offsetting to help achieve an overall improvement in our local air quality.

### **5.4.3 Community Infrastructure Levy Bid (CIL) and Section 106 Agreements**

The Council seeks to work constructively, in partnership with developers to foster a “thriving and sustainable local economy and to safeguard public health.”

The Community Infrastructure Levy and Section 106 Agreements provide a mechanism for achieving these outcomes. Funding is sought in respect of air quality action planning to assist with improving air quality within existing AQMAS and to prevent other hot-spots with elevated levels of pollution deteriorating into future AQMAS.

### **5.4.4 Green Infrastructure**

Promoting Green Infrastructure has an important role to play in improving local air quality, helping communities offset their carbon impact, and reduce risk of surface water flooding. In urban areas trees, vegetation and green space can help to reduce pollutants and improve air quality by absorbing gaseous pollutants, lowering ambient temperatures, preventing pollutant concentration, and by producing oxygen during plant photosynthesis. In addition to using green infrastructure to mitigate the effects of poor air quality, opportunities exist at the community area scale to adapt our transport behaviours/adopt modal shift and utilise walking and cycling networks or consider travel around the town via public transport

### 5.4.5 Green Infrastructure Funding Bids

Increasing the volume of Green Infrastructure (GI) has many potential benefits such as surface water management, urban cooling (reducing heat from buildings), shading, increased biodiversity, aesthetics, water pollution removal and improvements in air quality.

Funding is being sought for the following three GI projects:

- Chalkwell Avenue
- Victoria Circus and
- Phase-one of “Better Queensway” - a £350 million regeneration scheme in Southend-on-Sea.

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**Table 5.4 Land Use Planning and Development Control Summary of Actions**

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
20	Produce and apply Air Quality Supplementary Planning Guidance for Developers including advice on Medium Combustion Plant (MCP)	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	SBC	2018	2018	Adoption and use	Low	None	Dec 2018	Cost Low Potential AQ Impact Low Document to be drafted and adopted
21	To secure funding for Air Quality Action Planning including monitoring and support for initiatives aimed at reducing air pollution directly or indirectly via S106 Agreements and the Community Infrastructure Levy	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	SBC	n/a	n/a	Level of funding secured	Low	On-going	On-going	Cost Low Potential AQ Impact L-M
22	Promote Green Infrastructure Initiatives	Policy Guidance and Development Control	Other	SBC	n/a	n/a	Completion of individual initiatives	Low	See Annual Status Reports	On-going	Cost Low Potential AQ Impact Low



No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
23	Apply for Green Infrastructure Funding Bids to help towards establishing Southend as a NATURE SMART CITY	Policy Guidance and Development Control	Other	SBC	n/a	n/a	Level of funding secured	Low	On-going	On-going	Cost Low Potential AQ Impact Low

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## 5.5 Sustainable Innovation

### 5.5.1 Urban Innovation Action

We are keen to involve all parts of the travel and transport sector and community in order to help tackle common issues around Urban Mobility in the Borough and deliver solutions and concepts as part of Urban Innovation Action (UIA) European Regional Development Fund (ERDF) funding bid. Emphasis throughout the bid is on innovation and how that can help find solutions to the challenges we currently face in the Borough. The key UIA work packages are:

1. Alternative Route Planning
2. Air Quality Management
3. Instrumenting Cities to collect and improve access to better data
4. Car Clubs and Autonomous Vehicles

The project could provide a “Borough Wide Mobility Hub” involving all parties where a resident or visitor can view, plan and book all parts of their journey and visit to, from and through Southend. A comprehensive service would include air, rail and road transport, car clubs, electric cars, car sharing, bicycle hire, buses, taxis and parking spaces together with extensive advice and notice provision extending through airlines, rail companies and the road network. Solutions to parking and reduction of congestion together with processes to reduce traffic in Air Quality Management Areas/hot-spots are expected to be included using open data i.e. real time public transport, delays, congestion, road works, incidents, events and tracking data, air quality, real time sensors and CCTV.

### **5.5.2 Low Carbon Energy and Sustainability Strategy**

Our current Low Carbon Energy and Sustainability Strategy (2015-2020) focuses on a number of areas, one of which is “To Encourage Sustainable Travel and Transport”.

Our vision is “To reduce carbon emissions, congestion and air pollution associated with transport throughout the Borough.

We want to re-think the way we travel. Facilitating the use of electric vehicles is part of the solution, as is developing an integrated public transport system that makes it an easy choice to use the train, bus, walk or cycle for all the members of our community.”

### **5.5.3 Ideas in Motion - Promoting Active Travel**

In 2017 the Borough Council led a funding bid with Essex County Council and Thurrock Council that secured over £3 million, building on the success of the award-winning Ideas in Motion project that promotes more sustainable and active modes of transport.

A new project called “South Essex Active Travel” will see jobseekers, young people, students and volunteers offered targeted travel advice and sustainable transport incentives to better connect them with jobs and education and training opportunities up to the year 2020.

South Essex Active Travel presents a fantastic opportunity to develop the three partner organisation’s work in using sustainable transport as a tool to accessing learning, jobs and skills. Essentially the project will deliver some excellent added value based around improving air quality, reducing carbon emissions and alleviating traffic congestion.

### **5.5.4 Local Energy Advice Programme**

In 2017 the Borough Council launched the Local Energy Advice Programme (LEAP), an energy efficiency scheme funded by the Government's Energy Company Obligation (ECO) to help fund carbon reduction and energy efficiency measures geared towards tackling fuel poverty. We are one of just 25 local authorities in England benefitting from this exciting opportunity for local residents.

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**Table 5.5 Sustainable Innovation Summary of Actions**

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
24	Urban innovation Action (UIA) Funding Bids via European Regional Development Fund for "Innovative" Air Quality Initiatives	Policy Guidance	Other	SBC	Jan- Mar 2108	tbc	Success of funding application	n/a	2017 funding bid was unsuccessful	2018 bid to be completed by March 2018	Cost Low Potential AQ Impact not quantified
25	Low Carbon Energy and Sustainability Strategy 2015-2020	Promoting Low Emission, Sustainable Transport and Travel Alternatives	Other	SBC	Completed	2015-2020	Completion of projects	n/a	On-going	On-going	Cost Low Potential AQ Impact Low
26	"Ideas in Motion-South Essex Active Travel" Project (£3m funded)	Promoting Low Emission, Sustainable Transport and Travel Alternatives	Other	SBC, Essex County Council, Thurrock Council	2017/18	2017-2020	Completion of projects	Low	On-going	On-going	Cost Low in SBC context Potential AQ Impact Low £3m funding secured in 2017
27	Low Energy Advice Program (LEAP) Implementation	Promoting Low Emission Plant and Transport	Other	SBC	2017	2018-2019	Uptake level	Low	On-going	On-going	Cost Low Potential AQ Impact Low

## 5.6 Low Emission Air Quality Strategy

### 5.6.1 The Production and Implementation of a LEAQS

The purpose of the strategy is to reduce emissions from local traffic. The main pollutants of concern are nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM). Particles cause the greatest harm to people's health, but evidence of the effects of nitrogen dioxide is growing too. Global pollutants such as carbon dioxide and other greenhouse gases are also a concern.

The strategy describes the steps the Council and partners will take to reduce the impact of transport emissions and support sustainable development. To do this we will work with all groups who travel or generate traffic in our area.

The Council will evaluate the success of and use the lessons learned during the period 2018 – 2020 to further develop the strategy for 2020 onwards.

Its production and implementation will be a key component of the Air Quality Action Plan 2017 and the following themes, amongst others, will be considered:

- Retro-fitting of fleet via a joint application for Clean Bus Technology Fund 2017-18
- Promotion of Low Emission (LEV) and Ultra Low Emission Vehicles (ULEVs)
- Electric Vehicles and charging points
- Sustainable Procurement
- Promotion of Modal Shift
- Reducing emissions from Taxis
- Commercial Vehicles, Freight Consolidation Centres
- Preferential parking tariffs for cleaner vehicles
- Promoting and raising awareness of the benefits of "No Idling Zones"
- Planning Policy
- Public and Business Advice and Raising Awareness
- Implement/enhance existing "Working from Home" policy in order to reduce emissions from commuting staff.



**Table 5.6 Low Emission Air Quality Strategy (LEAQS) Action Summary**

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
28	LEAQS Strategy Development and Implementation	Policy Guidance and Development Control	Low Emission Strategy	SBC	2017	End of 2108	Development and implementation of specific initiatives	See action 28a below	In development	June 2108	The LEAQS will focus on a number of initiatives aimed at reducing vehicle emissions from various sources and will form an integral part of the AQ Action planning Program  Cost Low  Potential AQ Impact L-M
28a	Clean Bus Technology Fund Application	Vehicle Fleet Efficiency	Vehicle Retro-fitting	Essex CC, SBC, Colchester BC, Chelmsford CC	2017	2018	Success of bid and number of buses retro-fitted	High	Awaiting announcement from DEFRA due end January 2018	Application made in Nov 2017	£1.2m funding bid to retro-fit buses entering AQMAs in Essex (SCR technology and particle traps)  Cost High  Potential AQ Impact High

## 5.7 Community Engagement

### 5.7.1 Community Engagement and Corporate Aims

The vision of the Council is to “*Create a Better Southend*” supported by the five corporate aims of a “Clean, Safe, Healthy, Prosperous Southend led by an excellent Council”. These principles and values will be reflected in our work and provide a clear focus for actions we take. Our actions will be underpinned by the following Corporate Priorities:

- To create a safe environment across the town for residents, workers and visitors.
- To continue to promote the use of green technology and initiatives to benefit the local economy and environment.
- To encourage and enforce high standards of environmental stewardship.
- To actively promote healthy and active life styles for all.
- To work with and listen to our communities and partners to achieve better outcomes for all.
- To improve the life chances of our residents, especially our vulnerable children and adults, by working to reduce inequalities and social deprivation across our communities.
- To enable communities to be self-sufficient and foster pride in the town.

This is about people and place, fostering a sense of community belonging and self-sufficiency where communities can solve problems locally with our support.

**Table 5.7 Community Engagement Action Summary**

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
29	Promote Community Engagement in a local air quality context.	Public Information	Other	SBC	n/a	2018 onwards	Completion of initiatives	n/a	In development	On-going	Cost Low Potential AQ Impact n/a
30	Undertake Business Survey to inform policy decision making for 2017/18 onwards.	Public Information	Other	SBC	n/a	n/a	Completion	n/a	Completed	April 2017	Cost Low Potential AQ Impact n/a

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## Addendum May 2018

As part of a Court judgement on the 2017 UK Air Quality Plan on 21 Feb 2018, the High Court found that the Government should have legally required a further group of 33 local authorities (the 'third wave' local authorities) **including Southend-on-Sea Borough Council** to take further steps to improve air quality.

These third wave local authorities have road links in exceedance of NO<sub>2</sub> concentration limits in 2018, 2019 or 2020 and are projected in the national modelling to become compliant by 2021. The road link relevant to SBC is the A127, and the projected year of compliance is the end of 2019.

In response to the Court judgment, DEFRA have issued a Ministerial Direction to require these local authorities to develop a feasibility study to consider measures that could bring forward compliance in the shortest possible time.

Alongside the Direction DEFRA issued guidance on how local authorities should develop their Targeted Feasibility Studies and grant letters to provide funding to support the development of the study.

The Targeted Feasibility Studies must be submitted to Government as soon as possible and by 31 July 2018 at the latest.

The studies will form the basis of a supplement to the UK Air Quality Plan to be published by 5th October 2018.

There are five parts to the Targeted Feasibility Study:

- Part 1: Understanding the problem
- Part 2: Developing a long list of measures for addressing the exceedances
- Part 3: Assessing deliverability/feasibility and compiling a short list
- Part 4: Evidencing the short list of measures to identify options that could bring forward compliance
- Part 5: Setting out a preferred option

The outcome of this study will be reported as part of the annual action plan up-date and in the Annual Status Report 2019 submitted to DEFRA.

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## Appendix A: Response to Consultation

**Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP:**

**If not already implemented or being considered, reasonable suggestions will be assessed on their deliverability/feasibility**

Consultee	Category	Response
Public	Promoting Travel Alternatives Traffic Management	Actions that aim to improve air quality are being implemented. These include the ' cycle Southend' scheme, encouraging walking and using the train. This will cut traffic on the road. Also highway improvements will ease congestion. Working with Planning to improve air quality is also important and effective. Section 106 agreements will promote use of electric cars and the installation of electric charging points
Public	Policy Guidance and Development Control	We were screened from the A127 by tall trees which not only gave us privacy, a nicer outlet but most importantly gave us some protection from air pollution but these have been removed. We were told that the trees were dead and had to be removed but we believe they were removed so the junction could be widened in the future to allow for better access to the new development 'Southend Business Park'. In my mind you have removed a good source of protection and if removing ALL the trees was not necessary this should never have happened. The same species of trees, planted I imagine, at the same time are still in place along the school boundary? A few small trees have been planted but will takes years to mature and give us any screening and protection and nothing like we had before. We think its an insult now put something through the door to tell us about the pollution in our area and to ask for feedback on tackling the problem knowing you have taken away a good source of protection.
	Policy Guidance and Development	Concentrate on areas of known accumulation of standing traffic, especially where they are near to schools and high density of residential property areas. Better sequencing of some traffic lights in the Borough



<p>Public</p>	<p>Control Traffic Management, promoting alternatives Modes of Travel</p>	<p>Greater encouragement not to use cars...make it easier and safer for cyclists and reliable public transport</p> <p>I think along the A127 more trees / bushes could be planted, esp by the bell junction where cars (and esp motorbikes sit revving their engines). The bushes (Ivy) ? could help to stop the fumes . How about along the a127 in the middle more bushes are planted.</p> <p>I'd like to see included in the plan a commitment to planting a significant number of trees in the affected areas. Furthermore, an immediate conservation of any non-private, existing trees within the affected area. As outlined in the BBC News article below, and based upon this study by US-based The Nature Conservancy (TNC), trees can cut air pollution. The study shows that trees can absorb small particulate matter from the air and would be ideally planted alongside the road as a barrier between the road and the residential properties.  <a href="http://www.bbc.co.uk/news/science-environment-37813709">http://www.bbc.co.uk/news/science-environment-37813709</a>  <a href="https://thought-leadership-production.s3.amazonaws.com/2016/10/28/17/17/50/0615788b-8eaf-4b4f-a02a-8819c68278ef/20160825PHAReporFINAL.pdf">https://thought-leadership-production.s3.amazonaws.com/2016/10/28/17/17/50/0615788b-8eaf-4b4f-a02a-8819c68278ef/20160825PHAReporFINAL.pdf</a></p>
<p>Public</p>	<p>Transport Planning and Infrastructure</p>	<p>Make Southend a hostile environment for traffic so that motorists are less inclined to drive. Eg. stop widening junctions and stop chopping down pollution control trees.</p> <p>Park and Ride scheme (a proper one)</p>
<p>Public</p>	<p>Transport Planning and Infrastructure</p>	<p>Reducing private car use by investments in the bus fleet and other forms of public transport and making public transport or bicycling more convenient. Restricting private car use requires strong investment in public transport infrastructure, where alternative journey methods are not viable, steps could be taken with the aim of reducing emissions from all vehicles (making transport cleaner). Many properties in the borough do not have a private driveways making ownership of electric cars not practical - on street charging points or street light charging points could make a difference in people's choice of vehicle. Looking at factors other than road use; emissions from buildings through gas and oil consumption and emissions through the construction of new developments have a significant impact on air quality. Central heating and boilers account for a large amount of air emissions. Steps could be taken to target reducing energy use by buildings and reducing emissions from energy use by buildings (making electricity and heat generation cleaner). Commitments could also be undertaken to run campaigns to raise awareness of air pollution.</p>

Public	Policy Guidance and Development Control	<p>Research shows that green plants have an even bigger impact on removing nitrogen dioxide from the air than previously thought, removing 40% Please see this article for more information: <a href="https://www.acs.org/content/acs/en/pressroom/presspacs/2012/acs-presspac-august-29-2012/green-plants-reduce-pollution-on-city-streets-up-to-eight-times-more-than-previously-believed.html">https://www.acs.org/content/acs/en/pressroom/presspacs/2012/acs-presspac-august-29-2012/green-plants-reduce-pollution-on-city-streets-up-to-eight-times-more-than-previously-believed.html</a> We should have 'green billboards' along the road and in the central reservation or plant the central reservation with grasses and have more green plants generally.</p>
Public	Transport Planning and Infrastructure	<p>Take the traffic lights off the roundabout at Cuckoo Corner and we will get rid of the standing traffic which has increased ten fold between Cuckoo Corner and the Bell since they were put in.. Also it will decrease standing traffic between Cuckoo Corner and Fairfax Drive junction to Victoria Avenue and stop sending traffic along Manners Way leading up to Cuckoo Corner.</p>
Public	Alternatives to private vehicle use	<p>Car clubs None will work.</p>
Public	Transport Planning and Infrastructure, Promoting Travel Alternatives, Policy Guidance and Development Control	<p>A real commitment from the council to clean air so that real action is taken that actually makes a difference. Real political leadership to convince the public that real action needs to be taken.</p> <p>As Kent Elms junction not completed yet, The Bell improvements will be delayed</p> <p>Changing attitudes of people through awareness</p> <p>Lack of enforcement when measures breached. Lack of engagement by those encouraged to use the measures.</p>
Public	Transport Planning and Infrastructure, Promoting Travel	<p>Money and housebuilding targets are obstacles. We are nowhere near being a low carbon city, we have no levers to pull to genuinely get people out of cars and onto bikes and foot or strangers' cars, mass uptake of electric cars are</p>

	<p>Alternatives</p>	<p>decades away, and as for park and ride that was a fiasco which has been and gone and takes cars past The Bell anyway so irrelevant. Travel Plans are thus just lip service. Likewise for cycling, eg electric bike stands are nowhere near The Bell. We either need to CPO houses near roads to artificially end the AQSR breach, or close roads, or reduce vehicles. The Bell monitoring needs to extend up Rochford Road to Woodgrange Drive, not just the alley, as queues routinely stack back to there and you have only measured the mean average - at peak times are choking to death there. You may have to price some diesels off the road and government should reimburse that as diesels were their idea. Need to ban lorries, buses and diesels from Rochford Road and Manners Way. Stobart may need to fund access from the west to the airport so lorries and passengers are not needlessly dragged through housing to the east and doubled back to the airport. The user must pay especially as there is no discretionary spend available unless of course we reallocate funds from feasibility studies and architectural plans to saving lives. We can't wait for the Intelligence Hub as we already have data, we need reduces emissions not increased cabling and it would take two year even if it goes to plan. LTP3 is no use now as it won't achieve anything until 2021. Putting in a left turn lane for eastbound A127 is not due until March 2019 at best and will simply change the shape of the breach zone as traffic will do less idling at The Bell, only to achieve more traffic accelerating up Rochford Road attracted by the faster turn, especially diesel lorries currently put off by the sharp turn and preferring Manners Way. It is improper to text victims to stay away from roads.</p>
<p>Public</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p>	<p>Required investment could be a barrier if the council do not have the sufficient resources needed.</p> <p>The council having the money and the manpower to carry out actions to help alleviate the fumes.</p> <p>The Council needs to admit that the traffic lights on Cuckoo Corner roundabout have undoubtedly caused the knock on effect of high pollution due to the amount of standing traffic they have created. This can also be said of the chaos caused at Victoria Circus. Once these facts have been acknowledged then the only barrier to overcome is actually removing the traffic lights.</p> <p>You need to consult all of the property owners who border the Bell Junction AQMA. The highlighted yellow properties is not enough.</p>
<p>Public</p>	<p>Transport Planning and Infrastructure, Promoting Travel</p>	<p>Greater communication with and engagement of the public as a whole; I have heard about this as I have a keen interest in local issues and green issues but there is a lack of awareness in the general public.</p>

	<p>Alternatives</p>	<p>I have lived on this stretch over road between Cuckoo Corner and the Bell for 22 years. When the lights were going to be put into the roundabout I monitored the traffic myself. In the morning rush hour with only two lanes approaching the roundabout from the Bell the most amount of cars queuing was five deep. They now go right back to the Bell even though a third lane was put in place. When its not rush hour traffic still regularly piles back up to Topps Tiles (30 cars back). As soon as the light were put on I could taste the pollution in the air when I went outside my front door. The only time we don't get standing traffic is on the odd occasion when the lights haven't been working at all and traffic has flowed freely again. Even at midnight you can be left waiting for a green light as the traffic lights are light sensitive. If the traffic lights go out of sync in rush hour the effects are even worse. Queues go up Manners Way as far as the parade of shops which is near to the airport!! Traffic becomes gridlocked on the roundabout, it is appalling to have suffered it for so long.</p> <p>I would like an explanation as to how the planned road layout changes to the Bell junction will reduce air pollution. I cannot find this published anywhere and it seems to be the single biggest planned action that could reduce air pollution in the area.</p>
<p>Public</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p>	<p>Replace whoever caused or allowed a) removal pollution control barrier at The Bell and b) junction widening.</p> <p>Research shows that green plants have an even bigger impact on removing nitrogen dioxide from the air than previously thought, removing 40% Please see this article for more <span style="float: right;">informat</span></p> <p><a href="https://www.acs.org/content/acs/en/pressroom/presspacs/2012/acs-presspac-august-29-2012/green-plants-reduce-pollution-on-city-streets-up-to-eight-times-more-than-previously-believed.html">https://www.acs.org/content/acs/en/pressroom/presspacs/2012/acs-presspac-august-29-2012/green-plants-reduce-pollution-on-city-streets-up-to-eight-times-more-than-previously-believed.html</a> We should have 'green billboards' along the road and in the central reservation or plant the central reservation with grasses and have more green plants generally</p> <p>There is a need to look at other Borough plans/consultations which link in and have an effect on this subject e.g. the current primary school catchment consultation. Concerns raised that areas are under immediate flight paths.</p>

<p>Public</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p>	<p>· We live in Larke Rise. My concern is that we were screened from the A127 by tall trees which not only gave us privacy, a nicer outlet but most importantly gave us some protection from air pollution but these have been removed. We were told that the trees were dead and had to be removed but we believe they were removed so the junction could be widened in the future to allow for better access to the new development 'Southend Business Park'. In my mind you have removed a good source of protection and if removing ALL the trees was not necessary this should never have happened. The same species of trees, planted I imagine, at the same time are still in place along the school boundary? A few small trees have been planted but will takes years to mature and give us any screening and protection and nothing like we had before. We think its an insult now put something through the door to tell us about the pollution in our area and to ask for feedback on tackling the problem knowing you have taken away a good source of protection.</p>
<p>Historic England</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p>	<p>We have reviewed the Air Quality Action Plan Technical Report and Non-Technical Summary. As a general comment, Historic England welcomes the proposed measures to improve the Air Quality in the Borough. Air quality can affect the historic environment in a number of ways including affecting the masonry of buildings, or the general setting in the broadest sense of heritage assets (eg reduction in noise and vibration and improvement in air quality through reduction in traffic etc).</p> <p>We welcome section 6.4 which seeks to link air quality considerations with other policy areas including planning and note the intention to produce an Air Quality Supplementary Planning Document. There are certainly benefits to be achieved through greater consideration of air quality, climate change and energy efficiency in the Planning process.</p>
<p>Public</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p>	<p>There are however occasions when certain historic environment considerations may outweigh conflict with air quality considerations. The use of modern construction techniques on a listed building, for example, may detrimentally affect existing historic fabric elsewhere in the building therefore risking damage to the heritage asset contrary to the objective of the NPPF to conserve and enhance the historic environment. We raise concerns that this type of construction may not be appropriate for certain developments affecting the historic environment. A sustainable approach should secure a balance between the benefits that such development delivers and the environmental costs it incurs. The policy should seek to limit and mitigate any such cost to the historic environment. Listed buildings, buildings in conservation areas and scheduled monuments are exempted from the need to comply with energy efficiency requirements of the Building Regulations where compliance would unacceptably alter their character and appearance. Special considerations under Part L are also given to locally listed buildings, buildings of architectural</p>

		<p>and historic interest within registered parks and gardens and the curtilages of scheduled monuments, and buildings of traditional construction with permeable fabric that both absorbs and readily allows the evaporation of moisture. In developing policy covering this area you may find the Historic England guidance Energy Efficiency and Historic Buildings - Application of Part L of the Building Regulations to historically and traditionally constructed buildings <a href="https://historicengland.org.uk/images-books/publications/energy-efficiency-historic-buildings-ptl/">https://historicengland.org.uk/images-books/publications/energy-efficiency-historic-buildings-ptl/</a> to be helpful in understanding these special considerations. Finally, we should like to stress that this opinion is based on the information provided by the Council in its consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals, which may subsequently arise where we consider that these would have an adverse effect upon the historic environment.</p>
<p>Natural England</p> <p>Friends of the Earth</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p> <p>Transport Planning and Infrastructure, Promoting Travel Alternatives, Policy Guidance and Development Control, Policy Guidance Public Health</p>	<p>Natural England does not consider that this Air Quality Area Action Plan poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.</p> <p>I am responding to the air quality action plan public consultation on behalf of SEE FoE.</p> <p>The SEE FoE team finds Southend Borough Council (SBC) actions to be exceptionally frustrating, as you may have detected from my last letter on the topic in The Echo, but I will keep this response polite. The team has however agreed to help with the delivery of 20,000 leaflets that I have just sent for printing. That leaflet tackles pollution and other issues, and there we have allowed the frustration with SBC to show !</p> <p>Method of response to the consultation.</p> <p>Your online form doesn't quite fit with the response that is needed and so I am responding via email.</p> <p>Background</p> <p>The SBC action plan notes that there are serious health consequences of toxic air but doesn't spell out the detail. I wonder if the councillors knew just how serious the situation is whether they might take the matter more seriously. I ask that the consequences are put into future documents. Poor air quality: -</p> <ul style="list-style-type: none"> <li>· Permanently damages the lungs of children.</li> </ul>



		<ul style="list-style-type: none"> <li>· Causes cardio vascular disease and heart attacks.</li> <li>· Causes 40,000 premature deaths in the UK.</li> <li>· Causes dementia, cancer and obesity.</li> <li>· Causes asthma attacks in vulnerable people.</li> <li>· Is linked to falling sperm counts (halved over the last 40 years).</li> <li>· Is linked to premature births.</li> </ul> <p>That last point has only recently been drawn to my attention and, in case that is the case for SBC too, I attach this link: - <a href="https://postcourier.com.pg/air-pollution-linked-premature-births-scientists-warn/">https://postcourier.com.pg/air-pollution-linked-premature-births-scientists-warn/</a></p>
<p>Friends of the Earth</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives, Policy Guidance and Development Control, Policy Guidance Public Health</p>	<p>SBC: A history fo failure</p> <p>Before an action plan can move forward effectively it is important to acknowledge the mistakes of the past: -</p> <ul style="list-style-type: none"> <li>· SBC has historically pursued land use policies designed to increase traffic, including relocating the town centre swimming pool and large shopping facilities to the edge of town and plans to relocate the football club, perhaps with a shopping centre, cinema and flats, to the edge of town. The council's poor land use planning increases car use and is guaranteed to increase pollution.</li> <li>· By expanding Southend Airport SBC knew this would increase traffic (traffic which contributes to the toxic air in the council's one "Air Quality Management Area").</li> <li>· SBC has historically sought to increase the car parking provision thereby increasing traffic in the town. It continues to seek to increase pollution from cars by vigorously pursuing a new car park as part of the planned seafront museum scheme and it has recently purchased the former gas works site for £7 million and plans to spend a further £2 million there to build a new car park.</li> </ul>

		<ul style="list-style-type: none"> <li>· SBC has failed to encourage greater bus use by refusing to support selected areas of bus lane along the A13. This signal to the bus operators made it clear to the private sector that SBC had limited interest in promoting public transport. This in turn impacts upon the bus operators' willingness to invest larger sums in zero emission vehicles.</li> <li>· SBC was so keen to facilitate high levels of car use that it was even willing to construct some of the most dangerous cycle lanes in the country to preserve as many car parking bays as possible – the network of cycle lanes beside car parking bays.</li> <li>· SBC has spent many tens of £millions on road widening and junction alternations along the A127, facilitating greater car use and decreasing the public funds that would otherwise have been allocated to public transport, walking &amp; cycling.</li> </ul>
<p>Friends of the Earth</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives, Policy Guidance and Development Control, Policy Guidance Public Health</p>	<p>"Soft" measures to tackle air pollution</p> <p>The action plan advocates the use of "soft" persuasive measures to encourage residents to use our cars a little less. Unfortunately soft measures cannot overcome the weight of pressure that the council exerts to encourage us to use our cars more. While this group supports a range of "soft" measures the public health crisis outlined above necessitates more dynamic action.</p> <p>What is needed</p> <p>SBC policy on development and land use planning must be completely transformed so that all decisions are aligned with the overriding need to reduce car use and pollution. SBC policy should be changed to specifically support traffic and car parking reduction policies. It also needs to implement policies that will support a rapid shift to zero emission vehicles. This group calls for: -</p> <ul style="list-style-type: none"> <li>· A ban on new edge of town/out of town developments.</li> <li>· The vast majority of new homes must be built around the public transport hubs and along the public transport corridors.</li> <li>· At least half of all new flats should be offered at a discount if the owners do not own or use a car (enforced by parking restrictions in neighbouring streets).</li> </ul>

		<ul style="list-style-type: none"> <li>· All land use policies must be designed so as to reduce car ownership and car use.</li>   <li>· SBC should seek to engage with developers to build more flats for the retired along public transport corridors, with no provision for car parking (to encourage the retired to stop driving sooner and to release more family sized houses for young families).</li>   <li>· SBC must engage with seafront traders and the business community in a new way - explaining that we may see 1 feet of sea level rise by 2050 and there is a chance of over 8 feet of sea level rise by 2100. Together with increased extreme weather events, that come with rapid climate change, seafront traders must be helped to understand they may lose all assets by 2050. If this outcome is to be avoided it is absolutely essential that every sector of society joins an unprecedented effort to reduce energy use, including in road transport.</li>   <li>· An ultra low emissions zone should be introduced in the centre of Southend and gradually expanded outwards (see the Oxford and London initiatives).</li>   <li>· Year 1 zone should be south of Queensway, North of Royal Terrace, West of the A1160 and East of Princes Street/Runwell Terrace/Prittlewell Square.</li>   <li>· Year 2 zone should be extended to include all central Southend seafront car parks.</li>   <li>· Year 3 zone should be further extended north to include 200 metres either side of Victoria Avenue from Southend Victoria Station to Cuckoo Corner roundabout.</li>   <li>· SBC should establish if an ultra low emissions zone could be enforced by the civil enforcement team as they patrol car parks. Both public and privately owned car parks should be monitored.</li>   <li>· (See: <a href="https://tfl.gov.uk/modes/driving/ultra-low-emissionzone/check-your-vehicle?intcmp=32646">https://tfl.gov.uk/modes/driving/ultra-low-emissionzone/check-your-vehicle?intcmp=32646</a>)</li>   <li>· SBC should engage with Thurrock, Basildon and Chelmsford councils seeking agreement to implement ultra low emission zones in the centre of each town with these being expanded every year.</li>   <li>· An A127 congestion charging regime should be investigated to establish if this would reduce total traffic or merely shift vehicles from the A127 to less suitable roads. If modelling shows that total traffic would be reduced by</li> </ul>
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		<p>road charging this group would also support that proposal.</p> <ul style="list-style-type: none"> <li>· A programme should be initiated of allocating an ever growing proportion of car park bays to zero emissions vehicles (5% per annum), with such bays being positioned at the most convenient positions of each car park for shoppers/users (only disabled drivers should be given greater priority).</li> </ul>
<p>Friends of the Earth</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives, Policy Guidance and Development Control, Policy Guidance Public Health</p>	<ul style="list-style-type: none"> <li>· SBC should undertake a new review into the use of bus lanes along the A13, developing a programme that will support rapid growth in bus use; encouraging car drivers to use the bus instead of driving along the A127.</li> <li>· Bus use growth policy should be developed with bus operators; with SBC agreeing to radical and favourable policies being deployed if bus operators invest in zero emission/ultra low emissions vehicles.</li> <li>· SBC should consider bringing control of the buses back under direct public control.</li> </ul>
<p>DEFRA (December 2017)</p>	<p>Commentary</p>	<p>This Appraisal Report covers the Draft Air Quality Action Plan submitted by Southend Borough Council in relation to the AQMA declared along a stretch of the A217, Prince Avenue, Southend in November 2016. The AQMA was declared for exceedance of the annual mean objective for nitrogen in the area also known as “The Bell Junction”.</p> <p>There are continuing exceedances of the annual mean objective for nitrogen dioxide at a single monitoring location within the AQMA, close to the Bell Junction, and also at additional locations outside of the current AQMA. These issues were discussed within the response to the 2017 ASR report for Southend in July 2017.</p> <p>In addition to developing an Action Plan, the Council are expecting to issue a draft Low Emission Strategy by the end of 2017.</p> <p>The current areas of potential exceedance include the proposed new Kent Elms junction developments on the A127 as described in the ASR report, are likely to impact on changes to traffic flows along this section of the A127. This suggests that the impact of measures proposed within the draft AQAP need to include an extended area along the A127, where Southend Borough Council are the responsible authority.</p> <p>The timetable for progress on the A127 AQMA junction scheme improvements is not clear, however a data of 2017 was stated for expected completion.</p>

		<p>The draft Action Plan is the first Action Plan under development for Southend.</p> <p>This response forms part of the statutory consultation on the draft Action Plan that is subject to further development following public consultation.</p> <p>The Council is advised to take consideration of the commentary below in the further development of the Air Quality Action Plan.</p> <p>The Action Plan requires re-submission using the latest Action Plan report template from Defra which can be found <a href="#">here</a>.</p> <p>Commentary</p> <ol style="list-style-type: none"><li>1. The Council have submitted a draft Air Quality Action Plan in it's early stages of development to address the AQMA declared along a section of the A217 Prince Avenue, Southend.</li><li>2. The A217 at the nearby Kent Elms Junction is the subject of a major infrastructure project. The impact of this scheme on traffic flows and traffic management along the area designated within the AQMA has yet to be determined, but may have a significant impact upon the extended area close to the A127 subject to raised pollution levels.</li><li>3. The draft AQAP has included a source apportionment of road traffic sources, but it is not evident that the procedure outlined in Box 7.5 of LAQM.TG(16) has been followed. Essentially the source apportionment has reviewed vehicle emissions and highlighted the relative impact of the contribution of emissions from different vehicle classes and fuel types. There is no detail provided in relation to what data was used within this process other than a reference to local traffic data.</li><li>4. If the data from source apportionment is to reliably inform the Action Plan process, the traffic data needs to include local details on traffic congestion, queuing and delays on the relevant road sections. It is only when</li></ol>
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		<p>emissions from congested traffic are accounted for that a realistic picture of traffic emissions can be considered as a basis for developing further actions.</p> <p>5. The purpose of source apportionment is to provide an informed starting point in relation to where measures that are likely to be effective in addressing the pollution exceedances, need to be targeted. It is likely that traffic management measures that consider the management of traffic through the AQMA area will be required to address the pollution exceedances.</p> <p>6. The nature of the extent of the challenge at the Bell Junction AQMA simply states that there is an exceedance of 4µg/m<sup>3</sup>, which requires addressing. The expectation within an Action Plan is to derive estimates of the required reductions in traffic emissions levels, as a basis for determining further action.</p> <p>7. This process is described in detail within the latest Technical Guidance LAQM TG(16) from Defra in Chapter 2, Section 7.104-106 and Box 7.6. The Guidance makes clear that:</p> <p>“The AQAP should only be considered in detail once the source and extent of the problem are clearly understood”. [Ref: LAQM TG(16) para 2.30]</p> <p>8. The draft AQAP makes clear that the measures within the plan have been written to incorporate priority work areas which is acceptable provided the subsequent list of measures are then subject to a process of feasibility, cost benefit assessment, and impact assessment, in relation to delivering the required levels of emissions reductions suggested from source apportionment. There need to be measures developed in the AQAP that specifically target the key sources that give rise to the pollution exceedances alongside more generic measures linked to current policies and programmes. [Ref:LAQM TG(16) para 2.36-2.42]</p> <p>9. The Technical Guidance then makes clear that for measures that have been subject to impact assessment and prioritisation, that it is required to agree monitoring and evaluation of success. [Ref:LAQM TG(16) para 2.43-2.45]</p> <p>10. The Technical Guidance gives details on Consultation, highlighting that Local Authorities should consider the extent and degree of consultation at both a local level, and for Statutory Consultation required during the formulation of their AQAP. [Ref: LAQM TG(16) para 2.46-2.50]</p> <p>11. The draft AQAP outlines the steps in the AQAP process but does not make clear what steps the Council expects to make in relation to further development of the AQAP. It is not clear whether a Steering Group has been</p>
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		<p>formed and to what extent they may have influenced the measures within the current draft AQAP. The Technical Guidance makes clear that early engagement with appropriate stakeholders is vital at the outset. [Ref: LAQM TG(16) para 2.31ff]</p> <p>12. The draft AQAP also refers to the Consultation Process and Steering Group, and refers to potential internal and external stakeholders, suggesting that no further consultation on the draft AQAP is currently taking place.</p> <p>13. The measures listed within the draft AQAP clearly represent a sound basis for beginning the Action Plan process, but as outlined above there is considerable further development of measures required before a final Action Plan is developed.</p> <p>14. In order for the plan to be effective in addressing emissions control to reduce air pollution emissions, there needs to be an additional level of assessment applied at the start of the process.</p> <p>15. This process is clearly described for the development of Air Quality Action Plans, within the latest Policy and Technical Guidance from Defra, particularly Chapter 2 of LAQM TG(16), which details the recommended approach for developing an action plan. The basis of the approach involves gaining an understanding of the current level of excess emissions giving rise to the air quality exceedance, with knowledge from a source apportionment of which pollution sources are contributing to the excess. Without this approach, there is no basis for assuming that measures that are otherwise prescribed to reduce emissions are likely to be effective.</p> <p>16. Hence air pollution emissions reduction targets, should underpin the further development of Action Plan.</p> <p>17. The latest Technical Guidance LAQM TG(16), para 2.69 makes clear, as a minimum AQAP's should include the following:</p> <ul style="list-style-type: none"> <li>• Quantification of source contributions (e.g. HGVs, buses, taxis, other transport, industrial or domestic sources etc.) responsible for the exceedance of the relevant objective; knowing the source of the problem will allow the AQAP measures to be effectively targeted;</li> <li>• Quantification of impacts of proposed measures including, where feasible, expected emission and concentration reductions (either locally obtained and/or via national monitoring/modelling statistics). It is important that the local authority shows how it intends to monitor and evaluate the effectiveness of the plan;</li> </ul>
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		<p>18. The Council will need to consider the impact of the highways infrastructure developments from the Kent Elms junction on the AQMA section of the A127, and any other relevant highways schemes, when assessing the measures that are likely to be effective in addressing effective actions to deliver emissions reductions.</p> <p>19. It is clear that the draft AQAP is at an early stage of development and not yet at a stage where Public Consultation is appropriate. The report should be presented for public consultation, when AQAP measures have been subject to further assessment and prioritisation, as discussed within this report.</p> <p>20. The current draft AQAP has not been presented on the current Defra AQAP Template. All future AQAP reports need to be presented using the latest Defra AQAP Template which can be located on this web page:   <a href="https://laqm.defra.gov.uk/review-and-assessment/report-templates.html">https://laqm.defra.gov.uk/review-and-assessment/report-templates.html</a></p>
DEFRA May 2018	Commentary	<p>This Appraisal Report covers the Draft Air Quality Action Plan submitted by Southend Borough Council in relation to the AQMA declared along a stretch of the A217, Prince Avenue, Southend in November 2016. The AQMA was declared for exceedance of the annual mean objective for nitrogen in the area also known as “The Bell Junction”.</p> <p>The draft Action Plan has been re-submitted using the latest report template, further to a previous submission and appraisal in November 2017.</p> <p>The draft Action Plan has been approved by the Cabinet and Full Council and the report state that it will be subject to an annual review, by reporting in the Annual Status Reports.</p> <p>An addendum to this AQAP draft report makes clear that Defra have identified</p>

		<p>Southend-on-Sea Borough Council within a group of 33 ('third wave') local authorities where further steps are required to improve local air quality. This now requires the local authority to develop a feasibility study to consider measures that could bring forward compliance in the shortest possible time.</p> <p>For Southend Borough Council, the road link relevant to SBC is the A127, and the projected year of compliance is the end of 2019. The Council are now required to submit their Targeted Feasibility Study to Government as soon as possible and by 31 July 2018 at the latest. The study will be included as a supplement to the UK Air Quality Plan to be published by 5th October 2018.</p> <p>The current AQMA is declared for the Bell Junction, yet the most recent ASR report highlighted that three of the four monitoring sites showing exceedances are outside of the AQMA boundary, including the Kent Elms junction and an extended area along Victoria Avenue.</p> <p>This continues to suggest that the impact of measures proposed within the draft AQAP need to include an extended area along the A127, where Southend Borough Council are the responsible authority.</p> <p>The AQAP report highlights that the Council has simultaneous initiatives that can expect to influence the management of traffic through the areas identified with exceedances of air quality objectives, including the main priorities identified for action:</p>
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- Priority 1 - Assess the air quality impact of the preferred option (of three) for the Bell Junction AQMA, A127 Strategic Highway Improvement.
- Priority 2 - Assess the air quality impact of the Kent Elms A127 Strategic Highway Improvement at this location, as well as the Bell Junction AQMA further east.
- Priority 3 - Development of a Low Emission Air Quality Strategy (LEAQS) which will attempt to target diesel cars (18%), diesel LGVs(13%) and buses (15%), all of which contribute significantly to the overall NO<sub>2</sub> pollution burden in the AQMA and on our roads generally.
- Priority 4 – Southend Intelligence Hub – SMART CITY Journey.

This response forms part of the statutory consultation on the draft Action Plan that is subject to further development.

The Council is advised to take consideration of the commentary below in the further development of the Air Quality Action Plan.

### **Commentary**

1. Many of the comments made in respect to the latest ASR and previous draft Action Plan report are still relevant.
2. The Council have re-submitted a draft Air Quality Action Plan to address the AQMA declared along a section of the A217 Prince Avenue, Southend. The

		<p>evidence that is currently available from latest monitoring suggests that there are pollution hotspots outside the designated AQMA at Bell Junction.</p> <ol style="list-style-type: none"> <li>3. It will be important to ensure that the monitoring programme is extended to cover areas along the A127 and Victoria Avenue that may be subject to exceedances of the air quality objectives. Areas of further exceedances should be included within the AQMA boundary, and taken into consideration for development of AQAP measures.</li> <li>4. The road network through Southend, including the section of the A127 within the AQMA has clearly been subject to some significant developments, including the major infrastructure project to the A217 at the nearby Kent Elms Junction.</li> <li>5. The impact of this scheme on traffic flows and traffic management along the area designated within the AQMA has yet to be determined, but may have a significant impact upon the extended area close to the A127 subject to raised pollution levels.</li> <li>6. Key Action Plan measures for further development within the latest draft AQAP report include:             <ul style="list-style-type: none"> <li>• Review the current position at A127 Kent Elms Crossroads and junction of West Street and Victoria Avenue where diffusion tube data suggests an exceedance. Real time automatic monitoring as part of a Detailed Assessment is being considered.</li> <li>• The A127 Kent Elms Corner Junction alterations aimed at improving traffic flow, reducing queue length and congestion.</li> <li>• Review the current AQMA boundary with a view to extending the boundary to</li> </ul> </li> </ol>
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		<p>include West Street and the Kent Elms junction/newly identified areas of exceedance.</p> <p>7. It appears that a detailed assessment of the strategic highway network in Southend is required. This could be used to determine the extent that further traffic management measures can be used to reduce emissions in key pollution hotspots.</p> <p>8. There is some doubt on the validity of the calculations presented in the report used as a basis for determining relevant AQAP measures. We have previously commented on the figures presented for required level of emissions reductions, based upon source apportionments.</p> <p>9. There remains some significant doubt over the calculation presented within section 3.9 of the report. The nature of the extent of the challenge at the Bell Junction AQMA simply states that there is an exceedance of <math>4\mu\text{g}/\text{m}^3</math>, which requires addressing. The expectation within an Action Plan is to derive estimates of the required reductions in traffic emissions levels, as a basis for determining further action.</p> <p>10. The figures presented in section 3.9 appear to refer to monitoring data from a background monitoring site, which is unlikely to be representative of roadside pollution in the AQMA.</p>
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		<p>11. The report also refers to a Detailed Assessment that was completed in July 2016, in relation to the Bell Junction. We have previously commented that no details of this assessment have been presented, yet the report states that through the use of ADMS-Roads modelling, concentrations at relevant receptors at The Bell junction and Cuckoo Corner were predicted. This identified that the maximum concentration in this area was estimated at Prince Avenue on the approach to Cuckoo Corner.</p> <p>12. The report states, <i>“However, as part of the Bell Junction AQMA Strategic Highway Improvement impact assessment, further analysis of the required reductions in traffic emissions from the different vehicle categories will be undertaken. Parameters such as average speed and queue length will also be assessed in order to provide a basis for future monitoring of the effectiveness of the preferred option”</i>.</p> <p>13. We recommend that priority is made to carry out this assessment as a basis for re-evaluating the level and extent of emissions reductions required across the major road network in Southend. This should be used to inform the further development of the action plan.</p> <p>14. If the data from source apportionment is to reliably inform the Action Plan process, the traffic data needs to include local details on traffic congestion, queuing and delays on the relevant road sections. It is only when emissions from congested traffic are accounted for that a realistic picture of traffic emissions can be considered as a basis for developing further actions.</p>
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		<p>15. The Council will need to consider the impact of the highways infrastructure developments from the Kent Elms junction on the AQMA section of the A127, and any other relevant highways schemes, when assessing the measures that are likely to be effective in addressing effective actions to deliver emissions reductions.</p> <p>16. The purpose of source apportionment is to provide an informed starting point in relation to where measures that are likely to be effective in addressing the pollution exceedances, need to be targeted. It is likely that traffic management measures that consider the management of traffic through the AQMA area will be required to address the pollution exceedances.</p> <p>17. The latest Technical Guidance LAQM TG(16) from Defra in Chapter 2 highlights the essential elements in relation to what makes an effective AQAP. Paragraph 2.09-2.19 lists the key common requirements for developing an effective AQAP, in relation to ensuring there is appropriate local monitoring and assessment (source apportionment) as a basis for developing relevant measures.</p> <p>18. LAQM TG(16) Section 7.104-106 and Box 7.6. makes clear that: <i>“The AQAP should only be considered in detail once the source and extent of the problem are clearly understood”.</i> [Ref: LAQM TG(16) para 2.30]</p> <p>19. The draft AQAP makes clear that the measures within the plan have been written to incorporate priority work areas which is acceptable provided the</p>
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		<p>subsequent list of measures are then subject to a process of feasibility, cost benefit assessment, and impact assessment, in relation to delivering the required levels of emissions reductions suggested from source apportionment. There need to be measures developed in the AQAP that specifically target the key sources that give rise to the pollution exceedances alongside more generic measures linked to current policies and programmes. [Ref:LAQM TG(16) para 2.36-2.42]</p> <p>20. The Technical Guidance then makes clear that for measures that have been subject to impact assessment and prioritisation, that it is required to agree monitoring and evaluation of success. [Ref:LAQM TG(16) para 2.43-2.45]</p> <p>21. Responses from the public consultation (Appendix A) suggest that there is significant local opinion that some recent infrastructure changes, including the installation of traffic lights at Cuckoo Corner Roundabout (Bell Junction) have resulted in additional queuing and added to local pollution levels.</p> <p>22. These comments should emphasise the need to develop a co-ordinated approach across the Council to clarify the impacts of recent infrastructure changes, and ensure further schemes are assessed in relation to air quality impacts.</p> <p>23. The measures listed within the draft AQAP clearly represent a sound basis for developing the Action Plan process, but as outlined above there is a requirement for further assessment of measures before the Action Plan can be</p>
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		<p>completed.</p> <p>24. In order for the plan to be effective in addressing emissions control to reduce air pollution emissions, there needs to be an appropriate level of source apportionment and assessment of traffic management schemes applied to at the start of the process. We are unable to comment further on the source apportionment as the details within the detailed assessment report have not been presented.</p> <p>25. This process is clearly described for the development of Air Quality Action Plans, within the latest Policy and Technical Guidance from Defra, particularly Chapter 2 of LAQM TG(16), which details the recommended approach for developing an action plan. The basis of the approach involves gaining an understanding of the current level of excess emissions giving rise to the air quality exceedance, with knowledge from a source apportionment of which pollution sources are contributing to the excess. Without this approach, there is no basis for assuming that measures that are otherwise prescribed to reduce emissions are likely to be effective.</p> <p>26. Hence air pollution emissions reduction targets, should underpin the further development of Action Plan.</p> <p>27. The latest Technical Guidance LAQM TG(16), para 2.69 makes clear, as a minimum AQAP's should include the following:</p> <ul style="list-style-type: none"> <li>• Quantification of source contributions (e.g. HGVs, buses, taxis, other transport, industrial or domestic sources etc.) responsible for the</li> </ul>
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		<p>exceedance of the relevant objective; knowing the source of the problem will allow the AQAP measures to be effectively targeted;</p> <ul style="list-style-type: none"> <li>• Quantification of impacts of proposed measures including, where feasible, expected emission and concentration reductions (either locally obtained and/or via national monitoring/modelling statistics). It is important that the local authority shows how it intends to monitor and evaluate the effectiveness of the plan;</li> </ul>
<p>SBC Consultation Round 2 April 2018</p>		<p><b>Question 2: Are any significant actions/initiatives already being undertaken or committed to that could improve air quality?</b></p> <ul style="list-style-type: none"> <li>• Yes, Hub-SMART City and CISCO City Connected Digital Platform.</li> <li>• a) Promoting Green Infrastructure. In 2017, against protests from local residents, 50 mature trees on green land at the junction of the A127 and Rochford Rd were felled and replaced with 22 immature saplings resulting in higher levels of exposure to traffic noise and pollution. This went against the councils declared policy of 2 for 1 tree replacement.</li> </ul> <p>b) Encourage cycling and walking. I, and arthritic 70 year old walk and cycle daily so encouraging others will only work if it is safe to do so. Whilst it is illegal to cycle on undesignated pavements I would be extremely reluctant to leave the safety of a cycle/footpath to join a crowded road with hostile motorists and</p>

tightly packed juggernauts on the A127. I would therefore advise a change in regulation allowing cyclists to use all footpaths.

**Question 3: Are any significant actions/initiatives missing that could improve air quality?**

- From the moment the traffic lights were installed on Cuckoo Corner roundabout the level of queuing traffic has increased tenfold causing a haze of fumes which was never there before outside my house, which is between Cuckoo Corner and the Bell junction.
- Also badly affected is Manners Way approaching Cuckoo Corner.
- Identification and analysis of traffic flows accessing and traversing borough using ANPR and DVLA data.
- The trees that screened us from the A127 were removed a short while ago. Interestingly the same species of tree, planted at the same time have remained along the boundary with the school and the A127. I suspect the trees that bordered Larke Rise and the A127 were removed so that a further lane can be put in to replicate the Kent Elms junction, although, we were told the trees needed to be removed due to their condition. It seems inappropriate that you should now consult us on air quality. As well as adding to the poor air quality by removing the trees, the noise level has greatly increased. I am too worried now to open my windows due to the increased pollution and noise. Trees have been planted but are so small that they will make no contribution for many years to come. I was so very saddened that these trees were removed. I use the A127 every day and have seen no positive improvement at the Kent Elms junction since it has been widened, if anything three lanes merging in to two is likely to just cause more accidents.



		<ul style="list-style-type: none"> <li>• I am aware of the plan to increase the number of lanes at The Bell junction. It has been stated that a survey of queues and standing traffic is to be undertaken. One simple no cost solution to reducing queues is to reduce the number of traffic light changes and sequences. For example. Slip road traffic traveling east turning right into Hobblythick and slip road traffic traveling west turning right into Rochford Rd. Why is this traffic held against a red light. Other junctions allow traffic in slips to be given a green light at the same time as straight ahead traffic. Putting in a give way filter lane on the junction would allow queues to move forward allowing either clearance of the main carriageway at the back of the queue and or allowing more cars onto the slip. Currently traffic in the east bound slip is held until the west bound carriageway is stopped. At busy times the slip overflows onto the main carriageway causing a jam to form. On the west bound carriageway all three lanes are given a green light at the same time whilst the east bound is held allowing slip traffic to exit to Rochford Rd. Unfortunately the slip is too short to hold more than 3 cars so if your in the main lane intending to take the slip you will invariably miss the green light and wait for the next sequence. Prohibit articulated lorries from using Rochford Rd. They take a disproportionate amount of time to make the tight turns off and on to Rochford road and also block both lanes whilst maneuvering.</li> <li>• Along the a127 we need more plants - we live by the bell junction and have recently had a stretch of trees removed. we have noticed more noise - we cannot now sleep with the windows open, the pollution is much worse and cannot have the windows open. trees have been planted but will not help us for many years to screen any noise / pollution at all. Further down the a127 along new house builds they have screened the houses with fences and bushes giving a cushion between the road and the houses. I have seen no positive improvement with the progress road junction (which seems very dangerous) or the kent elms junction (again which seems very dangerous). We have major lorries turning down left at</li> </ul>
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the bell which just adds to the noise levels and the pollution. If the bell corner is the only area is Southend with a AQAP this must addressed asap, with the school being on this stretch of road surely it must be a priority for all residents of Southend. with the airport expansion and roots hall moving this must be addressed urgently before more traffic is due.

- As an older resident living very happily in Larke Rise - i was very disappointed to see the removal of our existing barrier of trees. they screened my house from the road - stopping lots of the noise and the pollution. Since they have been removed i have noticed more noise and pollution. I am not as happy now to leave open my windows at night time. My son showed me an article about placing green billboards along the road side - ivy covered - privacy and reduce pollution. the perfect barrier. Action needs to be taken quickly to fix the air quality as we all breath in this air and we don't know the damage it is doing to older and younger people alike.

**Question 4: Are any of the Actions listed in the AQAP Technical Report no longer relevant?**

Yes, is says there is a park and ride system in place, however, I have never seen it and I don't know where it is.

Yes, Further take-up of work-from-home seems likely to diminish as those who can probably do by now and this mode is not viable for every profession

**Question 5: Are there any barriers that need to be overcome for us to take up these measures in the plan?**

- The Council needs to swallow its pride and admit along with the Victoria Circus fiasco that's the only reason the Air Quality is so poor along this stretch of Victoria Avenue and Prince Avenue is because the traffic lights were installed on Cuckoo Corner roundabout and prior to this we didn't have a problem. I have lived in the same house for over 20 years and only the other day the smog was so bad over Priory Park I couldn't get my breath and therefore couldn't walk my dogs (I don't suffer from breathing problems normally). I have had a constant grazed feeling in my throat for the past two years which I can only put down to

this terrible situation.

- Commuting using current electric vehicle technology requires access to charging points either at work or at home. Many of Southend's residential streets have only unallocated on-street parking (as do many work locations), making use of chargers very problematic. There is some pilot work needed here but perhaps at a national level.

**Question 6: Please tell us about anything else you feel is necessary as part of the Air Quality Action Plan**

- When on the odd occasion the traffic lights have stopped working completely, the traffic flows perfectly well as it did prior to the lights being installed on Cuckoo Corner roundabout. On day one I personally phoned the Council to tell them how bad the queues were and since then have had to report serious congestion when the lights go out of synchronisation causing queues going up to the Bell junction on Prince Avenue and at least two thirds along Manners Way towards the airport as well as Victoria Avenue and Priory Crescent. This happens probably weekly or fortnightly. It is intolerable and all the other measures you have laid out in your Action Plan are flimsy and on the hope that suddenly everyone is going to cycle or use public transport.
- The elephant in the room is analysis of traffic flows and consideration of re-routing traffic - in particular where do the vehicles using the Bell interchange start and finish their journeys. Both A13 and A127 feed traffic into Southend which then often diffuses through rat-runs. The A127 is fast approaching its centenary, when built it served as a northern access road, bypassing the western half of the Borough but has since been subsumed within the townh to become a local rather than trunk road. I suggest more cross authority cooperation within South East Essex (east of the A130) on both air pollution and traffic regulation. The plan ought to consider the revival of the M12 / "road to the north" running from the A130 to Cherry-Orchard, Fosset's and Bournes Green, such a road would facilitate direct access to the eastern half of the borough without passing through Eastwood, Leigh and Westcliff. Naturally any such road scheme (which passes through green belt) would have an environmental impact to be mitigated by a

		<p>flanking "linear arboretum" to be accessible for recreational purposes and linking existing public green spaces to become a country park.</p> <ul style="list-style-type: none"><li>• As we live near the bell, this cannot go on - it must be fixed sooner rather than later.</li></ul>
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## Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)

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## Appendix C:

### 1. Link to Detailed Assessment 2016



37327 Southend Detailed Assessment 2016\_final\_issue2\_v3.zip

### 2. Link to Annual Status Report 2017



ASR SOUTHEND 2017 FINAL.zip

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## Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO <sub>2</sub>	Nitrogen Dioxide
NO <sub>x</sub>	Nitrogen Oxides
PM <sub>10</sub>	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM <sub>2.5</sub>	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
µgm <sup>-3</sup>	Microgram – One millionth of a gram
LEV	Low Emission Vehicle
ULEV	Ultra Low Emission Vehicle
LDV	Light Duty Vehicle

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PG16: <http://laqm.defra.gov.uk/documents/LAQM-PG16-April-16-v1.pdf>
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18. Aylesbury Air Quality Action Plan December 2010: Aylesbury Vale District  
Council, [www.aylesbury.gov.uk](http://www.aylesbury.gov.uk)

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Elms Junction, Southend 2106: Amec, Foster, Wheeler Environment and  
Infrastructure UK Ltd

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# Southend-on-Sea Borough Council

Report of the Deputy Chief Executive (Place)  
To  
Cabinet  
On  
19<sup>th</sup> June 2018

Age  
nda  
Item  
No.

Report prepared by: Carl Robinson Director Public Protection

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**Adoption of Air Quality Action Plan**  
**Cabinet – Cabinet Member: Councillor Flewitt**  
**“A Part 1 Public Agenda Item.”**

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## 1. Purpose of Report

To seek adoption by Cabinet of the Air Quality Action Plan (AQAP) (**Appendix 1**) detailing measures to try to improve air quality within the Air Quality Management Area (Southend on Sea Borough Council) (No.1) (**Appendix 2**). The adoption of the AQAP would meet the Council’s statutory duty to develop an Air Quality Action Plan (AQAP) to try to improve air quality within the AQMA.

## 2. Recommendation

**That the statutory duty of the Borough Council as described in the Environment Act 1995 be discharged by accepting and adopting the Air Quality Action Plan for the Air Quality Management Area (Southend on Sea Borough Council) (No 1) Order 2016.**

## 3. Background

- 3.1 Under the provisions of the Environment Act 1995, all Local Authorities are required to undertake a review and assessment of air quality within their area. This is to determine the likelihood of complying with prevailing health-based air quality objectives for a number of pollutants.
- 3.2 The air quality limit values for the protection of human health have been set by two EU Air Quality Directives 2008/50/EC and 2004/107/EC. These were transposed into UK law via the Air Quality Standards Regulations 2000.
- 3.3 The UK Air Quality Strategy, Policy and Technical Guidance provides the overarching themes for local air quality management in the UK. Local authorities that identify a breach of any of the air quality objectives in their area are required to formally declare an Air Quality Management Area. Once declared the authority has a duty under Section 84(2) of the Act to produce an Air Quality Action Plan to improve air quality.

- 3.4 The National Air Quality Strategy details the Government's proposals for tackling air quality on a national basis and sets out equivalent Air Quality Objectives (AQOs)
- 3.5 In order to effectively discharge duties under the Local Air Quality Management regime the Council is required to report on air quality in the Borough to DEFRA. This function is undertaken by Regulatory Services.
- 3.6 Where there are exceedences in the air quality objectives the Council must declare an Air Quality Management Area (AQMA). Once declared the Council is then required to develop an air quality action plan (AQAP) which must be accepted by DEFRA as being adequate to bring the AQMA into compliance.
- 3.7 The UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations 2017 predicts that by the year 2028 all national zones, which will include the main routes in Southend will be compliant for nitrogen dioxide.
- 3.8 Regulatory Services will continue to ensure that ambient air quality is monitored after the implementation of the AQAP and will report regularly on progress. This will be through the formal reporting process to DEFRA and via the Council's Corporate Priority 1819 PLACE PPC03.
- 3.9 There is one Air Quality Management Area (**Appendix 2**) within Southend, which was declared on 7<sup>th</sup> November 2016. It was designated in relation to likely breaches of the Nitrogen Dioxide (NO<sub>2</sub>) Annual Mean Objective as specified in the Air Quality Regulations 2000.
- 3.10 Taking action to improve air quality is crucial in order to improve the health of the population. There is growing evidence that air pollution is a significant contributor to preventable ill health and early death.
- 3.11 There are over 700 AQMA's declared in the UK, 90% of the AQMA's are related to traffic emissions. In the Essex area there are AQMA's in Rochford (including Rayleigh Town Centre), Chelmsford, Epping Forest, Thurrock, Brentwood, and Uttlesford.
- 3.12 The main source of air pollution in the Borough is road traffic emissions from major roads, notably the A13, A127 and A1159. Other pollution sources including commercial, industrial and domestic sources also make a contribution to background pollutant concentrations.

### 3.13 **Current Position**

The DEFRA Technical Guidance required the Council to develop an Air Quality Action Plan to take measures to try to improve the air quality within the Air Quality Management Area (Southend on Sea Borough Council) (No. 1) within one year of the designation of the AQMA.

- 3.14 Nationally the most immediate air quality challenge is tackling the exceedences of nitrogen dioxide (NO<sub>2</sub>) concentrations around roads. This is the only statutory air quality objective the UK is currently failing to meet.



3.15 There has been extensive consultation on the AQAP which has delayed its formal implementation within the year. There are, however, measures already in place to improve air quality including consideration of re-engineering proposals around The Bell interchange.

### 3.16 **The Action Planning Process**

Action planning is an essential part of the local air quality management process, providing a practical opportunity for improving air quality in areas where review and assessment has shown that national measures will be insufficient to meet one or more the air quality objectives. The AQAP should and does include the following:

- Quantification of the source contributions to the pollution burden for example by vehicle categories. This allows action plan measures to be targeted more effectively.
- Evidence that available options have been considered on the grounds of cost, feasibility and potential scale of impact.
- Quantification of expected improvement in air quality.
- Confirmation of how the Council will discharge its powers and also work in partnership with other stakeholders in pursuit of the relevant air quality objective.
- Clear timescales within which the authority and other stakeholders propose to implement the various measures contained in the plan.
- Quantification of the expected impacts of the proposed measures, and where possible, an indication as to whether these will be sufficient to demonstrate compliance with the objective/s.
- Identification of how the Council intends to monitor and evaluate the effectiveness of the plan.
- Prompt the formation of a Steering Group to enable and drive forward all of the above.

3.17 The emphasis of AQAPs should be to firstly, develop measures that will provide the necessary emissions reductions to achieve the air quality objectives and secondly, to act as a live document which can be periodically reviewed and developed to ensure current measures are progressing and new measures are brought forward. Timescales for the actions are detailed in the AQAP.

3.18 The AQAP has been written to incorporate the following priority work areas:

- Southend Intelligence Hub – SMART City Journey and Digital Strategy;
- Strategic Planning and Transport Policy;
- Public Health and Raising Awareness;
- Land Use Planning and Development Control;
- Sustainable Innovation;
- Low Emission Air Quality Strategy (LEAQS);
- Community Engagement.

#### **4. Other Options**

The Local Authority has a statutory duty to develop an AQAP where an AQMA has been declared.

#### **5. Reasons for Recommendation**

The Council has a statutory duty to try to improve air quality in the Borough through the development of an AQAP.

#### **6. Corporate Implications**

##### **6.1 Contribution to Council's Vision & Corporate Priorities**

The vision of the Council is to 'Create a Better Southend' supported by the five corporate aims of a Clean, Safe, Health and Prosperous Southend, led by an Excellent Council. The implementation of the AQAP to improve air quality will have a positive impact on vulnerable groups, providing a clear focus for the actions outlined in the AQAP. There is no known negative impact to the priorities of the Council.

##### **6.2 Financial Implications**

The AQAP consists of existing initiatives as well as new actions. Implementation of most of these actions will incur no additional costs as the funding will be met by existing budgets. Those actions identified as new will be met through securing new (National/European) funding streams.

##### **6.3 Legal Implications**

The Council has a statutory duty to review air quality in the Borough and to take action in line with DEFRA Technical Guidance (TG) 16. Where an AQMA has been designated an AQMA the local authority must develop an AQAP to try to improve air quality with the AQMA.

##### **6.4 People Implications**

None

##### **6.5 Property Implications**

None

##### **6.6 Consultation**

6.6.1 Stakeholder consultation is a fundamental aspect of Local Air Quality Management, and a legal requirement under Schedule 11 (s90) of the Environment Act 1995. The action plan has undergone two rounds of formal consultation.

6.6.2 The consultation process should be collaborative based and provide the way to better prepare and develop the action plan. It provides participants and, importantly, the public, with the information they need to contribute in a meaningful and constructive way.

6.6.3 The public health effects of poor air quality are well documented and DEFRA expect the highest level of support across the local authority (e.g. Chief Executive and Council level) to ensure all parts of the local authority are working effectively together.

6.6.4 Internal Stakeholders Consulted:

- Strategic Transport Policy;
- Public Health;
- Planning and Development Control;
- Energy and Sustainability;
- Procurement;
- Economic Development;
- Members.

External Stakeholders Consulted:

- Transport Companies;
- Key Freight Operators;
- Key Local Businesses ;
- Local Environment/Transport Group;
- Chambers of Commerce ;
- Local Community Representatives and Residents;
- DEFRA;
- Essex Las;
- Residents within the AQMA.

6.6.5 The action plan underwent a full 12 week consultation between November 2017 and January 2018. Following review of the feedback the action plan was circulated for a second (4 weeks) round of consultation which finished on 1<sup>st</sup> June 2018. The feedback from both consultations can be viewed in Appendix B of the action plan attached.

6.6.6 DEFRA have accepted the proposed Air Quality Action Plan.

6.6.7 If not already implemented or being considered, reasonable suggestions will be assessed on their deliverability and feasibility. These will be included in future reviews of the action plan to be completed at least once a year.

6.6.8 The Steering Group will be chaired by the Director of Public Health and include inter alia, a Transport Planning Policy Engineer, Air Quality Specialist and a relevant Portfolio Holder (tbc).

## 6.7 Equalities and Diversity Implications

The Equalities Impact assessment has not identified any actions.

## 6.8 Risk Assessment

At high concentrations NO<sub>2</sub> is an irritant that can cause inflammation of the airways and the delay in the declaration and implementation of an air quality action plan is a risk to the health of residents within the AQMA.

Failure to meet or strive towards the air quality objective is a breach of European Union law and fines may be imposed by the EU on the UK. DEFRA have issued a policy statement with respect to Part 2 of the Localism Act 2011 indicating that if fines were to be imposed by the EU and the local authority was responsible for permitting the breach, the authority could be required to pay the full cost.

## 6.9 Value for Money

A joint application was made by Southend, Rochford, Colchester and Chelmsford local authorities and Essex County Council for Clean Bus Technology funding. An award of £1.2M was made in December 2017.

The new measures contained within the AQAP will be fully costed in line with financial requirements.

## 6.10 Community Safety Implications

None

## 6.11 Environmental Impact

Air pollutants from transport include nitrogen oxides, carbon monoxide, hydrocarbons and particulates, all of which have a damaging impact on the health of fauna and flora.

## 7. Background Papers

DEFRA Technical Guidance (TG) 16 April 2016;  
DEFRA Policy Guidance (PG) 16 April 2016;  
2017 Air Quality Annual Status Report for Southend on Sea Borough Council  
Cabinet Report confirming the AQMA on 20<sup>th</sup> September 2016 (Minute 276 refers) and noted at Council on 20<sup>th</sup> October 2016 (Minute 400 refers).  
Consultation Responses

## 8. Appendices

**Appendix 1** Air Quality Action Plan;  
**Appendix 2** Air Quality Management Area (Southend on Sea Borough Council) (No.1)



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# Low Emissions Strategy 2018

Southend-on-Sea Borough Council





## **Foreword by Portfolio Holder:**

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“Everyone has the right to breathe clean air and public interest in air quality has been at an all-time high.

Southend-On-Sea Borough Council provides a high quality environment for residents, visitors and businesses and generally experiences good air quality. There are, however, traffic hot-spots giving rise to unacceptable levels of air quality, and this has become a serious public health concern for many cities and large towns throughout the UK.

Given that the primary source of the pollutants is vehicle emissions, finding solutions is a challenge for us all to rise to. There are enterprising plans for investment to build and regenerate but this vision needs to be matched with improvements to air quality.

We fundamentally believe that the needs of the local community are at the heart of what we do at the Council. It is our objective to work together with communities to solve problems locally and participate in decisions that affect them and as a result build stronger more resilient communities.

An improvement to air quality requires an integrated and collaborative approach on the part of both internal and external stakeholders.

In developing and implementing this strategy partnership working will be a key prerequisite. We will need to take an innovative and creative approach.

Together we shall work towards making the Borough “A Better Place to Live”, to work in and to visit.

On behalf the Council we would like to thank everyone who has been involved in the development of this Low Emission Strategy which will identify local priorities, deliver improved outcomes and make a real difference to the lives of local people.”

**Signed**

**Portfolio Holder**

## Executive Summary

---

Southend-on-Sea Borough is a healthy place to live and work, but as in all large towns and cities, emissions from cars, vans, buses and heavy goods vehicles lead to poor air quality.

In November 2016 the Council formally declared its first Air Quality Management Area at the A127 Bell Junction. This led to the development of an Air Quality Action Plan (AQAP) proposing a number of measures with the potential to improve local air quality. The plan was given Corporate Priority status (Action Code 1718 Place PPC03).

A key priority of the AQAP is to develop and implement a Low Emission Strategy (LES). The LES will provide a comprehensive plan and mechanisms for reducing road transport emissions in the Borough and should be read in conjunction with and as a part of the AQAP. The Council has developed the strategy to tackle road transport related pollution and improve health outcomes. It will achieve this through implementing innovative policies and measures that seek to reduce vehicle emissions by helping to accelerate the uptake of cleaner fuels and technologies. It is believed that this approach will also reduce vehicle emissions of carbon and noise. In addition to the AQAP, the strategy supports and compliments other key Council strategies such as the Low Carbon Energy and Sustainability Strategy 2015 – 2010 (LCESS), Local Transport Plan (LTP3) and the Local Plan.

A LES provides a comprehensive framework for vehicle emission reduction initiatives involving a range of stakeholders capable of influencing outcomes directly or indirectly. While the Council has the ability to implement certain measures, the LES also identifies areas of work requiring a partnership approach with key stakeholders.

The Priorities for Action are:

- Reducing emissions via the Local Transport Plan (LTP3), Southend Local Plan and the Joint Spatial plan.
- The Southend Intelligence Hub, Smart City Journey and Digital Strategy.
- Land Use Planning, Development Control and Low Emission infrastructure.
- Procurement.
- Reducing emissions from commercial vehicles, passenger cars and light goods vehicles, borough wide access and parking strategy.
- Reducing emissions from taxis and buses.
- Raising awareness.

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# 1. Introduction

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Southend is a healthy place to live and work, but as in all large towns and cities emissions from cars, vans, buses and heavy goods vehicles lead to poor air quality.

In November 2016 the Council formally declared its first Air Quality Management Area at the A127 Bell Junction. This led to the development of an Air Quality Action Plan (AQAP) proposing a number of measures with the potential to improve local air quality. The plan was given Corporate Priority status (Action Code 1718 Place PPC03).

A key priority of the AQAP is to develop and implement a Low Emission Strategy (LES). This LES will provide a comprehensive plan detailing mechanisms for reducing road transport emissions in the Borough from 2018 to 2021 and should be read in conjunction with and as a part of the AQAP.

There is significant growth planned for the Borough over the coming years which will increase potential demand for travel and consequently affect emissions.

The Council has developed the strategy to tackle road transport related pollution and improve health outcomes. It will achieve this through implementing innovative policies and measures that seek to reduce vehicle emissions by helping to accelerate the uptake of cleaner fuels and technologies. It is believed that this approach will also reduce vehicle emissions of Carbon and noise. In addition to the AQAP, the strategy supports and compliments other key Council strategies such as the Low Carbon Energy and Sustainability Strategy 2015 - 2010 (LCESS), Local Transport Plan (LTP3) and the Local Plan.

Everyone has a role to play in improving air quality, including individuals, businesses, public sector organisations and local and national Government. The Council recognise the importance of collaboration and that together they can provide the strategic commitment to implement a range of actions, both at a policy level and practical level, to improve air quality for the people of Southend.

## 1.1 Strategic Aims

The strategic aims are:

- a. To take actions that will reduce emissions from transport in the area and support sustainable development.
- b. To reduce emissions from all classes of vehicles, and to work with all groups who travel or generate traffic, including emissions from Council owned or leased fleet and staff vehicles (driven for business use).
- c. To improve the understanding of air pollution as an issue that should be considered during the development of policy, and to influence decisions made in the greater area. To raise awareness to the fact that we all have a role to play.
- d. To actively seek funding opportunities to implement innovative measures, especially the opportunity to increase the use of Low Emission Vehicles.
- e. To evaluate the success of the strategy and report annually. To use the lessons learned to develop the strategy into the future.

## 1.2 Scope and Purpose

A LES provides a comprehensive framework for vehicle emission reduction initiatives involving a range of stakeholders capable of influencing outcomes directly or indirectly. While the Council has the ability to implement certain measures, the LES also identifies areas of work requiring a partnership approach.

It will therefore identify key policy mechanisms and stakeholders in an integrated approach to emissions reduction that will produce outcomes complimentary to other corporate strategies

In their published plans to improve local air quality the Department for Environment, Food and Rural Affairs (DEFRA) has stated that "as a minimum we expect all local authorities with areas currently exceeding the required levels to consider putting in place a Low Emission Strategy. Such a strategy could be used to set out a range of commitments and actions to tackle pollution as part of a coherent multi-year programme and ensure they identify and exploit the national assistance available"

## 1.3 Public Health

There is growing evidence that air pollution is a significant contributor to preventable ill health and early death. These health impacts impose a cost on the UK economy estimated to run into billions. Although significant progress has been made in improving some aspects of air quality over previous decades, further progress is both necessary and possible. This will require a combination of innovative national and local approaches.

Local authorities have a major role to play. The transfer of additional responsibilities for public health to local government in 2013 has presented a major opportunity for Directors of Public Health and Councillors to take action to enhance this leadership on air quality.

## 1.4 Collaboration: The Importance of Partnership Working

To achieve the objectives of the LES it is essential that the Council and all other stakeholders (public and private) work in partnership with a focus on delivery and securing adequate funding.

Working in collaboration with stakeholders we can:

- Enable the identification of effective measures to reduce road transport emissions.
- Raise awareness of transport emissions and their effects on public health, and promote initiatives to reduce pollution.
- Recognise good practice, benchmark activity and engage the wider community.
- Identify funding opportunities and work in partnership to secure such funding.
- Monitor progress of initiatives aimed at reducing emissions and at appropriate intervals review the LES.

## 1.5 Priorities for Action

The priorities for action are:

- Reducing emissions via the Local Transport Plan (LTP3), Southend Local Plan and the Joint Spatial plan.
- The Southend Intelligence Hub, Smart City Journey and Digital Strategy.
- Land Use Planning, Development Control and Low Emission infrastructure.
- Procurement.
- Reducing emissions from commercial vehicles, passenger cars and light goods vehicles, borough wide access and parking strategy.
- Reducing emissions from taxis and buses.
- Raising awareness.

## 1.6 Steering Group

This initiative will be driven by the Air Quality Action Plan Steering Group which will meet quarterly to monitor progress and identify opportunities for delivering schemes within the Borough and beyond.

## 2. Sources of Air Pollution in the Borough

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### 2.1 The Current Position

The main source of air pollution in the borough is road traffic emissions from major roads, notably the A127 and the A13. Other pollution sources including commercial, industrial and domestic also contribute to background pollution concentrations.

Exceedances of the annual mean Air Quality Objective for nitrogen dioxide (NO<sub>2</sub>) have been consistently recorded at one location in Southend on the A127.

In 2016 an air quality detailed assessment undertaken by consultants recommended that the Council should declare their first Air Quality Management Area (AQMA) around the junction of Prince Avenue, Rochford Road and Hobbeythick Lane, known locally as "The Bell Junction". The formal AQMA declaration was completed in November 2016. See the Air Quality Action Plan for details.

### 2.1 Source Apportionment of Traffic Emissions (AQMA and Agglomeration Zone)

Source apportionment is the process of identifying the contribution each individual source of a pollutant such as nitrogen dioxide makes to the overall level. These consist of background sources and locally generated sources.

### 2.2 Locally Generated Sources

In Southend-on-Sea Borough the primary source is traffic and we have assessed the contribution each category of vehicle type makes to the overall pollution burden.

Local traffic data was used to calculate detailed source apportionment of vehicle types. The default fleet compositions in the DEFRA Emissions Factor Toolkit were used to derive emissions and give an estimation of source contributions for the following vehicle types:

- Motorbikes.
- Petrol/Diesel Cars.
- Light Goods Vehicles (LGVs).
- Rigid Heavy Goods Vehicles (HGVs).
- Articulated HGVs.
- Buses/Coaches.

### 2.3 Southend Urban Area Agglomeration Zone - Source Apportionment

The Southend Urban Area Agglomeration Zone is made up of Southend-on-Sea Borough Council, Rochford District Council and Castle Point Borough Council. It is one of 28 national zones each with its own DEFRA action plan setting out national, regional and local actions.

Local road traffic was the dominant source of nitrogen dioxide for the reference year of 2015. The largest contribution was from cars at the location of maximum exceedance with



a contribution of  $54.4\mu\text{g}\text{m}^{-3}$  of NO<sub>x</sub> out of a total of  $142.9\mu\text{g}\text{m}^{-3}$ . Cars, LGVs, rigid HGVs and articulated HGVs were important sources on the primary roads with the highest concentrations. For all road links concentrations of NO<sub>x</sub> from diesel cars were approximately four times greater than NO<sub>x</sub> emissions from petrol cars. NO<sub>x</sub> concentrations from petrol LGVs are a small component of total NO<sub>x</sub> concentrations and less than 2 per cent of total NO<sub>x</sub> from LGVs.

Data from both source apportionment analyses confirm that diesel vehicles are the main contributor of NO<sub>x</sub> on our roads.

For more information please refer to the Air Quality Action Plan.

## 3. Priorities for Action

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### 3.1 Reducing Transport Emissions

The Local Transport Plan (LTP3) contains a number of general measures aimed at minimising the impact of road transport on air quality. The LTP3 Implementation Plan has four main Guiding Principles:

#### *A Thriving and Sustainable Local Economy in the Borough*

- Reduce congestion.
- Improve use of sustainable modes and public transport.
- Better car parking management.
- Network maintenance.
- Sustainable transport to support regeneration.

#### *Minimise Environmental Impact and promote Sustainability for a Greener Borough.*

- Reduce CO2 emissions.
- “Maintain Air Quality”.
- Increase resilience at the transport network due to Climate Change.
- Make use of technology.
- Protect and enhance the natural and built environment.

#### *A Safer Borough*

- Maintenance of highway infrastructure.
- Road safety engineering and enforcement.
- Education, training and publicity.
- Support safety partnerships.

#### *Reduce Inequalities in Health and Well Being and a more accessible Borough*

- Walking, cycling and physical activity.
- Access to healthcare.
- All public transport is fully accessible by 201.
- Quality of door to door travel.

#### **3.1.1 The new Southend Local Plan and Joint Spatial Plan**

The new Southend-on-Sea Borough Council Local Plan is being prepared for adoption by 2020 and will draw upon the latest national policy and guidance. It will feature initiatives and policy in line with the national policies and corporate aims on reducing transport related emissions levels. Public consultation will take place on several occasions (with the first round of consultation taking place by the end of 2018) to fully consider and address the community’s views on the matter.

The Joint Spatial Plan which is being prepared in partnership with all the South Essex Authorities is also exploring the ways in which the strategic transport network serving South Essex can be enhanced to reduce congestion and promote sustainable travel patterns and therefore lowering vehicle emissions per journey.

### 3.2 Southend Intelligence Hub, Smart City Journey and Digital Strategy

The connection of the Council's 31 Urban Traffic Control sites to the newly deployed pan borough full fibre network presents the opportunity to monitor a raft of traffic and environmental characteristics simultaneously in real time. The intention is to relay data captured this way back to the Council's Intelligence Hub and host it for analytical purposes within the CISCO City Connected Digital Platform. The provision of the Intelligence Hub and the ability to cross reference data captured in this way is key to Southend's SMART CITY ambitions. As step one, the Intelligence Hub will see the co-location of three core 24/7 services: public space CCTV, traffic management and telecare.

Funding for the Intelligence Hub has been approved and subject to the final business case the Hub will be built in 2018/19.

The Hub will:

- Act as "eyes and ears" of the Borough, watching and monitoring activity.
- Act as the City Intelligence and Coordination Centre, responding in anticipation of incidents escalation.
- Enable the Council to generate income through the selling of services capable of being delivered through the hub.

The hub will see the upgrade and integration of systems and services provided within a modern environment on a 24/7 basis. It will also have the capability to facilitate an ambitious undertaking and could potentially co-locate key strategic and operational services from a range of partner organisations such as the NHS and Essex Police. It will in essence become a centralised operations suite for delivering borough-wide management via a wide range of partnership responses within Southend and neighbouring boroughs. In the initial formative period however, the focus will be on council services.

The overarching benefits could include:

1. The provision of a strategic and integrated approach to image capture, information dissemination and operational analysis of live incidents.
2. Intelligence-led responses to incidents including major emergencies.
3. Delivery of enhanced traffic management on a borough wide basis, potentially reducing congestion, queueing length and improving traffic flow.
4. Contributing data to a variable parking tariff program.
5. Delivery of enhanced environmental monitoring (including a pilot study of 10 remote air quality sensors) and ultimately management solutions.
6. Activation of the community to have a healthier life style.
7. More effective and efficient use of available resources.

### 3.3 Land Use Planning and Development Control

The planning process cannot solve immediate air quality issues, however, the National Planning Policy Framework (NPPF) recognises that air quality is a material consideration and that planning can play an active role in delivering sustainable developments that allow

future residents, businesses and visitors to make low emission vehicle choices. The NPPF states that planning policies should:

*“Sustain compliance with and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts from individual sites should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in AQMAs and Clean Air Zones is consistent with local air quality action plans”.*

Effective planning policies can play a significant role in helping sustain air quality improvements by providing infrastructure to encourage alternatives to the private car and by both discouraging the use of high emission vehicles and supporting the uptake of low emission vehicles (LEV) including the provision of LEV refuelling facilities such as Electric Vehicle charging points.

National Planning Practice Guidance (NPPG) states that mitigation may include the contribution of “funding of measures including those identified in air quality action plans and low emission strategies designed to offset the impact on local air quality arising from new development” The NPPG also states that where sustained compliance with EU Limit Values (or equivalent) is prevented a local authority is to “consider whether planning permission should be refused”.

Therefore local Planning and Development policy has an essential role to play in minimising the impacts of new development on air quality and public health.

### **3.3.1 Low Emission Infrastructure**

The Council will endeavour to work with private sector partners to help identify and implement low emission vehicle infrastructure, including:

- EV Charging including provision of rapid charging and charging for properties that do not have off street parking.
- Natural Gas Refuelling Infrastructure.

Natural gas been identified as a cost effective alternative to diesel, achieving both lower NO<sub>x</sub> and particulate emissions and potentially significant carbon savings where bio-methane is integrated into the supply.

The Department for Transport predicts that 20 per cent of all HGVs could be either dedicated or dual fuelled gas vehicles by 2020. The “Technology Strategy Board” is currently undertaking a Low Carbon Truck Trial including the assessment of dual fuel HGVs (see Gas Vehicle Hub [www.gasvehiclehub.org](http://www.gasvehiclehub.org)). The Office for Low Emission Vehicles released £4m funding in 2016 for the development of gas refuelling stations near to the motorway network to assist with the reduction in emissions from freight vehicles.

With the revised NPPF (2018), new policy has been introduced requiring the installation and provision of ultra-low emission vehicle charging facilities to enable their take up and effective use.

The new Southend Local Plan will need to consider this new national policy when being prepared. There are likely to be policies for development management based directly upon the NPPFs requirements for “the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles” at both residential and non-residential developments and that developments should “be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, convenient locations”.

### **3.4 Sustainable Procurement**

National legislation and guidance encourages the public sector to support the uptake and deployment of low emission vehicles via sustainable procurement decisions. The Council’s Low Emission Strategy will provide a platform to review our procurement procedures and identify areas that have potential to reduce vehicle emissions associated with council activities such as:

- Contracts relating to goods and services provided to the Council.
- Procurement of vehicles.

#### **3.4.1 Goods and Services**

Local Authorities are required to consider “best value”, rather than lowest cost, when making procurement decisions.

The Public Services (Social Value) Act 2012 came enforceable in January 2013. For the first time the Act places a duty on public bodies to consider social value, including environmental considerations, ahead of certain procurement activities, and states that the authority must consider:

- a) How what is proposed to be procured might improve the economic, social and environmental well-being of the relevant area, and
- b) How, in conducting the process of procurement, it might act with a view to securing that improvement.

The Act provides scope to include the consideration of vehicle emissions arising from contract delivery and their impact on the health of the community.

#### **3.4.2 Sustainable Award Criteria for Contracts**

Sustainability should be a criterion in all procurement decisions, and vehicle emissions should be considered when decisions to award contracts are made.

The extent to which organisations give priority to vehicle emissions will depend on circumstance and cost. However, a scoring matrix for tender evaluation will be considered as part of the LES. As a minimum eg “evidence that current (or previous) Euro Standards apply to a significant fraction of the fleet and/or a commitment to increasing up-take can be demonstrated”.

### **3.4.3 Local Sourcing**

Local sourcing is practised widely by local authorities who encourage local contractors to bid for council contracts. Such initiatives have the potential to support the local economy while helping reduce overall mileage. Local sourcing offers the potential for lighter goods vehicles to be used for deliveries. Also, helping local suppliers develop emission strategies can provide a competitive advantage in procurement decisions.

### **3.4.4 Procurement of Public Sector Vehicles**

The Cleaner Road Transport Vehicle Regulations 2011 require public sector organisations to consider the energy use and environmental impact of vehicles they buy or lease. A key concept of the regulations is the consideration of whole life costs whereby the operational costs over a vehicles life, including pollution damage costs, are taken into account rather than just the initial purchase price. This helps to redress the issue of low emission vehicles costing more than conventional vehicles, while potentially having lower operational costs that outweigh the purchase premium.

### **3.4.5 Current Fleet Composition and Activity**

The Council fleet is contracted out to Veolia. As of March 2018, all vehicles are Euro-Standard VI.

## **3.5 Reducing Emissions from Commercial Vehicles**

Many commercial fleet operators have strategies in place to reduce emissions through their corporate social responsibility (CSR) agendas and due to high annual mileages, many blue chip companies will keep their HGVs for only 3 to 5 years meaning that the cleanest, Euro VI HGVs already provide a significant share of the total HGV fleet.

The Council's Local Transport Plan (LTP3) recognises the importance of the freight sector to the economy of Southend Borough. However, the contribution to the pollution burden from road freight is acknowledged. This Low Emission Strategy will compliment transport policy by seeking the introduction of cost effective measures aimed at road freight emissions reduction.

Road freight is not exclusively defined as Heavy Duty Vehicles (HGVs). Light Goods Vehicles (LGVs) such as vans are also a significant component and vehicle numbers have increased substantially along with the growth of home delivery services.

This LES recommends strategic measures to reduce emissions from road freight transport and facilitate a transition to low emission fuels and technologies.

### **3.5.1 Criteria for Sustainable Emissions**

The Council will endeavour to work in partnership with freight organisations to ensure that "best practice emission criteria" are considered in all relevant procurement decisions with priority given to those organisations utilising LEVs and fuels.

Emission standards for commercial fleet operations associated with new planning applications shall meet current or chronologically next closest European Emission Standard.

The Council will also endeavour to work in partnership with industrial, commercial, retail and freight associations towards the development of recommended emission standards for freight vehicles accessing urban areas with a view to implementing an industry recognised Low Emission Freight Recognition Scheme or equivalent.

### **3.5.2 Sustainable Freight Consolidation Centres**

Many commercial organisations and logistics companies already consolidate freight activity in the Essex. The potential for utilising low and ultra-low emission vehicles for the final stages of the deliveries associated with any potentially new consolidation centres will be considered.

## **3.6 Reducing Emissions from Passenger Cars and LGVs**

For many car ownership is an essential requirement for domestic life and commuting. However, the number of cars on our roads continues to increase and accordingly their impact on the pollution burden is significant. Existing source apportionment data indicates that diesel cars and LGVs contribute 58 per cent of the NO<sub>x</sub> emissions within the AQMA and 52 per cent of PM<sub>10</sub>.

A key national issue is the significant increase in the number of diesel cars, rising from under 20 per cent of the car fleet in 2000 to over 50 per cent in 2014. Europe has the highest proportion of diesel cars in the world.

Many diesel vehicles have been purchased because they have been perceived to be environmentally friendly and the Government provides a reduced vehicle excise duty to support take up. While diesel cars may generally be more fuel efficient than petrol cars especially during long journeys there remains a question mark regarding the suitability of diesel cars for use in urban areas. Some studies suggest that unless they are travelling in excess of 12,000 miles per year owners are unlikely to recover the increased cost of purchasing and maintaining a diesel vehicle compared to petrol.

### **3.6.1 European Emission Standards (Euro Standards)**

In Europe since 1993 attempts to regulate vehicle emissions have been undertaken via the "Euro Standards" regime. In order for manufacturers to sell vehicles within EU member states they must limit exhaust emissions to a level dictated by the latest Euro Standard assessed during a standardised in door test cycle. This methodology has been criticised for not being representative of the reality of external driving conditions. Emission projections assume the standards will be met but there is currently a move to amend the Euro 6 regulations to use more realistic and representative testing in the vehicle approval process. Also Euro 5 and 6 diesel cars have had compliance issues especially with NO<sub>x</sub> requirements.

Even if Euro 6 diesel cars were to achieve their regulated emission limits in representative driving conditions studies data suggest additional measures will be required to improve air quality including the promotion and take up of low and ultra-low emission vehicles.

Many car owners are unaware of the impact their vehicle emissions have on local air quality and there have been mixed messages from Government. The LES will encourage provision



of information to raise awareness of passenger vehicle emissions and their impact on health. Additionally, information will be provided on the Total Cost of Ownership (TCO) of cars, including emissions, to assist the public in making better informed purchasing decisions.

The LES will seek to encourage the take up of low and ultra-low emission vehicles through the provision of information and incentives. This would be in line with an observed increase in sales of plug-in electric vehicles in the UK in the last two years.

The Government currently provides a £5000 grant towards the purchase of ultra-low emission cars including plug in vehicles, and will continue to support the charging infrastructure required to support take-up. The LES also recognises that the majority of vehicle charging will be at home and at work and proposes measures to support Ultra Low Emission Vehicle (ULEV) uptake including:

- Promotion of differential parking charges for low and ultra-low emission vehicles.
- Promotion of preferential parking places for ultra-low emission vehicles.
- Promotion of differential car allowance rates for low and ultra-low emission vehicles.
- Promotion of ultra-low emission vehicle pool cars, car clubs and lease cars.
- Consideration of reducing business rates for companies demonstrating a commitment to the significant use of ULEVs.
- Additional incentives from businesses for customers who use ULEVs.
- Ensure adequate recharging/refuelling infrastructure to support ULEV use especially in areas where no off street parking is available through the use of rapid charging facilities and other forms of public charging infrastructure such as charging through streetlights.
- Introduce minimum recharging standards for all new developments as part of the Southend Planning Procedures.

### **3.6.2 Borough Wide Parking and Access Strategy 2018**

This strategy (currently in draft) aims to:

- a. Achieve a step-change in travel information provision, adopting an approach centred on meeting the needs of travellers and addressing their pain points of queuing to access Southend-on-Sea, finding car parks and finding a space to park.
- b. Provide a framework for moving from the current position to an integrated smart city data platform into which a network of specialist providers provide reliable, access-controlled feeds, leading to a more efficient parking system.
- c. Effectively manage peak periods of visitor demand through a range of measures including:
  - Encouraging travel behaviour change by Southend residents and visitors on peak days through dedicated peak-day communications.
  - Improving existing information resources and extensive use of websites and social media.
  - Providing visitors to the Borough with comprehensive, up to date pre-trip and pre-arrival information about all travel and payment options available through a range of media.
  - Providing visitors to the Borough with improved travel information during their trip to Southend through a range of media and systems.
  - Improving wayfinding from car parks to key visitor destinations.

- Actively manage traffic on days of high visitor demand through a range of on the ground interventions.
  - Continually improve the visitor experience through engagement with visitors to understand their experiences and behaviours.
- d. Improve signage to principal car parks across the Borough through:
- Directing drivers to the most appropriate car park.
  - Raising awareness of other seafront locations in the Borough from Leigh and Chalkwell to Shoeburyness to spread the demand.
  - Encouraging use of less well used car parks, particularly on days of high demand.
  - Providing guidance on the most appropriate route to the car parks, particularly on days of high demand.
  - Adopting state of the art dynamic signage infrastructure to allow for variable signage which responds to the different patterns of demand in Southend.
- e. Support the visitor economy through dynamic changes to parking tariffs for Summer weekends to better balance the demand for parking between the seafront and town centre car parks.
- f. Engage stakeholders early and frequently during implementation of the strategy.

### 3.7 Reducing Emissions from Taxis

The Council has 276 licensed Hackney Carriages and 154 Private Hire Vehicles which operate at some point in the urban area, the vast majority of which are diesel vehicles. The Council will not licence any vehicle over 5 years old on first licensing. Wheelchair accessible vehicles may be six years old. Vehicles are licensed for 8 years with 6 monthly extensions up until 10 years. Wheelchair accessible vehicles are licensed for up to 20 years.

The Council will consider introducing a licensing standard based on emissions or age restrictions, linked to Euro standards e.g. minimum Euro 4 for petrol and Euro 6 for diesels, as adopted by Birmingham City Council.

The Council will encourage taxis to turn off their engines when idling in AQMAs or hot spots, and promote the general benefits of non-idling.

#### 3.7.1 Incentives for LEVs, ULEVs and Electric Vehicles

The Office for Low Emission Vehicles (OLEV) 2015-2020 program includes £20m made available for local authorities to support the uptake of ULEV taxis. Round 2 of the scheme will release £6M in 2019.

Note that all applications for funding are subject to approval.

There are a number of measures that will be explored to encourage the uptake of Low Emission Vehicles (LEVs) and Ultra-Low emission Vehicles (ULEV) such as:

- Low emission taxi ranks for hybrids and alternatively fuelled vehicles.
- Preferential queuing facilities at existing ranks.
- Public sector contracts based on emissions for the provision of private hire services.

- Rapid charging facilities for ULEVs (remote from taxi ranks to prevent vehicles from sitting in the rank to charge e.g. public car parks or near facilities for drivers to use when taking a break.
- The Ultra-Low Emission Vehicle (ULEV) Taxi Scheme will provide local authorities with funding to install electric vehicle charging infrastructure for taxi and private hire use.
- LoCASE grants can be awarded for the replacement of Taxis with Electric or Hybrid vehicles. Taxi operators can access a 40 per cent grant and up to £20K per company to support the purchase of “green” vehicles when they are replacing their current vehicles.
- Provide information about car emissions and Total Cost of Ownership (TCO) of alternative, cleaner vehicles to taxi drivers.
- The Electric Blue scheme is committed to improvement of air quality across the UK by promoting Electric Taxis, and new Clean Air Zone technologies. Electric Blue's aim is to install and operate a national vehicle charging network powered completely by renewable energy, in locations based on the deep understanding of operational profiles of taxis, delivery fleets and other high mileage vehicles. Based on practical experience and real world data, it aims to identify to local authorities, taxi and other high mileage fleet operators, journeys which can be readily electrified.
- Wireless Semi-Dynamic Charging for Electric Taxis (WS-CET): WS-CET will consider the viability of charging electric taxis at taxi ranks within Southend. This will also include work to analyse taxi operations to assess how viable using electric taxis is for local operators and the optimum locations for wireless charging which would assist taxis to top up their batteries during their working day. WS-CET will be based around a new wireless charging technology using a charging bar set into the highway, in this case within the taxi rank. The technology includes a newly patented way to improve safety. The benefit of this technology is that a taxi will be able to charge at all points within the taxi rank as it moves forward in the queue thereby increasing the available charging opportunity whilst also lowering costs when compared to other wireless induction techniques. For this project the Consortium would be The Council, Algret Innovations (technology provider), University of Birmingham, Electric Blue (taxi analysis), and possibly other local authorities. Local taxi operators will be informed about the bid and one of the larger operators will be sought as a project partner.
- Town Centre EV Charging Hubs (TCEVCH): TCEVCH will consider the provision of rapid charging hubs with 6-8 charging stations powered by renewable energy. The hub will be positioned in the town centre close to facilities provided and to local transport links. Additional facilities will be provided by the hub including a system to allow users to book their charge to improve confidence in charging availability and measures to improve vehicle security when compared to public car parks.
- Renewable Fleet Fuels (ReFuel): If awarded, ReFuel will work with 4 EU countries and UK universities to test and promote the provision of alternative fuel vehicles. In Southend, the project will install solar canopies on up to 100 car park spaces all of which will have EV charging facilities. Power demand and supply will be regulated using a large battery co-located with the solar canopies. Other partners will work on fuel cell and gas powered vehicles allowing Southend to learn within the project.
- The Council already works with e-Car Club to provide a fleet of EVs available to hire by the hour and makes provision for staff to be able to use these cars as pool cars for work journeys. The Council will consider ways to promote and grow the car club.

### 3.8 Reducing Emissions from Buses

Public Transport as a viable alternative to car use is an essential prerequisite to improving air quality and the number of car journeys. Moreover, the public transport fleet should positively contribute to improving local air quality.

The Council will work in partnership with Essex County Council, neighbouring authorities and local bus operators (mainly Arriva and First) in order to identify ways to reduce the pollution burden from buses especially in AQMAs and traffic hot-spots. Funding streams will be identified and sought.

Monitoring and modelling show that diesel buses are a major contributor of NO<sub>x</sub> (18 per cent) and airborne particles (8 per cent of PM<sub>10</sub>) in the AQMA. They also contribute to CO<sub>2</sub> emissions.

Replacing old with brand new vehicles is capable of generating significant reductions in NO<sub>x</sub> and particulates, but it remains uncertain whether bus operators will invest significantly in new Euro VI buses for Southend. Retro-fitting may be the realistic viable alternative based on experience of other local authorities. Significant reductions in bus emissions can be achieved by clean bus technology retro-fitting. At a cost of £13000 per vehicle Selective Catalytic Reduction (SCR) technology can improve emissions of older buses almost to the equivalent of Euro VI.

Note that in February 2018 the Council (along with Essex CC, Rochford and Colchester DCs) were successful in securing approximately £1.1m to retro-fit 60 buses, 42 of which use the A127 corridor. Buses will be fitted with SCR technology and particle traps capable of reducing emissions by up to 90 per cent.

The Government's Low Emission Bus Scheme offers £30m of funding for Low Emission Buses which is most applicable where local air quality is an issue. LEVs such as electric, natural gas powered and hybrids are included and the Council will raise awareness and encourage operators to make applications and seek other funding streams to improve their fleet.

Additional measures to be considered are:

- Introduction of introducing fuel efficient driver training as part of any test carried out when appointing or re-appraising drivers.
- In-vehicle real time information about current fuel efficiency, gear selection, speed, or telematics to provide next day information about driving behaviour.
- Training staff drivers to reduce their vehicle emissions by behavioural changes such as reducing rapid accelerations and decelerations and correct gear selection to improve fuel consumption.
- Switching off engines when practical and safe when parked by the road side and when dropping off people or deliveries.
- Maintaining vehicles including tyre pressures to the optimum pressure.
- Raising awareness that reducing vehicle emissions will reduce both fuel costs and air pollution.

## 3.9 Raising Awareness

### General Public and Businesses

The Council will provide the public with information on how:

- Health is affected by exposure to air pollution (not just NO<sub>x</sub> and Particulates), especially vulnerable groups such as asthma sufferers.
- Travel choices contribute to pollution and exposure to levels of local pollution.
- Engine idling affects air quality inside vehicles as well as outside.
- To minimise exposure by altering travel habits or routes (this includes restricting time spent with an engine “idling” particularly near schools).

The Council will provide information to businesses that they can reduce road traffic related air pollution and improve fuel efficiency. For example:

- Ensuring their drivers develop an energy efficient driving style.
- Scheduling deliveries to minimise congestion, optimise vehicle movements and fuel efficiency.
- Encouraging employees to cycle, walk to work, use public transport.

#### 3.9.1 Smart Vehicle Purchasing

The Council will provide an information service on e.g. our website and social media platforms.

## Appendix 1. Summary Table of Themes and Actions

	Measure	Description		Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
	Title										Cost: Low <£25K, Medium £25-£100K, High >£100K
1	<b>Reducing Traffic Emissions</b>  LTP3 Better Sustainable Transport and Mobility Management	Transport Planning and Infrastructure, Traffic Management		SBC	n/a	On-going	Completion of Projects	n/a	LTP3	On-going	Cost M-H  Potential AQ Impact not quantified but improvements expected
2	LTP3 Better Networks and Traffic Management Schemes			SBC	n/a	On-going	Completion of Projects	n/a	LTP3	On-going	Cost M-H  Potential AQ Impact not quantified but improvements expected

	Measure	Description	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
3	LTP3 Better Partnership, Engagement and Sponsorship to Support Greater Efficiencies in Funding and Delivery	Transport Planning and Infrastructure Traffic Management and Reduction UTC, Congestion Management,	SBC	n/a	On-going	Completion of Projects	n/a	LTP3	On-going	Cost M-H  Potential AQ Impact not quantified but improvements expected
4	LTP3 Better Operation of Traffic Control, Information and Communication Systems including Intelligent Transport Systems and Urban Traffic Management Control (UTMC)		SBC	n/a	On-going	Completion of Projects	n/a	LTP3	On-going	Cost Medium  Potential AQ Impact expected but not quantified



	Measure	Description	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
5	<b>Southend Intelligence Hub and SMART CITY Journey</b>	Enhanced Traffic Management UTC, Congestion Management Traffic Reduction Provide Data for Variable Parking Tariffs	SBC	Pilot Discussion Stage	On-going	Completion of Projects	n/a	LTP3	On-going	Cost Medium Potential AQ Impact expected but not quantified
6	<b>Land Use Planning and Development Control</b>  Low Emission Infrastructure	Electric Vehicle and Charging Points Promoting Low Emission Transport  Procuring alternative re-fuelling infrastructures to promote low emission vehicles and EV charging points	SBC	n/a	On-going	Uptake Levels	n/a	Promotional Events Completed, Two +charging points installed	On-going	Cost High Potential AQ Impact but not quantified
7	<b>Sustainable Procurement</b>	Sustainable Procurement Policy  Promoting Low Emission Transport  Procuring Low Emission vehicles	SBC	2018	On-going	Uptake Levels	n/a		On-going	Cost Medium-High Potential AQ Impact but not quantified

	Measure	Description	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
8	<b>Reducing Emissions from Commercial Vehicles</b>	Promoting Low Emission Transport Promoting alternative re-fuelling infrastructures to promote low emission vehicles	SBC	2018/19	On-going	Uptake Levels	n/a		On-going	Cost Medium - High  Potential AQ Impact but not quantified
9	<b>Reducing Emissions from Cars and LGVs</b>	Procuring Low Emission vehicles	SBC	2019	n/a	Uptake levels	n/a		On-going	Cost Low-High  Potential AQ Impact but not quantified
10	<b>Reducing Emissions from Buses</b>	Procuring Low Emission vehicles  <b>Clean Bus Technology Fund</b>	SBC and Fleet Owners Arriva and First	n/a	On-going	Uptake levels	<b>YES</b>	<b>£1.1m funding secured in collaboration with Essex CC and others</b>	On-going	<b>60 Buses in Essex to be retrofitted in 2018, 41 of which access A127 corridor</b>
11	<b>Reducing Emissions from Taxis</b>	Promoting and Procuring Low Emission Transport – Various Initiatives and Funding Streams	SBC , OLEV and Hire Companies	2018/19	n/a	Uptake levels	n/a		On-going	Cost Low - High  Potential AQ Impact but not quantified
12	<b>Raising Awareness of Public Health Issues and Smart Vehicle Purchasing</b>	Raising Awareness of High Risk and Vulnerable Groups via e.g. Social Media, SBC Website, Health Alerts  Promoting Travel Alternatives and Public Health Information	SBC	2018	In Progress	Up-dates	n/a		On-going	Cost Low



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## Glossary

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air Quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO <sub>2</sub>	Nitrogen Dioxide
NO <sub>x</sub>	Nitrogen Oxides
PM <sub>10</sub>	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM <sub>2.5</sub>	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
µgm <sup>-3</sup>	Microgram – One millionth of a gram
LEV	Low Emission Vehicle
ULEV	Ultra-Low Emission Vehicle
LDV	Light Duty Vehicle
LES	Low Emission Strategy
OLEV	Office for Low Emission Vehicles

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## Low Emissions Consultation Analysis

An eight week consultation/ campaign was launched on the 20<sup>th</sup> August 2018 until 8<sup>th</sup> October 2018, which included information promoted online and around 200 direct neighbour notification.

The campaign could also be accessed in many ways

- directly online on the Councils 'Consultation Portal'
- an interactive questionnaire that could be returned via email or,
- Opportunity to either download a hardcopy version from the website or a paper copy send out by us so it could be completed by hand and sent in by post.

### The results

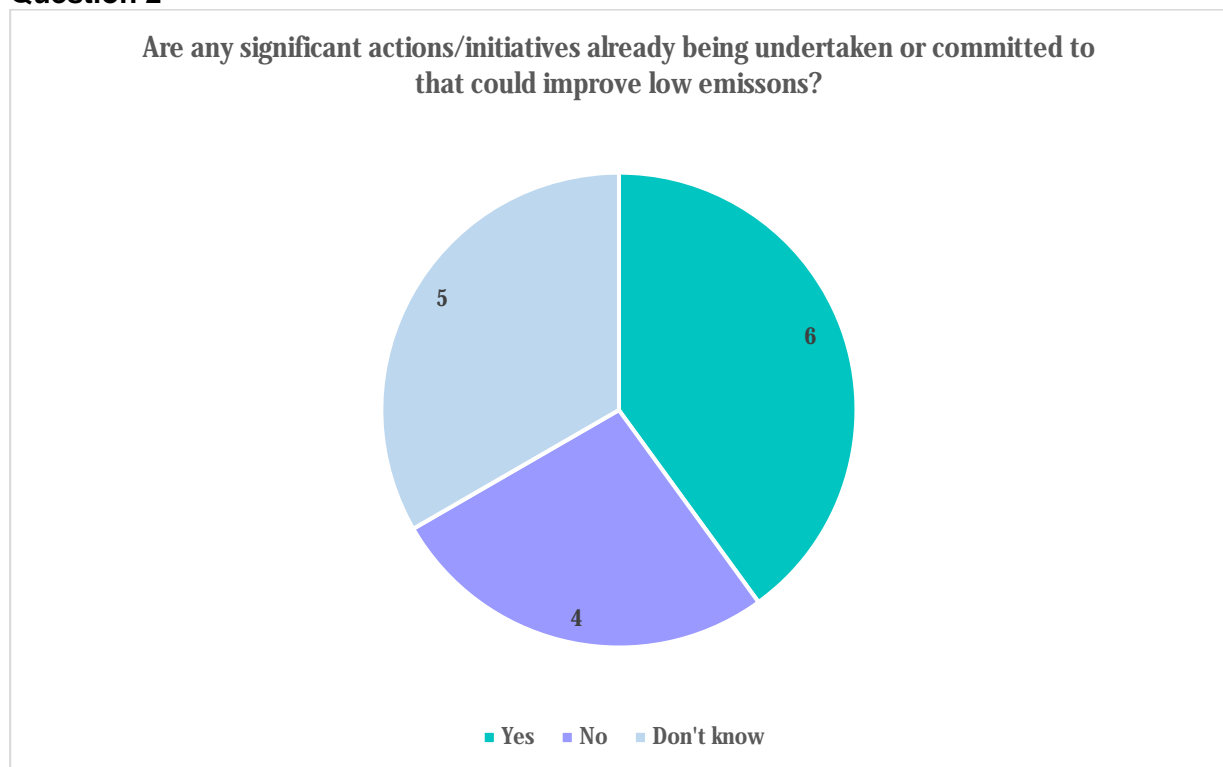
A total of 20 people accessed and responded to the consultation using either the paper questionnaire or online, responding to the questions set and using the free text part to raise any other issues in relation to Low Emissions.

*Please note: not all questions were completed by all participants.*

#### Question 1

The first question asked if they had read the Low Emissions Strategy 2018 15 people responded to this question of that 14 said they had read the document and one stated no.

#### Question 2



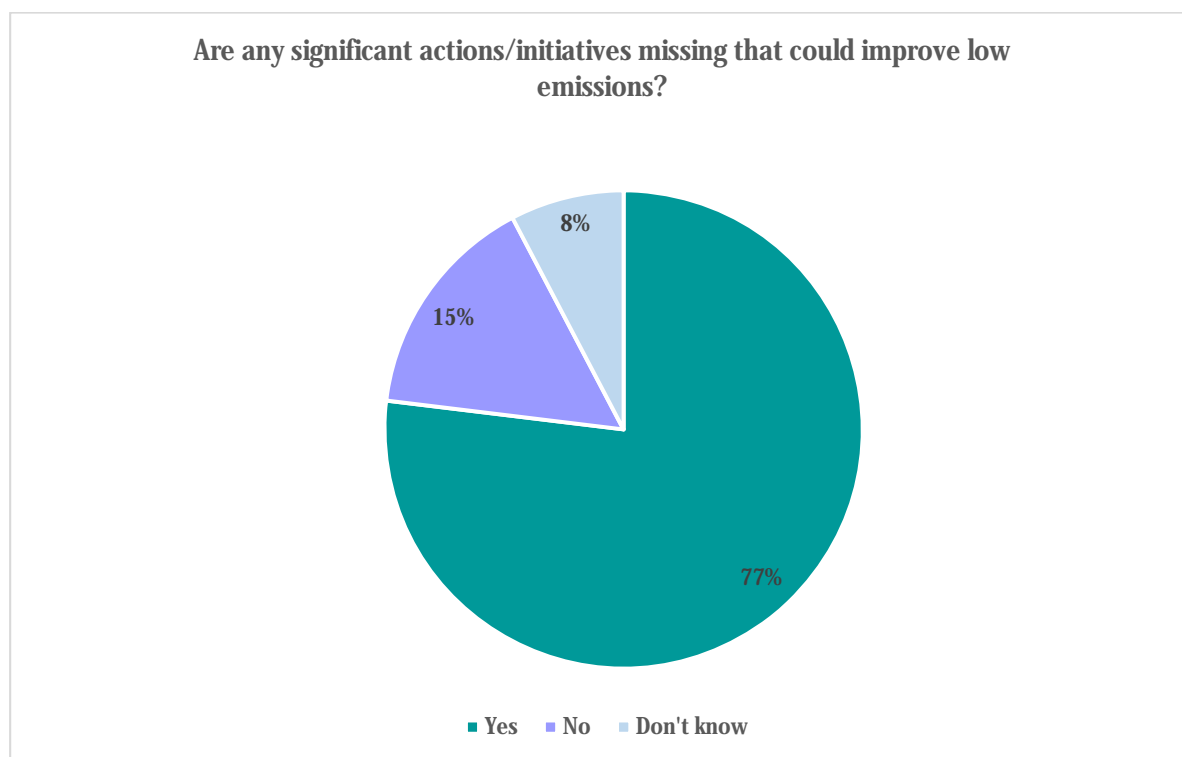
15 people responded to this question and of those that responded positively 5 submitted further comment below.



**Q2.1 If you have answered yes - please specify:**

- Development of infrastructure to support low emission vehicles, zero carbon vehicles, wireless charging for electric vehicles (taxis)
- Get visitors to use Park & Ride near to the A130, get visitors to use the trains.
- There are only 2 which I believe will produce real benefits, ie better networks and traffic management and better operation of traffic control. The remaining are very vague and not clear on how they are to be achieved. How exactly will better partnership achieve these ends???
- Priority Park and Ride - all public transport is fully accessible, make use of technology to direct visitors to car parks and avoid congested route. Provide more rechargeable electric points
- The provision of 2 electrical charging points for vehicles in the road behind the big Sainsburys. But only the locals know about this! Visitors do not frequent that 'off' road.

**Question 3**



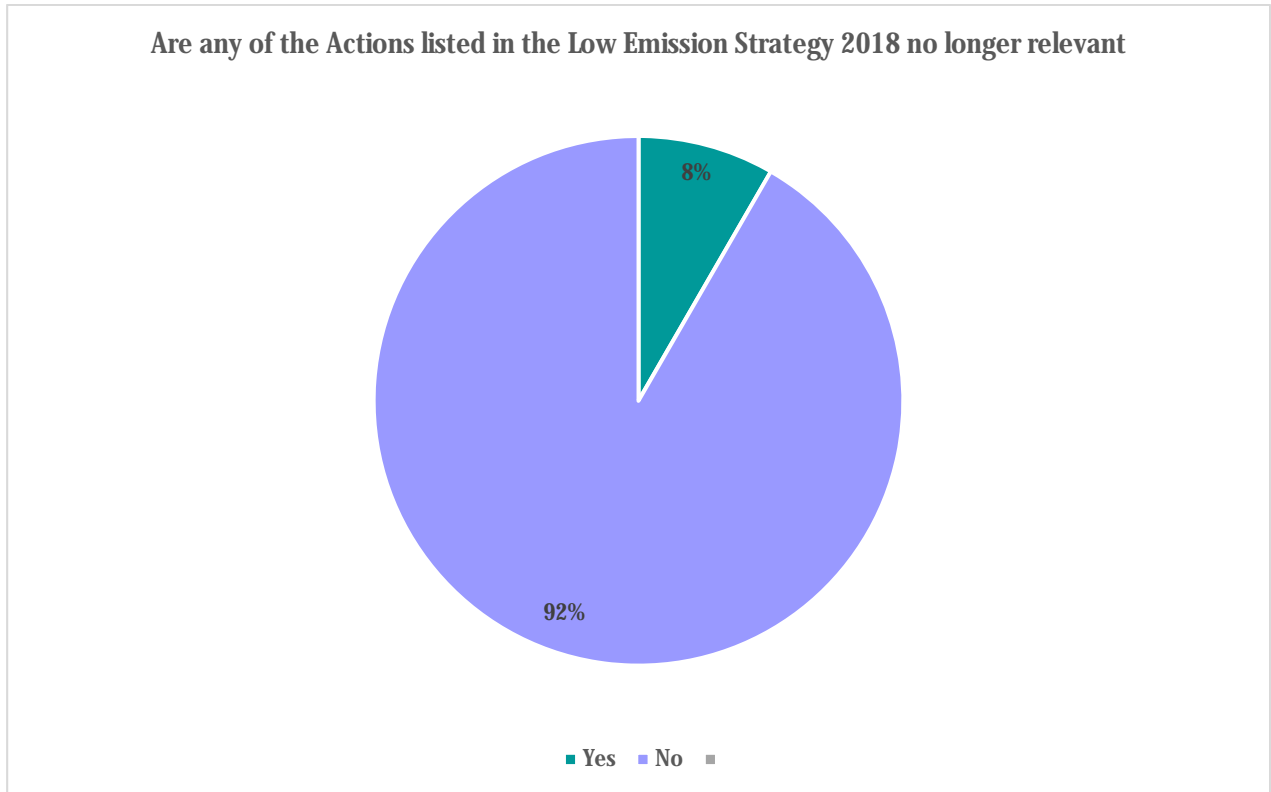
77% of the respondents agreed that there are significant/ initiatives actions missing that could be done to improve low emissions.

**3.1 If you have answered yes - please tell us:** there were 9 responses on this free text question.

- Check for Co2 as well. Hotspots need testing first, Traffic Lights at schools and playing fields
- Close Southend Airport down immediately.

- I would like to see objectives listed for increasing walking, cycling and bus use. This would decrease car use, while maintaining the local economy (the same number of journeys but made in a less polluting way and with less congestion). Measures which could be implemented include: - Increasing walkability and bicycle use by use of filtered permeability schemes to remove through-traffic from an area. - Implementing bus priority schemes to increase public transport usage. Schemes could include adjusting signal timings when a bus is detected on an approach; installing bus lanes; and switching from lay-by bus stops to stop-in-road bus stops where buses lose their position in a queue. Reducing delays for buses is a reward for those solving congestion problems in the town, and leads to increased bus use.
- Preventing planning overdevelopment in certain areas, particularly Leigh-on-Sea. Extensive promotion of kids walking to school Lack of bus routes in some areas and legal idling of buses Lack of metered electric charging points to encourage alternative motor vehicle use Low emission charging zone Park and ride schemes for Southend and Leigh Broadway
- Require of the developer to install charging points on new properties in/have no off street parking (Queensway)
- The document is full of non-specific ideas rather than specific achievable plans
- This may be inclusive of some of the remaining plans but reducing large vehicle traffic at peak times will have an effect. Also the infrastructure of the road network is currently below par resulting in impact damage to the road and vehicles as they pass. ie potholes releasing built-up debris from exhaust systems and undersides of the vehicles. The section of road between Cuckoo Corner and the Bell on the 127 are particularly bad and are in need of complete resurfacing.
- When considering planning approval for more domestic and commercial development throughout the borough ensure that the transport and roads network are in place that bypass the current bottle necks. More home deliveries of internet purchases and heavy goods vehicles will only increase the pollution on the existing networks. I do not believe that new junctions and traffic control mechanisms will help they slow traffic movement with the result of more exhaust fumes being belched out.
- Advertise – with large signs, the availability of charging points. Inform – with advertising the fact that drivers should not leave their engines running whilst defrosting their car windows in winter (clouds of exhaust fumes emitted!) penalise them.

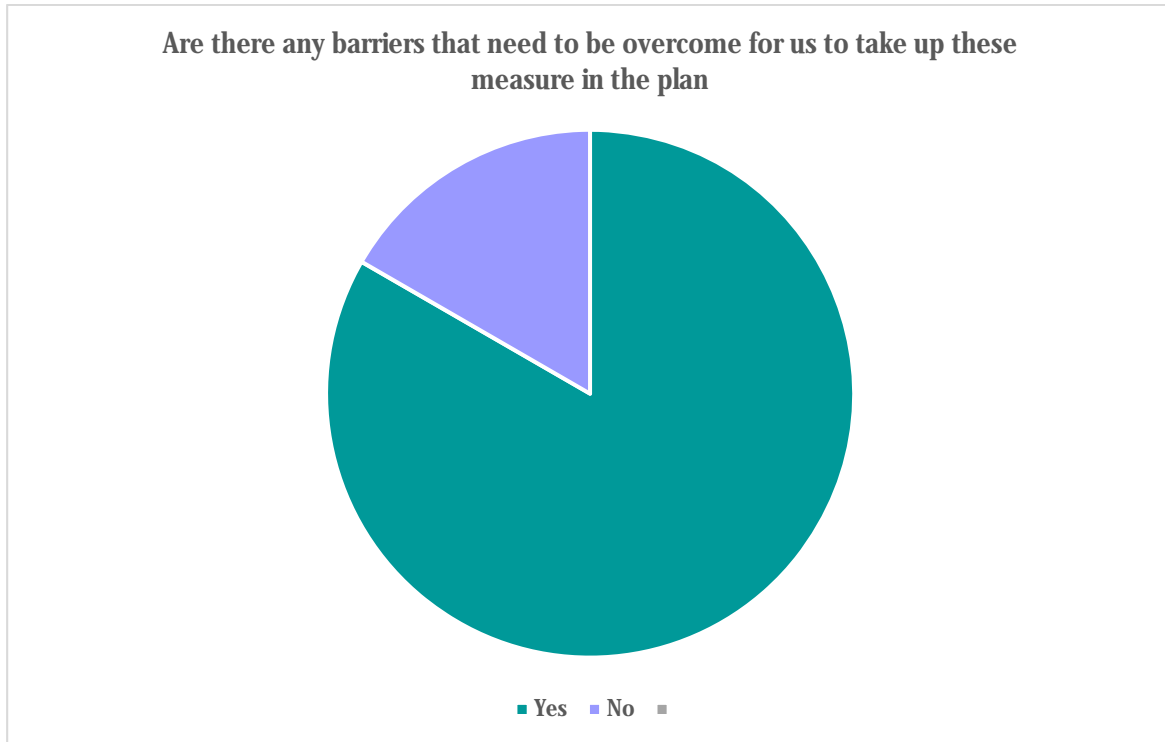
#### Question 4



8% of the respondents thought that some actions listed in the Low Emissions Strategy were no longer relevant. However, only 2 people responded with the following comments below

- You say to learn from actions for the future. That has not been the case so far as anyone with any common sense will have observed how the housing developments across the East and North East of the borough have caused more congestion and consequently more pollution. Travelling along the A127 in 1990 to Romford took 40 minutes, by 2000 it was up to 1 hour and 10 minutes. Did anyone learn then? We are now 18 years on from then. None will work.
- Your point 3.9 'engine Idling near schools' The illegal parking and idling near schools is absolutely unbelievable – send Officers to inform and reprimand, talk invite to the head teachers to do their part by teaching the children in their syllabus about pollution, health and laziness.

## Question 5



83% of respondents agreed there were barriers that needed to be overcome to do any measures suggested within the plan, and 10 of them made comment in the free text area of the questionnaire.

### 5.1:

- Better repair of the road and construction of a bypass. More reliable and affordable rail transport especially on the Liverpool street line
- Engagement with private enterprise to reduce reliance on heavily polluting diesel vehicles and improve public transport routes and frequency and reduce consumer costs to persuade private users away from their own vehicles. Providing safe connected cycle and pedestrian routes.
- If installation of EV charging points takes space from the pavement, this will harm walkability objectives (in addition to being a trip hazard). Please EV charging points on the road (eg: between parking spaces).
- Negative public opinion Conflict with national policy on planning Education policy of children being bussed in to Southend Schools Road infrastructure and traffic not moving around schools, medical facilities and new development (Priory Road an example) Expansion of airport may add to the problem Co-ordination or introduction of 'smart' traffic lights recognising queues
- Reducing costs, making sure the infrastructure is sufficiently spread across the Borough

- The ability to stand up to central government and refuse to be bullied into creating more density housing estates and ensuring that open green spaces stay that way to soak up the pollution.
- the political will to get on with monitoring, to clear distributor routes to help traffic flow in both directions. Stop rat running in residential side roads then the Council can target the main and distributor roads for air pollution.
- The problems highlighted below are symptomatic of the problem we have throughout the Borough, where roads built before the 1940s which are narrow, without any off street vehicle parking, are now seeing a large amount of through traffic which is to the detriment of the residents and the pedestrian. Most of the roads have had their trees and vegetation withdrawn, this has possible resulted in the increased noise and the emissions caused by the traffic, not being contained because by the lack of trees and vegetation in the roads. Many of the roads throughout the Borough were designated main roads/A Roads in the 1960s, at the time the traffic problems we have today did not exist. However the amount of traffic using these Main Roads/A Roads has increased substantially over the last forty years. A prime example is Westbourne Grove, while I except the portion of Westbourne Grove, between Prince Avenue A 127 and Fairfax Drive is a wide road with wide pavements, grass verges and vegetation, with most properties having deep frontages and off street vehicle parking, therefore the noise and vibration from the continues traffic from Prince Avenue to the London Road A 13 is not noticeable. It should be remembered there is a weight restriction at the intersection on the A 127 which takes vehicle traffic from the A 127 to Westbourne Grove, but this is often ignored. Westbourne Grove, between Prittlewell Chase and the London Road A 13, is used on a regular basis by the emergency services to access Westcliff, Chalkwell and Leigh. Therefore it is imperative delays caused by traffic congestion do not occur.
- As Southend does not have a site for Park and Ride use must be made of being zoned with Rochford and Castle Point Councils. Only available site for Park and Ride is off the A1245 (from A127 to Carpenters Arms). There are fields on both sides which could be used (Crouch Valley Show Ground) Both would give roundabout access to A127, Show Ground site would be enable a new filter Access onto A127 for Southend bound buses. No other site could provide this.
- The main barrier is you do not employ enough dedicated staff to supervise these measures on the streets. i.e. jobs (with Training) need to be created so that the 'no unnecessary idling- emissions' strategy can be implemented and the existing laws enforced. Make the parking wardens council employees again so that they will have a sense of responsibility. Plant many more trees where possible and make tree planting mandatory for new estates/new projects etc.

#### **Question 6:**

**Please tell us about anything else you feel is necessary as part of the Low Emission Strategy 2018: there were 7 responses here**

- Close down Southend Airport
- Eventually there will be vehicles that are lower in emissions, we were encouraged to buy diesel cars in 2008 due to EU directives and Government policy. Who has taken the responsibility for those decisions? New low emission cars are extremely expensive to purchase and while this is the case the man in the street will not buy them. Battery driven cars around town where there are a few charging points may work for local

journeys but for long distance travel they are not practical. Penalising diesel car drivers to stop them from using their cars to reduce emissions is unjust, for one would move to an eco-friendly car if it was affordable and was sure that it did not have unexpected consequences.

- However when the vehicles of all types enter Westbourne Grove between Fairfax Drive and the London Road A 13 the position is reversed, the properties are built closer to the boundary, most of the properties do not benefit from off street vehicle parking, and as a result parking is on both sides of the road and also using the pavements in order to reduce damage to the parked vehicle. The amount of vehicles wanting to park in the evening/night-time in Westbourne Grove between Fairfax Drive and the London Road A 13 often outstrips the parking space availability. This has been caused by poor planning decisions, turning houses into flats, vehicle ownership increasing and possible poor parking. Gaps in the road to big between vehicles but not big enough to accommodate another vehicle. I often have my dropped kerb blocked by vehicle owners causing me many problems. This could be partly rectified if the road and other ladder roads which have the same problem, were marked out with vehicle spaces, similar to what has happened in Leigh Hill between Rectory Grove and Leigh Station, where each vehicle parking space has been marked out. This would give us additional parking spaces. Many of the properties have had their boundary walls replaced partly due to the continued heavy vehicle vibration. With the narrow pavements and the lack of grass verges, trees, and vegetation, the amount of noise and pollution levels being admitted from the vehicles, Buses, Coaches, Large Commercial Vehicles plus Cars, does impact on the quality of life of the residents living in the road, including the pedestrians using Westbourne Grove. I understand there is a possibility in the near future of the large commercial vehicles will be allowed to increase their weight and length. The road junction at Westborough Road/Westbourne Grove is the only road junction between Prince Avenue A 127 and the London Road A 13, which is not protected with Traffic Lights.
- Increasing the local population (approving vast office blocks being turned into residential premises) whilst failing to ensure local employment opportunities and public facilities, (shopping, leisure and healthcare) ensures that residents use more transport on already congested networks and this increases emissions
- regular maintenance and upkeep of existing roads. And speed cameras to limit excess revving of engines in built up areas.
- The situation may improve as cars become newer and electric cars more popular as improvements are made to this type of vehicle.
- At the Bus Station – all buses should cut their engines whilst waiting. Many have their motors running for several minutes and this is especially bad in winter. Arriva buses have become better at this , this year and do turn engines off – so it is possible

At the Queensway – on Sundays especially in the summer the traffic congestion is diabolical – we pedestrians can hardly breathe nor can the poor little tourist children in their open windowed cars. I don't know what the solution would be except perhaps to make a sensible ring road around the town with more free park and ride facilities.

On Bank Holidays the Palmeira Avenue steep and narrow road is parked up illegally on both sides on yellow lines and traffic in both directions is restricted and the lower vehicles which have used much emission to get up the hill have to back down again to let the higher vehicles come down before they can climb up again – double strong

emissions. I have personally seen duty parking wardens walk by and do nothing about it.

### Other responses

Along with the responses above 4 representations were received in letter/email format and comments are included below

1. It is clear from our discussions over the last two years that SBC would not concur but other experts do agree that a lack of local parking spaces does contribute to traffic congestion, therefore pollution! We would like you to consider the following in your environmental consultation: *"It is our view that at least **30 percent** if not more of the cars circling Southend at any given time are doing so because visitors are looking for parking spaces which have been lost in recent years (and this will only get worse if SCAAP becomes a reality) Aside from the frustration factor, those cars are '**creating traffic congestion**' and pollution caused by them idling whilst trying to find parking spaces near to the seafront. We have conducted surveys and the feedback we have had from respondents is that this is the reality when trying to get to the seafront for a day out. From an environmental standpoint, that translates to incalculable amounts of wasted fuel and carbon emissions."* Not to mention the impact on businesses. I bring to your attention the quote from the International Parking Institute (IPI) 2012

Emerging Trends in Parking Study. Congestion and parking are interrelated since looking for a parking space (called "cruising") creates additional delays and impairs local circulation. In central areas of large cities and towns, cruising may account for **more than 10% of the local circulation** as drivers can spend 20 minutes looking for a parking spot. ", we believe this is far greater in Southend!

We accept that a lack of parking is not the sole reason for traffic congestion in Southend, others being the infrastructure and bad planning decisions. It is however, a major contributing factor when we are trying to increase tourism /day visitors and longer stay! Another issue that affects/impacts on the congestion /pollution is drivers looking for low-cost on-street parking who bypass off-street parking simply to save money because of the councils high pricing policy for parking, this also contributes to traffic congestion and the environmental impact. Parking located too far away from the seafront or high street businesses may also cause drivers to circle in search of parking that is more convenient to where they want to end up ie close to the seafront. If we can't **cut the time** it takes for drivers to find a parking spot, by increasing not decreasing the amount of parking near to the seafront by even a fraction, the difference in our carbon footprint would be considerable. Surely by minimising unnecessary circling or driving is good for everyone and aids sustainability? Increasing parking capacity and placing car parks closer to the preferred destination of those visiting Southend is one potential method for reducing circling and its contribution to recurring traffic jams in and around the centre of Southend! It is our view also that better management of car parks can be profitable as well as reducing congestion which gives the council the option to spend money on infrastructure which would reduce congestion and pollution if more parking spaces are provided in the right place that is on or near to the seafront!

2. Thank you for consulting Historic England on the new low emission strategy document. Historic England do not wish to make comments on the document.
3. Natural England does not consider that this Low Emission Strategy poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation. The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment.



4. The problems highlighted below are symptomatic of the problem we have throughout the Borough, where roads built before the 1940s which are narrow, without any off street vehicle parking, are now seeing a large amount of through traffic which is to the detriment of the residents and the pedestrian. Most of the roads have had their trees and vegetation withdrawn, this has possibly resulted in the increased noise and the emissions caused by the traffic, not being contained because by the lack of trees and vegetation in the roads. Many of the roads throughout the Borough were designated main roads/A Roads in the 1960s, at the time the traffic problems we have today did not exist. However the amount of traffic using these Main Roads/A Roads has increased substantially over the last forty years. A prime example is Westbourne Grove, while I except the portion of Westbourne Grove, between Prince Avenue A 127 and Fairfax Drive is a wide road with wide pavements, grass verges and vegetation, with most properties having deep frontages and off street vehicle parking, therefore the noise and vibration from the continues traffic from Prince Avenue to the London Road A 13 is not noticeable.

It should be remembered there is a weight restriction at the intersection on the A 127 which takes vehicle traffic from the A 127 to Westbourne Grove, but this is often ignored. Westbourne Grove, between Prittlewell Chase and the London Road A 13, is used on a regular basis by the emergency services to access Westcliff, Chalkwell and Leigh. Therefore it is imperative delays caused by traffic congestion do not occur.

Therefore with the high volume of traffic from Prince Avenue A 127 using Westbourne Grove at certain times of the day to access the London Road A 13, traffic using Westborough Road does have problems crossing this junction, Pedestrians also do not have the ability to cross this busy road junction in safety and despite written requests over a number of years to have Traffic Lights, with a pedestrian facility installed at this busy junction, bearing in mind the amount of vehicle incidents at the junction we still have this problem as described above. We are now seeing a greater amount of vehicles turning left at the junction of Westbourne Grove into Westborough Road, or Westbourne Grove and Fairfax Drive, then turning right into Westminster Drive in order to avoid the traffic lights on the London Road A 13. s the amount of traffic on Prince Avenue increases as identified above the problem will only get worse and traffic using Prince Avenue A 127 will then use the junction at the Bell to access Holeythick Lane using access via Highfield Crescent to access the ladder roads from Fairfax Drive to the London Road A 13 and the problem will be replicated as highlighted about Westbourne Grove. As I have mentioned before, Southend Borough Council should work with Essex County Council and have prominent road signage erected on the A 127 before Rayleigh Weir, directing all Traffic for Leigh, Chalkwell and Westcliff via the link road to the A 13 London Road. The intersection on the A 127 taking vehicle to Westbourne Grove should be closed to all traffic and a new intersection open between Westbourne Grove and the Bell for emergency vehicles only, and the junction at the Bell should not have the ability to be accessed by vehicles using the A 127 from outside the Borough to make a right turn at the Bell.

This will not only reduce the traffic at this junction ( The Bell) who would turn right, but will also allow the traffic using the A 127 to move uninterrupted on the A 127 to Southend. t should be remembered Prince Avenue A 127 together with Victoria Avenue have the capacity and width to have two lanes of traffic in each direction, whereas Westbourne Grove between Fairfax Drive and the A 13 London Road with parking on both sides of the road can barely accommodate a single lane of traffic. According to a report on the BBC News (Monday 03rd September 18) pollution caused be petrol and diesel vehicles is just as harmful as smoking. Over the years each successive Southend Council administration has reduced the trees and hedges on the

highway, is it not time, to have a look at what has been happening, and reintroduce a planned planting scheme and plant trees and hedges wherever possible in roads where there is a high concentration of vehicle movements?

Some types of hedges will absorb the vehicle emissions more quickly. Where this is not possible because of narrow pavements, encourage the house holders to plant the hedges in there front gardens. Is there in any reason why the Planning Department of the council cannot require of the developer to plant semi mature trees with restricted root growth, together with hedges on the public highway as this would reduce the toxic emissions produced by the vehicles? Planting semi-mature trees together with hedges will increase the wild life and as we all know this does contribute to the mental wellbeing of the population.

# Southend-on-Sea Borough Council

Report of Strategic Director (Legal and Democratic Services)

To  
Cabinet

On  
6 November 2018

Report prepared by: Elsie Anakwue, Solicitor

Agenda  
Item No.

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## Southend Town Centre & Seafront Public Spaces Protection Order

Relevant Scrutiny Committee- Policy and Resources  
Cabinet Member: Councillor Flewitt  
Part 1 (Public Agenda Item)

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### 1. Purpose of Report

- 1.1 To invite Members to consider and agree the proposed approach to dealing with certain behaviours identified in this report and to consider whether the Council should commence statutory consultation on the making of a Public Spaces Protection Order (“PSPO”) under Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014 (“the 2014 Act”).
- 1.2 The purpose of a PSPO would be to assist the Council and its partners to provide an appropriate and robust response to various behaviours taking place in Southend Town Centre and Seafront areas, that existing enforcement powers have been unable to resolve. It would help ensure that the law-abiding majority can use and enjoy these public spaces, safe from anti-social behaviour (“ASB”).
- 1.3 It should be noted that Members are not being asked to decide whether a PSPO should be made but to approve the commencement of statutory consultation. A further report on the next steps will be made once the consultation process has been completed. At that future stage, Members may be asked to make a PSPO if the statutory criteria are met and it is thought to be a necessary and proportionate response to the issues that have been identified. No decision or recommendation is made on that at this stage.

### 2. Recommendations

- 2.1 That consultation be undertaken into the possibility of the Council making a Public Spaces Protection Order (PSPO) under Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014 in respect of the area and activities detailed in Appendix 2
- 2.2 That the proposed consultation process be as set out in section 3.5(e) of this report.

**2.3 That the consultation process should also cover the revocation of the existing DPPO/PSPO as outlined in section 3.5(g) of this report.**

### **3. Background**

#### **3.1 Introduction**

Local Authorities have a key role to play in helping to make local areas safe places to live, work and visit. Tackling behaviour which has a detrimental impact on the quality of life of those in the locality is a key element of this role. These behaviours are sometimes called anti-social behaviour ('ASB'); it is noted that behaviour which has a detrimental impact can be broader than that which has traditionally been described as ASB.

Two of Southend-on-Sea Borough Council's current 15 corporate priorities include commitments to '*create a safe environment across the town for residents, workers and visitors*', and '*to work in partnership with Essex Police and other agencies to tackle crime*'.

In addition, the emerging ambition, themes and desired outcomes of the Council's Southend 2050 Programme, includes the aim of developing a re-imagined, thriving town centre with an inviting mix of shops, homes, culture and leisure.

The Council's Southend Central Area Action Plan, adopted by the Council in February 2018, outlines a vision for the Southend Central Area '*as a prosperous and thriving regional centre and resort, it will be an area that is vibrant, safe and hospitable, rich in heritage commerce, learning and culture and an attractive, diverse place where people want to live, work and visit for both day trips, overnight and longer stays*'.

This aspiration for a vibrant and successful Town is currently being undermined by a number of activities taking place particularly in the Town Centre and Seafront areas.

Despite enforcement activity by the Police, the Council and others, the problems have persisted and significant damage is being caused to the appeal and reputation of Southend-on-Sea as a place to live, shop, visit and invest.

This report provides details of the particular types of activities that are believed to be having a detrimental impact on the quality of life of those in the locality, are unreasonable and are causing problems – and identifies additional and alternative measures for consideration.

#### **3.2 Activities which are having a detrimental effect on the impact of the quality of life of those in the locality**

Parts of Southend-on-Sea have been experiencing a growing level of ASB over the past 12 – 18 months. Reports and feedback are received from various sources, including the general public (residents and visitors to the town), businesses often via the Business Improvement District (BID), and proactive

reporting from various services including the Council's CCTV team. A Scrutiny Project on Additional Enforcement Resources for Southend in 2017/18 also identified significant evidence of ASB in the Town Centre and Seafront areas.

Southend Town Centre and Seafront in particular have seen an increase in reports relating to ASB and other types of behavioural activity. Due to growing pressure to tackle the issues, a Summit Meeting was called by Council Members in September 2018 to urgently consider with a wide range of stakeholders and partners, what actions could be taken to improve the situation.

As part of the preparation for the Summit Meeting in September 2018, Southend BID provided feedback and information covering the issues of aggressive begging, rough sleeping, street drinking, drug taking and all associated ASB, and the impact this is having on businesses.

Other Stakeholders at the Summit meeting also provided their perspective of the issues and challenges currently impacting on the Town Centre and Seafront.

Feedback from Southend BID describes the impact these issues are having on the Town Centre and Seafront areas, including safety issues from discarded drug paraphernalia and human faeces in some cases, as well as impacts on businesses from reduced footfall in the Town Centre, and individuals begging outside premises, which impacts on shoppers entering those premises.

Southend BID also reported that high numbers of incidents were occurring and that begging, ASB resulting in disturbance, and drug related activity being by far the highest recorded issues; with multiple reports on many individual days.

**Appendix 3** contains a series of slides with graphical data displayed, from other records relating to ASB including begging, street drinking, substance dealing and substance misuse, and other issues gathered from the Council's UniForm data base used by the Anti-Social Behaviour Team (SMAART) as well as other relevant information sources.

The first slide show incidents recorded between May and October 2018, detailing issues mainly around the Town Centre and central Wards, but also demonstrates that issues are experienced in other parts of the town and along the Seafront area.

The second slide shows the specific hot-spots of data gathered by the Council. Again this is mainly concentrated around the Town Centre, but also highlights issues around Westcliff-on-Sea, Leigh-on-Sea, Shoeburyness, and the Seafront area.

The third slide shows a snapshot of the work very recently undertaken by the Council's newly appointed Community Safety Team, who started work in and round Southend High Street on 15<sup>th</sup> October 2018. This shows that in one week, a high number of issues were witnessed / dealt with / reported in respect of ASB and begging and drugs incidents in particular, amongst other issues.

The final slide is a report from the Council's contractor Veolia, who are responsible for servicing and cleaning the public toilets in the town. The Council

and Police have received a growing number of reports about ASB and drug use in particular in respect of certain public toilet locations.

The Veolia report highlights the huge issues faced at one specific Town Centre location (Pitman's Close), which resulted in the Council making an unprecedented decision to close that public toilet block due to safety issues for both rough sleepers who were frequenting the block and for the general public who may use the toilets.

The Veolia report also shows high numbers of issues relating to rough sleepers and discarded drug litter at three Seafront public toilet locations (Marine Parade / Lagoon / Crowstone), showing the issue to be wider than just the Town Centre. The family friendly nature of the Seafront location in particular presents heightened risks to children who might come into contact with drug paraphernalia when using these facilities, as well as to cleaning staff when going about their roles.

While multi – agency initiatives to engage with rough sleepers over the summer period had some beneficial effects, a significant residual problem remains.

### 3.3 Enforcement Activity

- (a) The ASB activities set out in 3.2 above have been tackled using various legislation and local powers as set out in in (b) below. In some cases it is the Police that have taken action, in other cases it is Council Officers. Clearly the Police also deal with criminal offences, but this report is focussing on activities that are having a detrimental impact on the quality of life of those in the locality.
- (b) Types of Enforcement activity undertaken (or available) in respect of the activities occurring in the Town Centre and Seafront Areas include:
- Dispersal Powers under the 2014 Act give the Police (not the Council) the authority to require individuals or groups to leave a specified area and not to return within a specified period of not more than 48 hours. This time limit means that dispersal notices may need to be issued repeatedly in persistent cases. These powers permit the Police (only) to require an individual to leave a specific area, not a general area.
  - Civil Injunction issued under the 2014 Act to prevent people from repetitively engaging in ASB which is causing harassment, alarm or distress. The Police and the Council can apply for such an injunction to be made against an individual. It does not apply to a public space but to the individual. The court process can be slow, expensive and time-consuming and enforcement can be difficult, particularly where the effect of the ASB are not attributable to one identifiable individual.
  - Criminal Behaviour Orders issued under the 2014 Act are a direct replacement of both the ASBO made on conviction in criminal proceedings and the Drinking Banning Order, made on conviction or on application. They are designed to tackle the most serious and persistent anti-social behaviour by dealing with offenders who engage in criminal

activity. Only the prosecution in a criminal case may apply to the court for a CBO to be granted. Normally this would be the Crown Prosecution Service. Therefore it is not a procedure of general application in terms of low level ASB and is reliant on both the existence of a criminal conviction and the willingness of the CPS to pursue a CBO.

- Community Protection Notice issued under the 2014 Act are designed to provide a means for dealing with ongoing problems in a local area that are having a detrimental effect on the community. Such problems might include regular complaints relating to litter, graffiti or noise. Either the Council or the Police can issue a CPN. A written warning must be given before a CPN can be issued. It is a person-specific tool that is directed at an individual (or business) as opposed to applying to the general space in which an activity takes place. As a result, like the other person-specific tools it is necessary to identify the perpetrator to be able to issue a CPN warning and a subsequent CPN.
- Closure Powers under the 2014 Act enable to Police or the Council to close premises that are causing problems. In theory, open space can be closed, however these powers are not considered to be appropriate for the activities taking place on the street which what this report is focussed on.
- Council Byelaws. The Council has a number of old byelaws that apply to the Town Centre and Seafront (or parts thereof) covering; The Use of Public Conveniences; Prevention of Nuisances; Foreshore and Promenades; Consumption of Alcohol; Pier and Foreshore; Pleasure Grounds.  
In some respects these Byelaws address some of the activities this report is concerned with, but they are generally old, outdated and difficult to enforce.
- The Council can take possession proceedings against trespassers on its land and if necessary obtain an injunction in connection with such proceedings. A possession order and injunction was obtained fairly recently against trespassers camping on the Cliffs at Westcliff. However such procedures are slow, complex and expensive. It is also worth noting that with some of the activities, the perpetrators are part of a transient group which can change from day to day, week to week. Furthermore, in many cases, ASB is caused by persons who are not trespassers in these public spaces, in which case a possession order would not be available.
- In 2002 the Council made a Designated Public Place Order (DPPO) under S.13 of the Criminal Justice & Police Act 2001. This imposed restrictions on public drinking in the Town Centre and several other areas which had experienced alcohol related disorder/nuisance. An offence is committed only if a constable requests a person to refrain from drinking and they refuse.  
When the 2014 Act came into force on 20 October 2014, existing orders, of which the DPPO was one, were to remain in force for a period of three years. After three years they were to be treated as though they were PSPOs (the period October 2017 - October 2020). From October 2020



the DPPO will no longer be in force and the Council would need to consider new controls on the activities previously covered by the DPPO. The possibility of introducing a PSPO is thought to be an appropriate opportunity to consider how to control those activities currently covered by the DPPO.

- (c) While enforcement action (using the powers referred to above) has had some success, the powers are not sufficient to deal with much of the activities which are taking place. For example there are no effective powers to deal with detritus left by rough sleepers.

### 3.4 The need for additional enforcement powers

- (a) An assessment has been undertaken to identify what additional enforcement powers would be useful to tackle the ASB issues referred to above.
- (b) One option is try to expand the current enforcement opportunities referred to in 3.3, for instance by making new byelaws. While this may pay some dividends (and the possibility of introducing new model byelaws is being investigated) it is not considered that this will provide the answer. The current powers have various deficiencies as explained above.
- (c) It is considered that a PSPO under the 2014 Act could provide a useful additional measure to tackle the persistent and unreasonable activities currently taking place in the Town Centre and Seafront areas.

The precise area to be designated as “the Restricted Area” in a PSPO should reflect where the activities have been occurring, with degree of latitude to allow for displacement into other areas.

Any PSPO must of course focus on the specific activities having the requisite detrimental impact and must be a proportionate response.

In particular, care must be taken to ensure that rights are carefully balanced in making a decision to proceed with a PSPO. This is all addressed in 3.5 below where the statutory framework and the proposals are considered.

### 3.5 Public Spaces Protection Order (PSPO)

#### (a) Legislative background

PSPOs were created by the 2014 Act. They are designed to place controls on the use of public space and everyone within it. The orders have effect for up to three years and can be extended. Only local authorities can make PSPOs. ‘Public Place’ means any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission.

The Council can make a PSPO if satisfied on reasonable grounds that two conditions are met. These are found in section 59 of the 2014 Act:

The first condition is that:

- (i) activities carried on in a public place within the Council's area have had a detrimental effect on the quality of life of those in the locality; or
- (ii) it is likely that activities will be carried on in a public place within that area and that they will have such an effect.

The second condition is that the effect, or likely effect, of the activities:

- (i) is or is likely to be, of a persistent or continuing nature;
- (ii) is, or is likely to be, such as to make the activities unreasonable; and
- (iii) justifies the restrictions imposed by the notice.

A PSPO must identify the public place in question and can:

- (i) prohibit specified things being done in that public place;
- (ii) require specified things to be done by persons carrying on specified activities in that place; or
- (iii) do both of those things.

The only prohibitions or requirements that may be imposed are ones that are reasonable to impose in order to prevent or to reduce the risk of the detrimental effect continuing, occurring or recurring.

Prohibitions may apply to all persons, or only to persons in specified categories, or to all persons except those in specified categories.

The PSPO may specify the times at which it applies and the circumstances in which it applies or does not apply.

Unless extended the PSPO may not have effect for more than 3 years.

Breach of a PSPO without reasonable excuse is a criminal offence. The Police or a person authorised by the Council can issue on-the-spot fixed penalty notices, the amount of which may not be more than £100. A person can also be prosecuted for breach of a PSPO and on conviction the Magistrates' Court can impose a fine not exceeding level 3 on the standard scale (currently £1000).

In considering whether to make a PSPO the Council *must* have particular regard to Article 10 (Right of Freedom of Expression) and Article 11 (Right of Freedom of Assembly) of the European Convention on Human Rights ('ECHR').

The Council must also carry out the necessary prior consultation, notification and publicity as prescribed by s.72 of the 2014 Act.

In preparing this report Officers have had regard to the two sets of statutory guidance issued by the Home Office (the most recent Statutory Guidance is attached at **Appendix 1** of this report) and the Guidance on PSPOs issued by the Local Government Association.

(b) Homeless People, Rough Sleepers and people going about their normal business.

PSPOs must be targeted against activities having a detrimental effect on the quality of life of those in the locality. They cannot be used to target people based solely on the fact that someone is homeless or rough sleeping. This is made clear on page 51 of the Statutory Guidance at **Appendix 1.**

Also PSPOs are not about stopping people enjoying the night time economy of Southend responsibly, nor is it about preventing people from spending time with their friends in public places.

Furthermore it is important to note that a PSPO will not prevent the Council continuing to assist those individuals who require help and support. The Council will continue to assist those with genuine needs for housing or for access to services either directly or through inter-agency working. Enforcement activity should take account of any apparent vulnerabilities and the Council will continue to collect information about rough sleeping in its area, sharing that information with partners where appropriate.

(c) Breach of a PSPO

Breach of a PSPO without a reasonable excuse is a criminal offence, resulting in a Fixed Penalty Notice (FPN) of up to £100, or a prosecution resulting in a fine of up to £1,000 (currently) on conviction.

The FPN can be issued by a Police Officer, PCSO, Council Officer or other person designated by the Council.

FPNs are one of a number of enforcement tools used to tackle ASB and as a means to change offending behaviour, and are used as an alternative to prosecution. They will be used by enforcement officers in conjunction with formal warnings, which may in themselves be sufficient to change behaviour.

FPNs will only be issued where the enforcement officer is confident that the correct identity details have been provided. Failure to supply a name and address, or to supply false details, to an authorised officer is a criminal offence and the Council will work with the Police, where relevant, to ensure that correct details are obtained. All Council officers involved in enforcing a PSPO must be duly authorised under the Council's scheme of delegation.

(d) Experience of Local Authorities that have introduced PSPOs

Many Local Authorities across the country have implemented a PSPO for their town / city centre to address similar types of issues / behaviours that Southend is facing.

The learning from other areas is that the PSPO is not a panacea to solving all the issues faced by a Town Centre/Seafront. They can be effective where they are targeted at specific behaviours / issues providing additional powers that can be used in a balanced approach alongside other tools and interventions.

#### (e) Consultation

The Council is required under the Act to carry out consultation and necessary publicity and notification before making a PSPO.

As a minimum the Council must consult with the Chief Officer of Police, the Police Fire and Crime Commissioner, appropriate community representatives, and the owners or occupiers of land in the area to be designated (where reasonably practicable).

The Council must publish the proposed wording of the Order and the proposed Restricted Area as part of the consultation and this information is set out in **Appendix 2**.

During the consultation process the Council will seek comments on:

- Whether a PSPO is appropriate, proportionate or needed at all;
- The proposed restrictions; and
- The proposed area to be designated as the Restricted Area.

Consultation would be over a 6 week period, with the following stakeholders:

- Chief Officer of Police for Southend
- The Police Fire and Crime Commissioner
- Town Centre/Seafront Businesses
- Ward Councillors
- The voluntary sector
- Community representatives
- Local residents/those working nearby/Visitors (via a survey).

Findings from the consultation will be brought back to Cabinet for it to decide whether to proceed with the PSPO – and, if so, the area to be designated and the restrictions which would apply. At that point the Cabinet would have to consider all material considerations including proportionality i.e. are the proposed restrictions proportionate to the harm/nuisance that is being caused?

#### (f) PSPO Proposal

It is considered that there are grounds under the 2014 Act for the Council to consider introducing a PSPO, subject to consideration of consultation responses.

The activities which are occurring as set out in this report are persistent, unreasonable and are having a detrimental effect on the quality of life of those living, visiting and doing business in the Southend Town Centre and Seafront.

A PSPO would offer additional enforcement powers to help tackle the issues in the Town Centre and Seafront areas where existing powers have been found to be deficient. A PSPO would help to make the Town Centre and Seafront a safer, more pleasant place for anyone who lives, visits, shops, works or conducts business there.

It would help to ensure that the law-abiding majority can use and enjoy these public spaces, safe from ASB and other behaviour which has a detrimental effect on the quality of life of those in the locality.

The Council, taking joint responsibility with the Police, is committed to improving the quality of life for residents, businesses and visitors to the Town Centre and Seafront.

Depending on the outcome of the consultation, the Council will consider introducing a PSPO to cover some or all of the types of ASB which are identified as being a current problem in 3.2 above.

The draft PSPO at **Appendix 2** sets out the types of activities which could be prohibited.

In terms of the proposed Restricted Area, considering the combined sources of evidence included in this report, the draft Order at **Appendix 2** proposes the following:

- An area including and immediately surrounding Southend High Street;
- An extended area around the Town Centre where problems have occurred; and
- The Seafront area to include the extent of Cliff Gardens and Western Esplanade; Central Southend Seafront; Eastern Esplanade and the Beach area adjacent to Western Esplanade, Central Southend Seafront and Eastern Esplanade.

#### (g) Revocation of Existing DPPO/PSPO

As explained in 3.3(b) above, in 2002 the Council made a Designated Public Place Order (DPPO) which imposed restrictions on public drinking in the Town Centre and several other areas which had experienced alcohol related disorder/nuisance.

From 20 October 2017 the DPPO was treated as though it was a PSPO by virtue of S.75 of the 2014 Act.

It is considered that the process of considering a PSPO is an appropriate opportunity to include the activities currently covered by the DPPO and for the DPPO to be revoked.

The Council proposes to consult on this proposal as part of the consultation on this PSPO.

## **4. Other Options**

The Council could choose not to look at introducing a PSPO, but this would lose the opportunity to introduce a new measure to tackle ASB which is causing nuisance/harm to many people and having a damaging effect on the Town Centre and Seafront areas.

## **5. Reasons for Recommendations**

- 5.1 A PSPO covering the Town Centre and Seafront areas could be a useful additional tool to tackle persistent and unreasonable ASB which is taking place.

It would help ensure that the law-abiding majority can use and enjoy these public spaces, safe from ASB.

- 5.2 Consulting on a proposal for introducing a PSPO is not only a legal requirement, but will enable the Council to gather important information from a range of stakeholders that will inform the decision-making process.

## **6. Corporate Implications**

### **6.1 Contribution to Council's Vision & Corporate Priorities**

Safe Southend, including support to the Purple Flag Award.

### **6.2 Financial Implications**

The costs of consulting on a possible PSPO will be relatively modest. At this stage the costs of proceeding with the PSPO are not known and will depend on the extent of any PSPO in terms of scope and geographic extent, particularly in terms of signage and enforcement.

### **6.3 Legal Implications**

Many of these are set out in the report, but attention is also drawn to the following:

The introduction of a PSPO must be undertaken in accordance with the 2014 Act and the Statutory Guidance. Failure to do so could result in a legal challenge.

Section 66 of the 2014 Act states that "Interested Persons" may challenge the validity of any Order in the High Court within six weeks, beginning on the day the Order is made.

Section 17 of the Crime and Disorder Act imposes a duty on the Council to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment).

Section 59 of the 2014 Act provides that the Council may make a PSPO if satisfied on reasonable grounds that 2 conditions are met:

- a) That activities carried on in a public space within the authority's area have had a detrimental effect on the quality of life of those in the locality or it is likely that such activities will be carried on and will have such an effect.
- b) The effect, or likely effect, of the activities is, or is likely to be, of a persistent or continuing nature, such as to make the activities unreasonable, and justifies the restrictions imposed.

Section 72 of the 2014 Act provides that the Council must carry out necessary consultation before making a PSPO. This means consulting with:

- (a) The chief officer of police, and the local policing body, for the police area that includes the restricted area;
- (b) Whatever community representatives the local authority thinks it appropriate to consult;
- (c) The owner or occupier of land within the restricted area, so far as it is reasonably practicable.

Before making a PSPO the Council must consider comments and representations received as a result of the consultation and must have particular regard to the rights of freedom of expression and freedom of assembly set out in articles 10 and 11 of the Convention for the Protection of Human Rights and Fundamental Freedoms.

Section 149 of the Equality Act (2010) requires the Council in the exercise of its functions to have due regard to the need to:

- a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act;
- b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it'
- c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are: age, disability, gender reassignment; pregnancy and maternity; race; religion or belief, sex; sexual orientation; marriage and civil partnerships.

The Equality Duty means that, in making decisions, the Council must have regard to the need to remove or minimise disadvantage or to meet particular need, such as through ensuring access to services for particular groups; The good relations duty also now applies across all of the protected characteristics. In particular, the Council must have due regard to the need to tackle prejudice and promote understanding between people who share a protected characteristic and those who do not.

Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.



Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- (a) tackle prejudice, and
- (b) promote understanding.

Members should be aware that compliance with the duties in this section may involve treating some persons more favourably than others.

The law requires that this duty to pay ‘due regard’ is demonstrated in the decision-making process and the Council must be able to demonstrate that decisions are made in a fair, transparent and accountable way, considering the needs and the rights of different members of the community. This is achieved through assessing the impact that imposing restrictions and prohibitions through a PSPO could have on different protected groups and, where possible, identifying methods for mitigating or avoiding any adverse impact on those groups.

Members will need to consider the potential or actual effect of the proposal to make a PSPO, in the light of any representations received following the proposed consultation, before making a decision whether to make a PSPO and, if so, what prohibitions to include in it.

#### 6.4 People Implications

There are likely to be some resource implications in terms of enforcement of any PSPO.

#### 6.5 Property Implications

None

#### 6.6 Consultation

As set out in the report

#### 6.7 Equalities and Diversity Implications

(a) Under the Equality Act 2010, the Council must have due regard to:

- Eliminating unlawful discrimination, harassment and victimisation and any other conduct prohibited by the Act;
- Advancing equality of opportunity between people who share a protected characteristic and people who do not share it; and
- Fostering good relations between people who share a protected characteristic and people who do not share it.

(b) It is therefore important to consider how the proposals contained within this report may positively or negatively affect this work.

To support this consideration, an Equality Analysis has been carried out.

This Equality Analysis has looked at the anticipated (positive and/or negative) impacts of the proposals on people from Southend's diverse communities, and whether any group (or groups) is likely to be directly or indirectly differentially affected. In conclusion it is not anticipated that the proposals will have a significant disproportionate impact on any of Southend's diverse groups.

The Equality Analysis will be reviewed when consultation responses have been received.

- (c) The Council has also had regard to the rights and freedoms under Article 10 (freedom of expression) and Article 11 (freedom of assembly and association) as set out in the European Convention on Human Rights and is satisfied that the restrictions imposed by the proposed PSPO are lawful, necessary and proportionate.

## 6.8 Risk Assessment

Risks associated with the introduction of a PSPO, particularly in terms of protecting vulnerable members of society and displacement have been considered, in particular see 6.7 above.

## 6.9 Value for Money

N/A

## 6.10 Community Safety Implications

Keeping Southend-on-Sea a safe and enjoyable place to live, work and visit is a key priority for the Council. Implementing a PSPO (subject to consultation and approval) would provide an additional tool to the Council and its partners to tackle nuisance and ASB,

## 6.11 Environmental Impact

A PSPO should improve the quality of life of those in the locality.

## 7. Background Papers

Anti-Social Behaviour, Crime and Policing Act 2014  
Scrutiny Project on Additional Enforcement Resources for Southend in 2017/18

## 8. Appendices

**Appendix 1 – Statutory Guidance on PSPOs issued by the Home Office**

**Appendix 2 - Draft Public Space Protection Order for Southend Town Centre & Seafront Areas**

**Appendix 3 - Extracts from the Council's UniForm database re ASB**



Home Office

## **Anti-social Behaviour, Crime and Policing Act 2014:**

### **Anti-social behaviour powers**

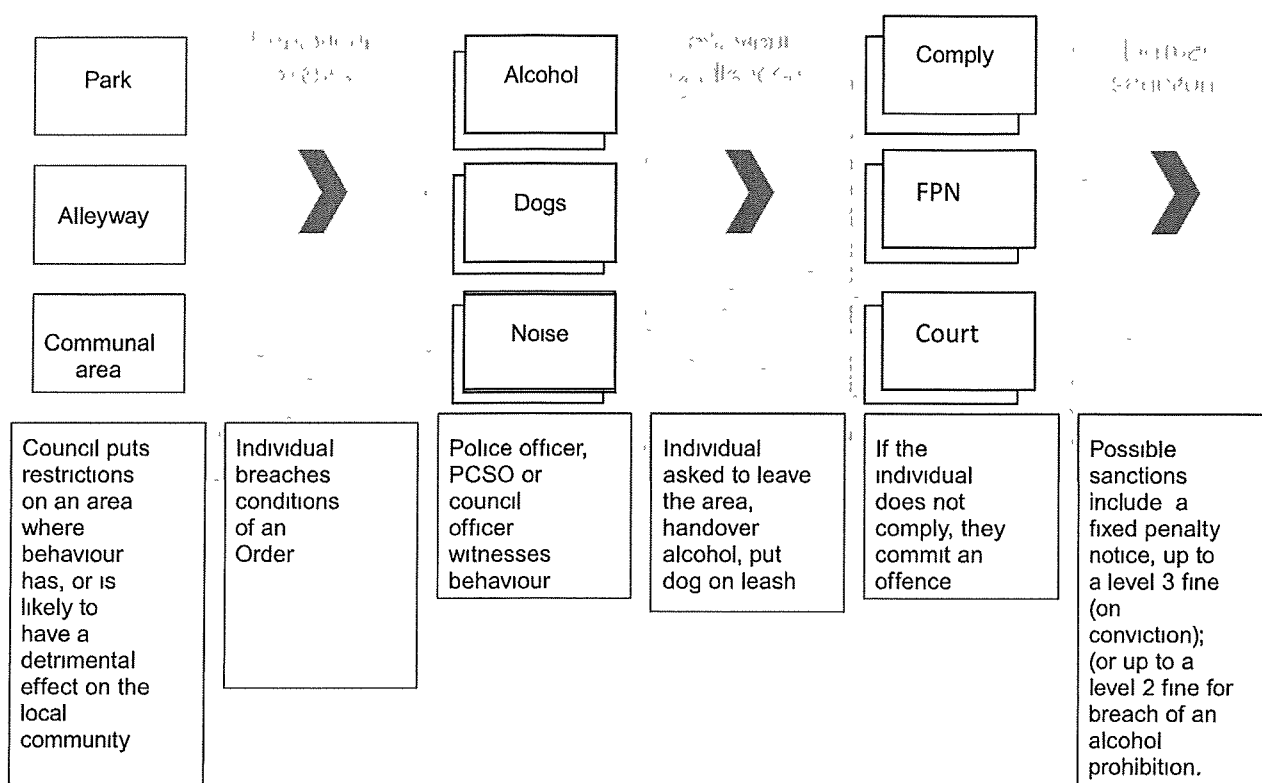
### **Statutory guidance for frontline professionals**

Updated December 2017

## 2.5 Public Spaces Protection Order

Purpose	Designed to stop individuals or groups committing anti-social behaviour in a public space
Who can make a PSPO	<ul style="list-style-type: none"> <li>• Councils issue a Public Spaces Protection Order (PSPO) after consultation with the police, Police and Crime Commissioner and other relevant bodies</li> </ul>
Test	<p>Behaviour being restricted has to</p> <ul style="list-style-type: none"> <li>• be having, or be likely to have, a detrimental effect on the quality of life of those in the locality,</li> <li>• be persistent or continuing nature, and</li> <li>• be unreasonable</li> </ul>
Details	<ul style="list-style-type: none"> <li>• Restrictions and requirements set by the council.</li> <li>• These can be blanket restrictions or requirements or can be targeted against certain behaviours by certain groups at certain times</li> <li>• Can restrict access to public spaces (including certain types of highway) where that route is being used to commit anti-social behaviour</li> <li>• Can be enforced by a police officer, police community support officers and council officers</li> </ul>
Penalty on breach	<ul style="list-style-type: none"> <li>• Breach is a criminal offence</li> <li>• Enforcement officers can issue a fixed penalty notice of up to £100 if appropriate</li> <li>• A fine of up to level 3 on prosecution</li> </ul>
Appeals	<ul style="list-style-type: none"> <li>• Anyone who lives in, or regularly works in or visits the area can appeal a PSPO in the High Court within six weeks of issue</li> <li>• Further appeal is available each time the PSPO is varied by the council</li> </ul>
The legislation	Sections 59 to 75 of the Anti-social Behaviour, Crime and Policing Act 2014
Protecting the vulnerable	<ul style="list-style-type: none"> <li>• Consideration should be given to how the use of this power might impact on the most vulnerable members of society</li> <li>• Consideration should also be given to any risks associated with displacement, including to where people may be dispersed to</li> <li>• There is value in working in partnership to resolve ongoing problems and find long term solutions</li> </ul>

## Public Spaces Protection Order



### Purpose

Public Spaces Protection Orders are intended to deal with a particular nuisance or problem in a specific area that is detrimental to the local community's quality of life, by imposing conditions on the use of that area which apply to everyone. They are intended to help ensure that the law-abiding majority can use and enjoy public spaces, safe from anti-social behaviour.

Given that these orders can restrict what people can do and how they behave in public spaces, it is important that the restrictions imposed are focused on specific behaviours and are proportionate to the detrimental effect that the behaviour is causing or can cause, and are necessary to prevent it from continuing, occurring or recurring.

### Who can make a PSPO?

Local councils are responsible for making Public Spaces Protection Orders: district councils should take the lead in England with county councils or unitary authorities undertaking the role where there is no district council. In London, borough councils are able to make Public Spaces Protection Orders, as is the Common Council of the City of London and the Council of the Isles of Scilly. In Wales, responsibility falls to county councils or county borough councils. Parish councils and town councils in England, and community councils in Wales are not able to make these Orders. In addition, section 71 of the Anti-social Behaviour, Crime and Policing Act 2014 allows bodies other than local authorities to make Public Spaces Protection Orders in certain circumstances by order of the Secretary of State. This power has been exercised by the Secretary of State to allow the City of London Corporation to manage a number of public spaces with the permission of, and on behalf of, local authorities.

## Details

**The legal tests:** The legal tests focus on the impact that anti-social behaviour is having on victims and communities. A Public Spaces Protection Order can be made by the council if they are satisfied on reasonable grounds that the activity or behaviour concerned, carried out, or likely to be carried out, in a public space:

- has had, or is likely to have, a detrimental effect on the quality of life of those in the locality;
- is, or is likely to be, persistent or continuing in nature;
- is, or is likely to be, unreasonable; and
- justifies the restrictions imposed.

Putting victims first: In deciding to place restrictions on a particular public space, councils should consider the knock on effects of that decision and ensure that this is a reasonable and proportionate response to incidents of anti-social behaviour in the area. Introducing a blanket ban on a particular activity may simply displace the behaviour and create victims elsewhere.

**Where can it apply?** The council can make a Public Spaces Protection Order on any public space within its own area. The definition of public space is wide and includes any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission, for example a shopping centre.

**Consultation and working with partners:** Before making a Public Spaces Protection Order, the council must consult with the police. This should be done formally through the chief officer of police and the Police and Crime Commissioner, but details could be agreed by working level leads. This is an opportunity for the police and council to share information about the area and the problems being caused as well as discussing the practicalities of enforcement. In addition, the owner or occupier of the land should be consulted. This should include the county council (if the application for the Order is not being led by them) where they are the Highway Authority.

The council must also consult whatever community representatives they think appropriate. It is strongly recommended that the council engages in an open and public consultation to give the users of the public space the opportunity to comment on whether the proposed restriction or restrictions are appropriate, proportionate or needed at all. The council should also ensure that specific groups likely to have a particular interest are consulted, such as a local residents association, or regular users of a park or those involved in specific activities in the area, such as buskers and other street entertainers.

**Openness and accountability:** Before the Public Spaces Protection Order is made, the council must publish the draft order in accordance with regulations published by the Secretary of State and ensure that the draft order is available on its website.

Given that the effect of Public Spaces Protection Orders is to restrict the behaviour of everybody using the public place, the close or direct involvement of elected members will help to ensure openness and accountability. This will be achieved, for example, where the decision is put to the Cabinet or full Council.



## Land requiring special consideration

Before a council makes a Public Spaces Protection Order it should consider whether the land falls into any of the following categories:

- **Registered common land:** There are around 550,000 hectares of registered common land in England and Wales. Common land is mapped as open access land under the Countryside and Rights of Way (CROW) Act 2000 with a right of public access on foot. Some commons, particularly those in urban districts, also have additional access rights and these may include rights for equestrian use.
- **Registered town or village green:** Town and village greens developed under customary law as areas of land where local people indulged in lawful sports and pastimes. These might include organised or ad-hoc games, picnics, fetes and similar activities, such as dog walking.
- **Open access land:** Open access land covers mountain, moor, heath and down and registered common land, and also some voluntarily dedicated land, for example the Forestry Commission's or Natural Resources Wales' freehold estate. Open access land provides a right of open-air recreation on foot although the landowner can voluntarily extend the right to other forms of access, such as for cycling or horse-riding.

This can be done by contacting the Commons registration authority (county council in two-tier areas; unitary authority elsewhere). If the land in question is a registered common, the council will be able to find out what common land rights exist and the access rights of any users. The Department for Environment, Food & Rural Affairs considers the model set out in 'A Common Purpose' to be good practice in consulting directly affected persons (including commoners) and the public about any type of potential change in the management of a common.

If land is a registered green, it receives considerable statutory protection under the 'Victorian Statutes'. In terms of open access land, there are various national limitations on what activities are included within the access rights. It is possible for local restrictions on CROW rights to be put in place to meet wider land use needs, and this system is normally administered by Natural England.

Where an authority is considering an order on one of these types of land, the council should consider discussing this with relevant forums and user groups (e.g. Local Access Forums, Ramblers or the British Horse Society) depending on the type of provision that is contemplated in the order. It could also be appropriate to hold a local public meeting when considering whether to make an order for an area of such land to ensure all affected persons are given the opportunity to raise concerns.

**What to include in a Public Spaces Protection Order.** The Order can be drafted from scratch based on the individual and specific issues being faced in a particular public space. A single Order can also include multiple restrictions and requirements. It can prohibit certain activities, such as the drinking of alcohol, as well as placing requirements on individuals carrying out certain activities, for instance making sure that people walking their dogs keep them on a lead in designated areas.



When deciding what to include, the council should consider scope. The broad aim is to keep public spaces welcoming to law abiding people and communities and not simply to restrict access. So restrictions or requirements can be targeted at specific people, designed to apply only at certain times or apply only in certain circumstances.

**Putting victims first:** Although it may not be viable in each case, discussing potential restrictions and requirements prior to issuing an Order with those living or working nearby may help to ensure that the final Order better meets the needs of the local community and is less likely to be challenged.

In establishing which restrictions or requirements should be included, the council should be satisfied on reasonable grounds that the measures are necessary to prevent the detrimental effect on those in the locality or reduce the likelihood of the detrimental effect continuing, occurring or recurring.

As with all the anti-social behaviour powers, the council should give due regard to issues of proportionality: is the restriction proposed proportionate to the specific harm or nuisance that is being caused? Councils should ensure that the restrictions being introduced are reasonable and will prevent or reduce the detrimental effect continuing, occurring or recurring. In addition, councils should ensure that the Order is appropriately worded so that it targets the specific behaviour or activity that is causing nuisance or harm and thereby having a detrimental impact on others' quality of life. Councils should also consider whether restrictions are required all year round or whether seasonal or time limited restrictions would meet the purpose.

When the final set of measures is agreed the Order should be published in accordance with regulations made by the Secretary of State and must:

- identify the activities having the detrimental effect;
- explain the potential sanctions available on breach; and
- specify the period for which the Order has effect.

### **Homeless people and rough sleepers**

Public Spaces Protection Orders should not be used to target people based solely on the fact that someone is homeless or rough sleeping, as this in itself is unlikely to mean that such behaviour is having an unreasonably detrimental effect on the community's quality of life which justifies the restrictions imposed. Councils may receive complaints about homeless people, but they should consider whether the use of a Public Spaces Protection Order is the appropriate response. These Orders should be used only to address any specific behaviour that is causing a detrimental effect on the community's quality of life which is within the control of the person concerned.

Councils should therefore consider carefully the nature of any potential Public Spaces Protection Order that may impact on homeless people and rough sleepers. It is recommended that any Order defines precisely the specific activity or behaviour that is having the detrimental impact on the community. Councils should also consider measures that tackle the root causes of the behaviour, such as the provision of public toilets.

The council should also consider consulting with national or local homeless charities when considering restrictions or requirements which may impact on homeless people and rough sleepers.

## Controlling the presence of dogs

Under the Animal Welfare Act 2006, owners of dogs are required to provide for the welfare needs of their animals. This includes providing the necessary amount of exercise each day, which in many cases will require dogs to be let off the lead whilst still under control.

Councils will be aware of the publicly accessible parks and other public places in their area which dog walkers can use to exercise their dogs without restrictions.

When deciding whether to make requirements or restrictions on dogs and their owners, local councils will need to consider whether there are suitable alternative public areas where dogs can be exercised without restrictions. Councils should consider if the proposed restrictions will displace dog walkers onto other sensitive land, such as farmland or nature conversation areas.

Councils should also consider the accessibility of these alternative sites for those with reduced mobility, including but not limited to, assistance dog users. For example, is there step free access, are there well maintained paths and what transport options are available, including in the early morning and evening.

Councils are also encouraged to publish a list of alternative sites which dog walkers can use to exercise their dogs without restrictions. Both dog walkers and non-dog walkers would then have a clear opportunity to submit their views on whether these alternatives were suitable. This should help minimise the risks of unwanted and unintended displacement effects.

Guidance published by the Department for Environment, Food and Rural Affairs on dog control states that councils must consult dog law and welfare experts e.g vets or animal welfare officers and organisations affected by restrictions before seeking to impose restrictions. Councils may also wish to consider consulting the Kennel Club. Where a Public Spaces Protection Order proposes to restrict dog walking in parks and other commonly used dog walking sites, consideration should be given to how to alert interested people to the proposed restrictions, such as posting notices of the proposed restrictions and consultation details within these spaces.

Consideration must also be given on how any dog walking restrictions being proposed would affect those who rely on assistance dogs, ensuring any prohibition or requirement is compliant with the provisions of Equality Act 2010 or considering what exemptions should apply for assistance dogs.

In relation to dogs and their owners, a Public Spaces Protection Order could, for example:

- exclude dogs from designated areas (e.g. a children's play area in a park);
- require the person in charge of the dog to pick up after it;
- require dogs to be kept on leads in a designated area;
- be framed to apply during specific times or periods (e.g. dogs excluded from a beach from 9am to 6pm, 1 May to 30 September),
- restrict the number of dogs that can be walked by one person at any one time; and
- put in place other restrictions or requirements to tackle or prevent any other activity that is considered to have a detrimental effect on the quality of life of those in the locality, or is likely to have such an effect.

Councils should also consider whether alternative options are available to deal with problems around irresponsible dog ownership or dogs being out of control. It may be that if there are local problems with specific individuals allowing their dogs to stray or run out of control for which one of the other available powers, such as the Community Protection Notice, may be more appropriate. The Department for Environment, Food and Rural Affairs has produced detailed guidance in the form of a practitioner's guide on the range of tools available to deal with irresponsible dog ownership. Targeted measures and educational days for irresponsible dog owners can bring about real improvements in the behaviour of irresponsible dog owners.

#### **Parish and Town Councils:**

Public Spaces Protection Orders are not available to Parish and Town Councils. Parish and Town Councils wishing to deal with dog control issues should discuss the issue with their principal authority, including whether a Public Spaces Protection Order would provide the means to address the issues being experienced by the local community. If the principal authority is satisfied that the legal tests for the use of the power are met and that it is a proportionate response to the level of harm and nuisance being caused it should consider consulting on putting in place a Public Spaces Protection Order. This ensures a single approach on dog control matters within the local community and avoids the risk of any duplication or conflicting requirements and restrictions being put in place.

**Restricting alcohol:** A Public Spaces Protection Order can be used to restrict the consumption of alcohol in a public space where the relevant legal tests are met. However, such an Order cannot be used to restrict the consumption of alcohol where the premises or its curtilage (a beer garden or pavement seating area) is licensed for the supply of alcohol (other than council operated licenced premises). There are also limitations where a temporary event notice has been given under Part 5 of the Licensing Act 2003, or where the sale or consumption of alcohol is permitted by virtue of permission granted under section 115E of the Highways Act 1980. This is because the licensing system already includes safeguards against premises becoming centres for anti-social behaviour. It would create confusion and duplication if Public Spaces Protection Orders were introduced here

#### **Groups hanging around/standing in groups/playing games**

It is important that councils do not inadvertently restrict everyday sociability in public spaces. The Public Spaces Protection Order should target specifically the problem behaviour that is having a detrimental effect on the community's quality of life, rather than everyday sociability, such as standing in groups which is not in itself a problem behaviour.

Where young people are concerned, councils should think carefully about restricting activities that they are most likely to engage in. Restrictions that are too broad or general in nature may force the young people into out-of-the-way spaces and put them at risk. In such circumstances, councils should consider whether there are alternative spaces that they can use.

People living in temporary accommodation may not be able to stay in their accommodation during the day and so may find themselves spending extended times in public spaces or seeking shelter in bad weather. It is important that public spaces are available for the use and enjoyment of a broad spectrum of the public, and that people of all ages are free to gather, talk and play games.

**Restricting access:** In the past, Gating Orders have been used to close access to certain public rights of way where the behaviour of some has been anti-social.

A Public Spaces Protection Order can be used to restrict access to a public right of way. However, when deciding on the appropriateness of this approach, the council must consider a number of things, as set out below:

- **Can they restrict access?** A number of rights of way may not be restricted due to their strategic value.
- **What impact will the restriction have?** For instance, is it a primary means of access between two places and is there a reasonably convenient alternative route?
- **Are there any alternatives?** Previously gating was the only option, but it may be possible under a Public Spaces Protection Order to restrict the activities causing the anti-social behaviour rather than access in its totality

There are also further consultation requirements where access is to be restricted to a public right of way. These include notifying potentially affected persons of the possible restrictions. This could include people who regularly use the right of way in their day to day travel as well as those who live nearby. Interested persons should be informed about how they can view a copy of the proposed order, and be given details of how they can make representations and by when. The council should then consider these representations.

It will be up to the council to decide how best to identify and consult with interested persons. In the past newspapers have been used, but other channels such as websites and social media may now be more effective. Where issues are more localised, councils may prefer to deal with individual households. Or, where appropriate, councils may decide to hold public meetings and discuss issues with regional or national bodies (such as the Local Access Forum) to gather views.

**Duration of a Public Spaces Protection Order:** The maximum duration of a Public Spaces Protection Order is three years but they can last for shorter periods of time where more appropriate. Short-term Orders could be used where it is not certain that restrictions will have the desired effect, for instance, when closing a public right of way, and in such circumstances the council might decide to make an initial Order for 12 months and then review that decision at that point

At any point before expiry, the council can extend a Public Spaces Protection Order by up to three years if they consider it is necessary to prevent the original behaviour from occurring or recurring. They should also consult with the local police and any other community representatives they think appropriate before doing so.

**Changing the terms of a Public Spaces Protection Order:** A Public Spaces Protection Order can cover a number of different restrictions and requirements so there should be little need to have overlapping orders in a single public space. However, if a new issue arises in an area where an Order is already in force, the council can vary the terms of the order at any time. This can change the size of the restricted area or the specific requirements or restrictions. For instance, a Public Spaces Protection Order may exist to ensure dogs are kept on their leads in a park but, after 12 months, groups start to congregate in the park drinking alcohol which is having a detrimental effect on those living nearby. As a result, the council could vary the Order to deal with both issues. Any proposed variation to an existing Public Spaces Protection Order would require the council to undertake the necessary consultation on the proposed changes.

As well as varying the Order, a council can also seek to discharge it at any time, for instance when the issue that justified the Order has ceased or where the behaviour has stopped or the land ceases to be classified as a public space.

**Penalty on breach:** It is an offence for a person, without reasonable excuse, to

- do anything that the person is prohibited from doing by a Public Spaces Protection Order (other than consume alcohol – see below), or
- fail to comply with a requirement to which the person is subject under a Public Spaces Protection Order.

A person does not commit an offence by failing to comply with a prohibition or requirement that the council did not have power to include in a Public Spaces Protection Order. A person guilty of an offence is liable on summary conviction to a fine not exceeding level 3 on the standard scale.

It is not an offence to drink alcohol in a controlled drinking zone. However, it is an offence to fail to comply with a request to cease drinking or surrender alcohol in a controlled drinking zone. This is liable on summary conviction to a fine not exceeding level 2 on the standard scale. If alcohol is confiscated, it can be disposed of by the person who confiscates it

Depending on the behaviour in question, the enforcing officer could decide that a fixed penalty notice would be the most appropriate sanction. This can be issued by a police officer, a Police Community Support Officer, council officer or other person designated by the council. In making the decision to issue a fixed penalty notice, the officer should consider that if issued, payment would discharge any liability to conviction for the offence. However, payment is not made within the required timescale, court proceedings can be initiated (prosecution for the offence of failing to comply with the Public Spaces Protection Order).

**Appeals:** Any challenge to the Public Spaces Protection Order must be made in the High Court by an interested person within six weeks of it being made. An interested person is someone who lives in, regularly works in, or visits the restricted area. This means that only those who are directly affected by the restrictions have the power to challenge. This right to challenge also exists where an order is varied by a council. Additionally, as with all orders and powers, the making of a PSPO can be challenged by judicial review on public law grounds within three months of the decision or action subject to challenge.

Interested persons can challenge the validity of an Order on two grounds. They could argue that the council did not have power to make the order, or to include particular prohibitions or requirements. In addition, the interested person could argue that one of the requirements (for instance, consultation) had not been complied with.

When the application is made, the High Court can decide to suspend the operation of the Public Spaces Protection Order pending the verdict in part or in totality. The High Court has the ability to uphold the Public Spaces Protection Order, quash it, or vary it.

**Enforcement** Although Public Spaces Protection Orders are made by the council in an area, enforcement is the responsibility of a wider group. Council officers are able to enforce the restrictions and requirements, as are other groups that they designate, including officers accredited under the community safety accreditation scheme. In addition, police officers and Police Community Support Officers are able to enforce Public Spaces Protection Orders.



## Transition of existing orders to Public Spaces Protection Orders

Section 75 of the Anti-social Behaviour, Crime and Policing Act 2014 sets out that where a Gating Order, Dog Control Order or Designated Public Place Order is still in force three years from commencement of the Act (i.e. on 20 October 2017) the provisions of such an order will automatically be treated as if they were provisions of a Public Spaces Protection Order. The transitioned Order will then remain in force up to a maximum of three years from the point of transition i.e. 2020.

Section 75(3) of the Anti-social Behaviour, Crime and Policing Act 2014 treats transitioned orders as Public Spaces Protection Orders that have already been made. The consultation, notification and publicity requirements in section 72(3) of the Act apply before a Public Spaces Protection Order has been made; the obligation under section 59(8) of the Act to publish arises once a Public Spaces Protection Order has been made.

Councils are not required to undertake a new consultation (or associated publications, and notifications, set out in section 72(3) of the Act) where a Gating Order, Dog Control Order or Designated Public Place Order automatically transitions to a Public Spaces Protection Order after October 2017.

However, local councils should publish the Public Spaces Protection Order online when the Gating Order, Dog Control Order or Designated Public Place Order transitions in order to make the public aware of the specific provisions of the Public Spaces Protection Order.

It will be for local councils to consider what changes to signage are necessary to sufficiently draw the matters set out in Regulation 2 of the Anti-social Behaviour, Crime and Policing Act 2014 (Publication of Public Spaces Protection Orders) Regulation 2014 to members of the public's attention.

Any extension, variation or discharge of a transitioned Public Spaces Protection Order would mean that the local council would need to carry out the necessary consultation and publication as required under section 72 (3) of the Anti-social Behaviour, Crime and Policing Act 2014.

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## Appendix 2

### DRAFT ORDER

#### ANTI-SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014

#### SECTION 59

#### PUBLIC SPACES PROTECTION ORDER

This Order is made by the Southend-on-Sea Borough Council (the 'Council') and shall be known as the Public Spaces Protection Order (Southend Town Centre and Seafront Areas) No 1 of 2018.

#### PRELIMINARY

1. The Council, in making this Order is satisfied on reasonable grounds that:  
The activities identified below have been carried out in public places within the Council's area and have had a detrimental effect on the quality of life of those in the locality,  
and that:  
  
the effect, or likely effect, of the activities:  
  
is, or is likely to be, of a persistent or continuing nature,  
  
is, or is likely to be, such as to make the activities unreasonable, and  
  
justifies the restrictions imposed by the notice.
2. The Council is satisfied that the prohibitions imposed by this Order are reasonable to impose in order to prevent the detrimental effect of these activities from continuing, occurring or recurring, or to reduce that detrimental effect or to reduce the risk of its continuance, occurrence or recurrence.
3. The Council has had regard to the rights and freedoms set out in the European Convention on Human Rights. The Council has had particular regard to the rights and freedoms set out in Article 10 (right of freedom of expression) and Article 11 (right of freedom of assembly) of the European Convention on Human Rights and has concluded that the restrictions on such rights and freedoms imposed by this order are lawful, necessary and proportionate.

## THE ACTIVITIES

4. The Activities prohibited by this Order are:

i Urination, defecation, spitting or littering

Sleeping in a public place within the Restricted Area (which includes car parks and shop doorways) in a manner which has a detrimental impact on the quality of life of others in the locality. This includes but is not limited to causing an obstruction to members of the public or local businesses.

iii. Erecting tents or other structures anywhere within the Restricted Area.

iv. Consuming alcohol or failing to surrender any containers (sealed or unsealed) which are reasonably believed to contain alcohol, in a public place, when an Authorised Officer has required such consumption to cease.

v. Ingesting, inhaling, injecting, smoking or otherwise using drugs or substances reasonably believed to be psychoactive substances.

vi. Beg, begging or approaching any person for that purpose.

vii. Approach stop or approach another person with the intention of asking that other person:

i) to enter into any arrangements which involve that other person making any future payment for the benefit of charitable or other purposes; or

ii) for any information to assist in that other person being contacted at another time with a view to making arrangements for that person to make any payment for the benefit of charitable or other purposes.

## THE PROHIBITION

5. A person shall not engage in any of the Activities anywhere within the Restricted Area as shown on the attached map and marked 'Restricted Area'.

6. This Prohibition is subject to the Exceptions stated below.

## THE REQUIREMENTS

7. A person who is believed to have engaged in a breach of this Order or anti-social behaviour within the Restricted Area, is required to give their name and address to an Authorised Officer.

8. A person who is believed to have engaged in a breach of this Order, or in anti-social behaviour within the Restricted Area, is required to leave the area if asked to do so by a police officer, police community support officer or other person designated by the Council and not to return for a specified period not exceeding 48 hours.

9. A person must clear up his/her belongings and/or litter if asked to do so by a police officer, police community support officer or other person designated by the Council.

## THE EXCEPTIONS

10. Nothing in the paragraph 4(iv) of this Order applies to alcohol being consumed within premises licensed under the Licensing Act 2003 or s115E of the Highways Act 1980.
11. The requirement in paragraph 1(v) of this Order does not apply where the substance:
- i) is used for a valid and demonstrable medicinal or therapeutic purpose;
  - ii) is a cigarette (tobacco) or vaporiser;
  - iii) is a food product regulated by food, health and safety legislation
12. Nothing in paragraphs 1(vi) and (vii) of this Order applies to any person authorised by virtue of the Police, Factories (Miscellaneous Provisions) Act 1916 to undertake an on-street collection of Money

## OTHER

13. This Order applies to a public place within the Council's area. The public place is delineated by the red line in the plan annexed at Schedule 1 to this Order and identified as the 'Restricted Area'.
14. The effect of the Order is to impose the prohibitions and requirements detailed herein, at all times, save where specified exemptions apply or where the express permission of the Council has been given on the use of the Restricted Area.

## DEFINITIONS

15. For the purpose of this Order the following definitions will apply:

**'Alcohol'** has the meaning given by section 191 of the Licensing Act 2003;

**'Authorised Officer'** means a constable, a police community support officer or a person authorised in writing by the Council.

**'Beg or begging'** means asking for or accepting money, personal, charitable or any other donations or approaching a person for that purpose, when to do so would cause, or is likely to cause, a nuisance or annoyance, harassment, alarm or distress to that person. Examples of nuisance, annoyance, alarm or distress include, but are not limited to, the following:

- (a) Obstructing the path of the person solicited during the solicitation or after the person solicited responds or fails to respond to the solicitation.



- (b) Using abusive language during the solicitation or after the person solicited responds or fails to respond to the solicitation.
- (c) Continuing to solicit a person in a persistent manner after the person has responded negatively to the solicitation.
- (d) Have in their possession any item for holding, inviting or receiving money for the purpose of solicitation.
- (e) Placing self in the vicinity of an automated teller machine, taxi rank or public transport stop to solicit and or soliciting a person who is using, waiting to use, or departing from any of these services.

**'Interested person'** means an individual who lives in the Restricted Area or who regularly works in or visits that area.

**'Public place'** means any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission.

**'Psychoactive Substances'** has the meaning given by section 2 of the Psychoactive Substances Act 2016.

**'Restricted Area'** has the meaning given by section 59(4) of the Anti-Social Behaviour, Crime and Policing Act 2014 and for the purposes of this Order is shown delineated by the red line in the plan annexed at Schedule 1 to this Order and identified as the 'Restricted Area'.

**'Solicit'** means to request, in person the immediate provision of money or another thing of value, regardless of whether consideration is offered or provided in return, using the spoken, written or printed word, a gesture or other means.

## PERIOD FOR WHICH THIS ORDER HAS EFFECT

- 16. This Order will come into force at midnight on [       ] and will expire at midnight on [       ].
- 17. At any point before the expiry of this three year period the Council can extend the Order by up to three years if they are satisfied on reasonable grounds that this is necessary to prevent the activities identified in the Order from occurring or recurring or to prevent an increase in the frequency or seriousness of those activities after that time. The Council may extend this order more than once.

## WHAT HAPPENS IF YOU FAIL TO COMPLY WITH THIS ORDER?

Section 67 of the Anti-Social Behaviour Crime and Policing Act 2014 says that it is a criminal offence for a person without reasonable excuse –

- (a) to do anything that the person is prohibited from doing by a public spaces protection order, or

(b) to fail to comply with a requirement to which the person is subject under a public spaces protection order

A person guilty of an offence under section 67 is liable on conviction in a Magistrates Court to a fine not exceeding level 3 on the standard scale.

**FIXED PENALTY**

An Authorised Officer may issue a fixed penalty notice to anyone he or she believes has committed an offence under section 67 of the Anti- Social Behaviour, Crime and Policing Act. You will have 14 days to pay the fixed penalty of £100. If you pay the fixed penalty within the 14 days you will not be prosecuted.

**APPEALS**

Any challenge to this order must be made in the High Court by an interested person within six weeks of it being made. An interested person is someone who lives in, regularly works in, or visits the safe zone. This means that only those who are directly affected by the restrictions have the power to challenge. The right to challenge also exists where an order is varied by the Council.

Interested persons can challenge the validity of this order on two grounds: that the Council did not have power to make the order, or to include particular prohibitions or requirements; or that one of the requirements of the legislation has not been complied with.

When an application is made the High Court can decide to suspend the operation of the order pending the Court's decision, in part or in totality. The High Court has the ability to uphold the order, quash it, or vary it.

Dated.....

Sealed etc

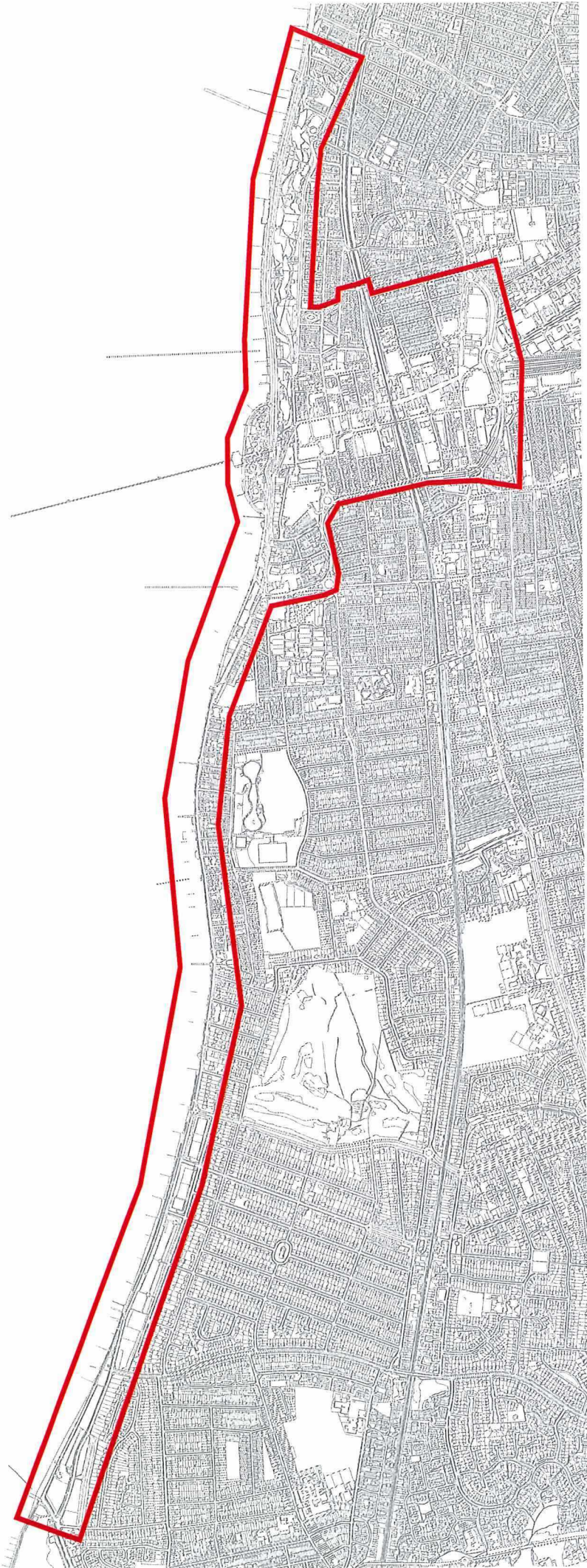
Section 67 Anti-Social Behaviour Crime and Policing Act 2014

1. It is an offence for a person without reasonable excuse-
  - (a) To do anything that the person is prohibited from doing by a public spaces protection order, or
  - (b) To fail to comply with a requirement to which a person is subject under a public spaces protection order
2. A person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale
3. A person does not commit an offence under this section by failing to comply with a prohibition or requirement that the local authority did not have power to include in the public spaces protection order

**Schedule 1 to this Order**

Plan of the Restricted Area





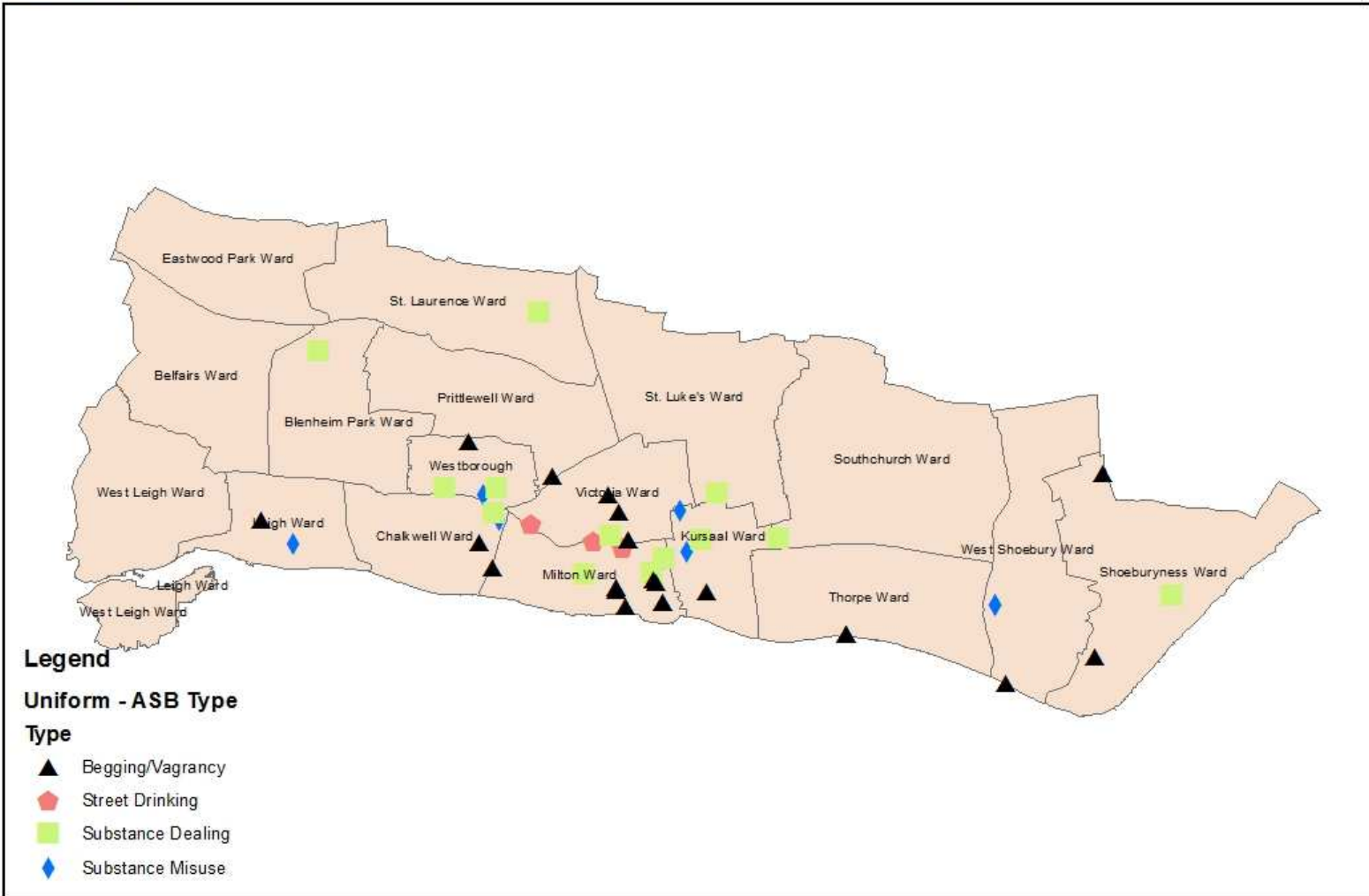


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Data, taken from SMAART,  
ASB Uniform.

6 Month Period 1<sup>st</sup> May –  
October 2018



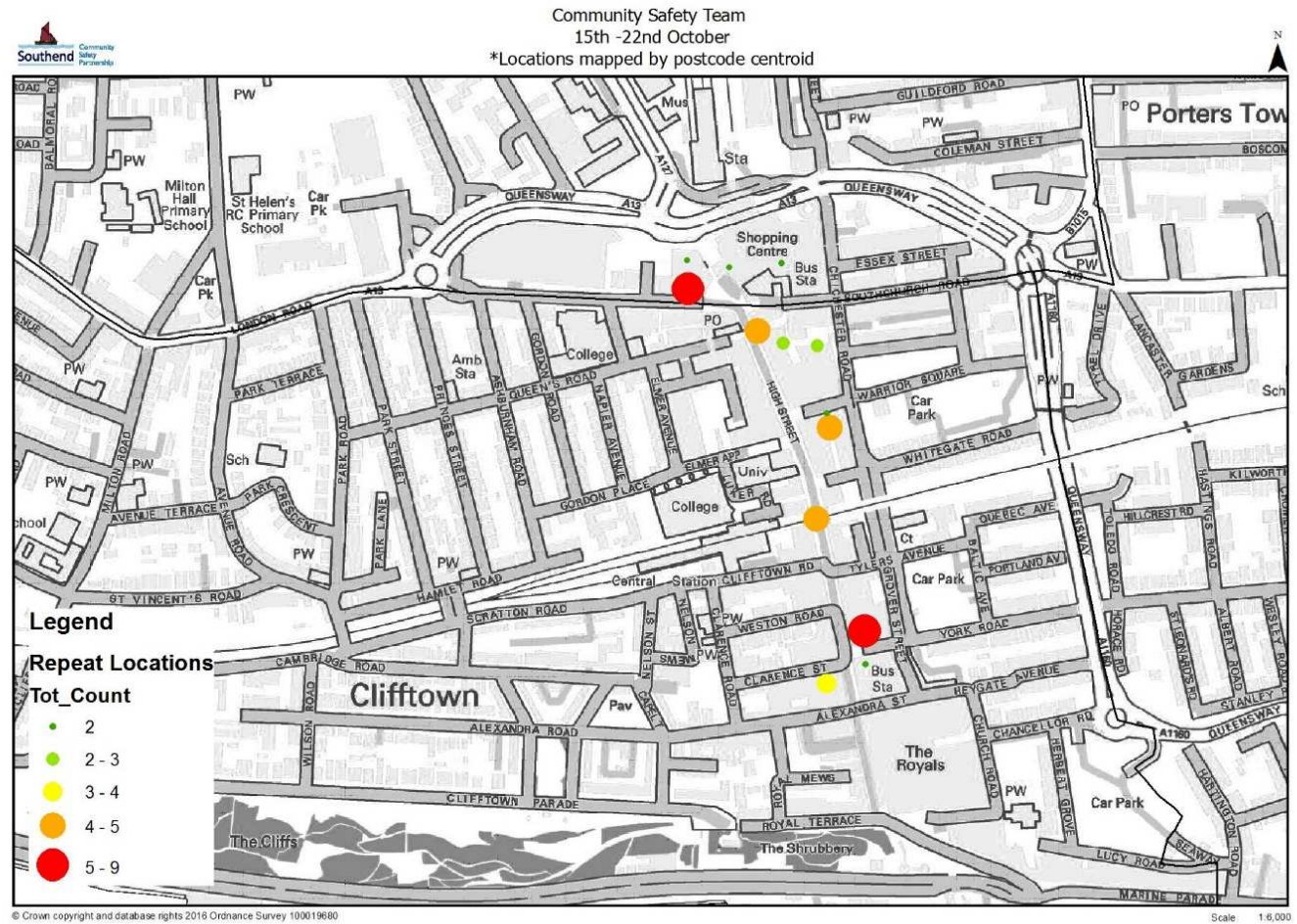
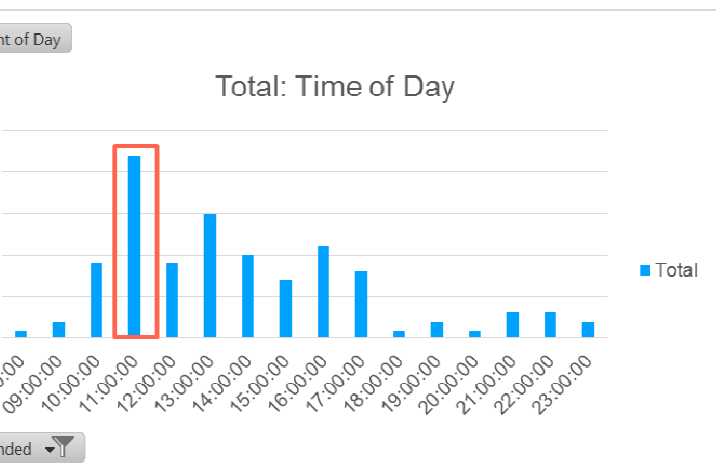
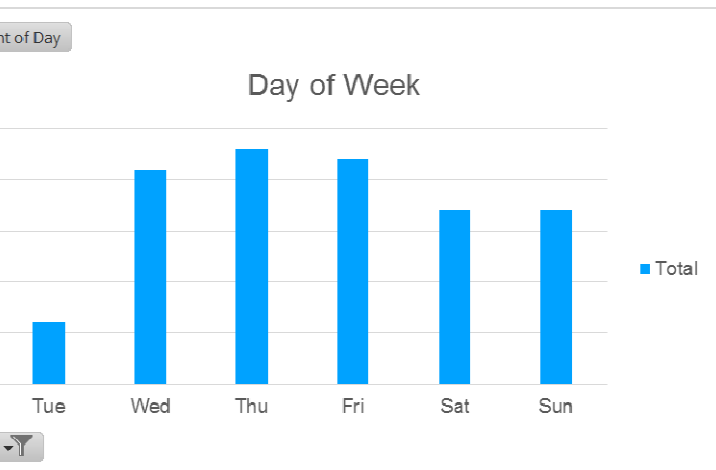




Category	Count
Abusive to staff	63
Community Engagement	12
Drinking	4
Homeless - Intel	1
Verbal Evidence	2
Aggressive	9
First Aid	4
Verbal Aggressive	1
Public Safety	1
Appreciations	2

ASB	Count
Abusive to staff	1
Aggressive	1
Begging	25
Cycling through town centre	2
Drinking	12
Homeless	18
Verbal Aggressive	1
Youths	2

Community Safety Team  
15<sup>th</sup> – 22<sup>nd</sup> October 2018



LOCATION	May		June		July		August		September	
	Discarded drug litter	Rough sleepers	Discarded drug litter	Rough sleepers	Discarded drug litter	Rough sleepers	Discarded drug litter	Rough sleepers	Discarded drug litter	Rough sleepers
Mill Wharf										2
Walkwell Espl.										
Walkwell Park		2		2			2	15	2	2
Lowstone							450	0		
Almatia Road										
West Beach							0	3		
Wyn Road		4	2	2						4
George Street										
Hamlet Court Road		4					5	11		1
Goon (Three Wells)						13	150	9		12
Marine Parade		2		4		10	0	8		
Mass Road										
Stamans	469	21	11	4	15	7	411	14		
Staway		3	2	2			1	7	9	6
Stoebury Common										
Storefields										
Sttherlands Blvd										1
Storpe Bay										
Storner										
Stexandra Bowl	1								1	
Stlfairs Park										
Stswood Park										
Sttiority park									2	
Sttoebury Park	2								1	
Stuthchurch Pk										
Stuthchurch Pk fé									2	4
Stuthchurch Hill Gdn							0	7		
<b>Total</b>	<b>472</b>	<b>36</b>	<b>15</b>	<b>14</b>	<b>15</b>	<b>20</b>	<b>1019</b>	<b>74</b>	<b>17</b>	<b>32</b>

Veolia – Monthly toilet reports for discarded drug litter and Rough Sleepers.

# Southend-on-Sea Borough Council

Agenda  
Item No.

## Report of Deputy Chief Executive (Place)

to  
Cabinet

on

6<sup>th</sup> November 2018

Report prepared by: Neil Hoskins (Interim Group Manager)  
and Karen Gearing (Major Schemes Project Manager) Major  
Projects and Strategic Transport Policy Group

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### A127 The Bell Junction Improvement Update - Local Growth Fund Scheme

Relevant Scrutiny Committee: Place Scrutiny Committee  
Cabinet Member: Councillor Moring  
A Part 1 Public Agenda Item

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#### 1. Purpose of Report

To advise Cabinet that:

- 1.1 Three preliminary options for the main junction improvement works were developed and taken forward for public consultation with a suggested preferred option for detailed design and completion by 2020/21. The scheme to be implemented be based upon the outcome of the public consultation, key stakeholders feedback, Members feedback, discussions on cost and programme with utilities, site constraints and deliverability.
- 1.2 Subject to the approval of the business case, £4.3m from the Local Growth Fund and £0.72m Capital Contribution has been allocated against The Bell junction. However, as specified within the consultation documents, Highway Option 3 with a footbridge exceeds this value to the amount of £2.144m. The scheme to be implemented has yet to be decided and will be based upon the outcome of the consultation, Members feedback and site constraints. However, it was felt necessary to put in place measures to support any gap in funding. To support this potential gap in funding, a submission to the call for Local Growth Fund 3B has been issued to SELEP. Also a Capital Bid has been submitted for the same value. These bids will be reviewed subject to the outcome of the public consultation and final scheme to be implemented.
- 1.3 A briefing with all Members took place on 10<sup>th</sup> January 2018 with further briefings held with Ward Councillors to discuss the site issues and constraints and consider suggest options. Pre consultation all Member drop in session were held on 9<sup>th</sup> July. Public consultation commenced on 16<sup>th</sup> July for 8 weeks until 9<sup>th</sup> September 2018. Two public consultation events were held at local schools on 17<sup>th</sup> and 18<sup>th</sup> July.

- 1.4 Public consultation responses are being reviewed and require further investigation. The results of the public consultation questionnaire preferred no footbridge and also highway Option 2. However, comments raised were that a pedestrian crossing be provided on Hopleythick Lane; and concerns were raised on the removal of the right hand turn lane into Rochford Road; environmental mitigation measures on the public open space; local traffic management measures be implemented and extending the dedicated slip lane into Rochford Road and extending the right hand turn lane further.
- 1.5 Advice from Cabinet be provided in advance of Cabinet on; traffic management constraints verses delivery; views on a replacement footbridge not being provided.
- 1.6 Lessons have been learnt from issues with utility diversions at Kent Elms Junction and extensive trial hole investigations will be undertaken to locate utilities at The Bell junction. The trial holes will require traffic management and lane closures around the junction.
- 1.7 The procurement of the contractor for the main works will be made through the Eastern Highways Alliance Framework.
- 1.8 Traffic Regulation Orders and utilities diversions will be required in advance and during the main works in accordance with the New Roads and Street works Act.

## **2. Recommendations**

- 2.1 That Option 2, without a footbridge, be taken forward as the preferred option, taking into consideration comments from the public consultation, utility constraints, programming, environmental mitigations and deliverability within the LGF deadline.**
- 2.2 That delegated authority be given to the Chief Executive and Deputy Chief Executive for Place, in consultation with the Cabinet Member for Infrastructure to agree the final option to be taken forward to detailed design, implementation, advertisement of any necessary traffic regulation orders, any land transfer and planning permissions following circulation of these details to all Members and discussions with Group Leaders;**
- 2.3 That delegated authority be given to the Chief Executive and Deputy Chief Executive for Place, in consultation with the Cabinet Member for Infrastructure to implement any experimental orders to inform the final option to be implemented.**
- 2.3 Following SELEP Accountability Board approval of The Bell Junction Improvement Business Case, the project proceed to detailed design and procurement of the Design and Build Contractor.**
- 2.4 Following the outcome of the public consultation, should Southend Capital Contribution increase more than the additional £2.144m being requested, a further report on the funding shall be presented at Cabinet.**



### 3. Background

- 3.1 The South East LEP Strategic Economic Plan identifies the A127 as a key corridor for growth. The A127 links London with Basildon and Southend and Rochford. In Basildon, the A127 corridor is home to one of the largest single concentrations of advanced manufacturing companies in the South of England. It makes substantial contributions to the prosperity of the SELEP area and offers considerable growth prospects. London Southend Airport, now with scheduled air services to Europe and hub airports for onward global travel, and planned business parks, will prove attractive to a wide range of global companies and offers capacity for at least 4,200 additional jobs up to 2021 and a further 3,180 post 2021. Southend and Rochford have agreed the Joint Area Action Plan (JAAP) to unlock these opportunities and the Council has appointed Henry Boot as their development partner.
- 3.2 To enable growth in Thames Gateway South Essex the A127 requires substantial improvement and a higher level of maintenance. The 'A127 Corridor for Growth Economic Plan', approved by Cabinet, sets out the rationale and supporting evidence in detail. The A127 Corridor for Growth package is a partnership project between Essex County Council and Southend-on-Sea Borough Council. The Southend element includes A127 Major Scheme Highway Maintenance; Highway and bridge maintenance identified through asset management surveys and the bridge maintenance programme together with the A127 Kent Elms and A127 The Bell junction improvements.
- 3.3 Elements of the A127 Corridor for Growth package have been designated as a "retained" scheme which, subject to the approval of the business case, will be supported by the Local Growth Fund. Subject to the approval of the business case, The Bell has an allocation of £4.3m from the Local Growth Fund and £0.72m Capital Contribution. However as specified within the consultation documents Option 3 with a footbridge exceeds this value to the amount of £2.144m. To support this potential gap in funding, a submission to the call for Local Growth Fund 3B in the form of an Expression of Interest (EOI) was issued to SELEP. The EOI has passed the sifting process and the next step is to submit a Strategic Outline Business case by 26<sup>th</sup> October. The scheme recommended to be implemented is based on Option 3 without a replacement footbridge. However the extent of Option 3 scheme requires further investigation and further consultation with utility companies to ensure scheme deliverability by 2021 LGF deadline and certainty of costs.
- 3.4 A Capital Bid will also been submitted for £2.144m to bridge the potential gap in funding, should the Local Growth Fund route be unsuccessful. Both these bids will be reviewed subject to the outcome of the public consultation and final scheme to be implemented.
- 3.5 The recommended scheme to be implemented is based on Option 2 with further investigations into a crossing on Hopleythick Lane and further associated highway improvements following the outcome of the public consultation and site constraints. However, further consultation is required with utility companies to ensure the project can be completed the LGF deadline March 2021.

- 3.6 Concerns on the public open space have been raised by the local residents and further investigations are required to establish mitigation measures.
- 3.7 A127 The Bell junction improvement works are programmed to commence construction in 2019/20. Consultations have commenced with the utility companies to establish the required diversions and costs. The completion of the main works will be undertaken through the Eastern Highways Alliance Framework 2 (EHAF2).

## **4. Scheme Options**

### **4.1 Option Development**

- 4.1.1 The Bell scheme options were developed based on issues and constraints engagement exercise with all Members, key stakeholders, local businesses and officers. Engagement with Ward Cllrs, all Members, local schools, bus operator and London Southend Airport were held and informed options. Early engagement was also carried out with local residents. The 20 Highway Options were sifted and evaluated including deliverability with a maximum of three highway options and two footbridge options taken forward to public consultation and business case submission. Refer to Appendix 1 for Issues and Constraints plan, Appendix 4 for Highway Options. Following the results of the public consultation further investigations are being undertaken on the feasibility of enhancing Option 2 to include a crossing on Hopleythick Lane. This will confirm the detailed design development.
- 4.1.2 Two non-viable footbridge options, one with 1:20 ramps and one with 1:12 ramps, were included within the consultation documents for information only to demonstrate the impact on the nearby buildings and their non-viability. The majority of the results of the consultation were that a replacement footbridge is not required.
- 4.1.3 A lift was also considered as an alternative to ramps and steps but was discounted due to safety, reliability and maintenance issues.

## **5. Reasons for Recommendations**

### **5.1 Business Case Submission**

- 5.1.1 It is proposed the Local Growth Fund (LGF) business case is submitted for approval at November 2018 Accountability Board to draw down LGF funding to support the scheme development with the final full business case submitted to February 2019 Accountability board for the final scheme to be developed. LGF funding condition is that grant must be spent by 2020/21.
- 5.1.2 The Bell Junction Improvement will maximise the delivery of the JAAP ambition for 7,380 new jobs and future Rochford and Southend growth, provides access to pedestrians, local businesses, local schools and access.
- 5.1.3 Following with outcome of The Bell public consultation and comments raised it is felt further investigations are necessary based on enhancing highway Option 2 and investigations on a crossing on Hopleythick Lane. Following the

investigations a review of the costs will be undertaken and final business case submitted for February 2019 Accountability Board by which time it will be established if further LGF funding has been agreed to support the final scheme costs. The scheme for implementation will be developed further during the detailed design process with ongoing public engagement with local schools, Airport, bus operators, businesses and local residents.

## 6. Corporate Implications

### 6.1 Contribution to Council's Vision & Corporate Priorities

6.1.1 This scheme contributes to the Council's visions, particularly in terms of creating a thriving and sustainable local economy and move towards a safer borough by upgrading the junction to the latest design standards.

### 6.2 Financial Implications

6.2.1 As shown on the A127 The Bell Junction Improvement funding profile table, budget cost for the project was estimated at £5.020m with the funding subject to the approval of the final business case. The contribution from the DfT Local Growth Fund is £4.3m with a £63,027 S106 contribution from Bellway Homes the remaining £720,000 contribution from the Council capital programme.

6.2.2. Subject to the approval of the business case, £4.3m from the Local Growth Fund and £0.72m Capital Contribution has been allocated against The Bell junction. However as specified within the consultation documents Option 3 with a footbridge exceeds this value to the amount of £2.144m. The scheme to be implemented has yet to be decided and will be based upon the outcome of the consultation, Members feedback and site constraints. However, it was felt necessary to put in place measures to support any gap in funding. To support this potential gap in funding, a submission to the call for Local Growth Fund 3B has been issued to SELEP. Also a Capital Bid will be submitted for the same value. These bids will be reviewed subject to the outcome of The Bell public consultation and final scheme to be implemented.

The current funding profile for the projects are as follows:

### A127 The Bell Junction Improvement Current LGF Funding Profile

Funding Profile	FY 2015-18	FY 2018/19	FY 2019/20 - 2020/21	Total
<b>DfT LGF</b>	£0	£400,000*	£3,900,000*	£4,300,000*
<b>S106 contribution</b>	£0	£0	£63,027	£63,027
<b>Southend Capital</b>	£191,000	£12,000	£517,000	£720,000
	<b>£191,000</b>	<b>£412,000</b>	<b>£4,363,027*</b>	<b>£5,083,027</b>

\*Subject to business case approval

### 6.3 Legal Implications

- 6.3.1 Elements of the traffic management features will require the advertisement of Traffic Regulation Orders. It is proposed to re-use the A127/B1013 Tesco contractor's compound at Nestuda Way for these works which may require planning approval.
- 6.3.2 If a new footbridge be chosen, then a departure from standard may need to be granted by Southend Borough Council to install a footbridge that is not Equality Act 2010 compliant.

### 6.4 People Implications

- 6.4.1 The intention is to provide improved pedestrian and cycle facilities at The Bell Junction to provide access to local amenities. The scheme affects the lives of all those who live, work and visit the town. The implications are positive as the intention is to provide an improved accessibility and safety.
- 6.4.2 Should the scheme to be developed be based on Options 2 the area of Public Open Space will be reviewed for environmental screening based on comments raised during the public consultation. The screening will be reviewed based on air quality, noise, visual, landscaping and maintenance.

### 6.5 Property Implications

- 6.5.1 There are no proposals to acquire private land, acquire or remove properties. If the scheme to be developed is based on Options 2 the area of Public Open Space will require to be transferred to Highway to incorporate the carriageway widening and any replacement footbridge. Any land transfer will be supported by Legal services.

### 6.6 Consultation

- 6.6.1 The consultation process for this work is based on the "Southend Together" toolkit which seeks to engage and inform residents businesses and key stakeholders throughout the life of the project.
- 6.6.2 A127 schemes were reported to Cabinet on 8th January 2013 with cross party support towards developing the schemes. Proposals for consultation were contained within that report. The consultation process commenced focusing on community engagement conversations to explore the issues and problems around the junctions to hear the views of residents, businesses, key stakeholders and drivers. The consultation plan for A127 will be reviewed to meet the scheme programme.
- 6.6.3 The engagement exercise for the three A127 schemes commenced in February 2013, with all Councillors given the opportunity to attend a discussion, focus group or feedback session to consider and offer input about potential improvements to the junctions, together with Opposition Group Transport Leads briefings. This was followed by a focused business group session in March 2013 and on site engagement and an online questionnaire.

6.6.4 A briefing with all Members took place on 10th January 2018 with further briefings held with Ward Councillors to discuss the site issues and constraints and consider and suggest design proposals and provide an opportunity to offer input into the improvements at The Bell Junction. A number of these were included within the scheme options. Pre consultation all Member drop in session held on 9<sup>th</sup> July. Public consultation commenced on 16<sup>th</sup> July for 8 weeks until 9<sup>th</sup> September 2018. Public consultation events were held at Prince Avenue Academy on 17<sup>th</sup> July and Earls Hall Primary School on 18<sup>th</sup> July 2018 between 3pm to 8pm for parents and members of the public. On 17<sup>th</sup> July businesses and members were invited between 2pm and 3pm.

6.6.5 Early engagement with local schools has been carried out and will continue during the construction and with consideration during the detailed design process for the main junction improvement works.

6.6.6 The consultation process will continue throughout the life of the project and those principles of the Better Southend communications plan will be adopted. The Better Southend website will inform residents, businesses and visitors of the progress of the works throughout the design and construction. Officers will also engage further with Members, key and local businesses, Airport, bus operators, emergency services and local residents.

6.6.7 Consultation with key stakeholders, local schools, businesses and residents will continue during the detailed design and construction process. As with previous A127 Junction Improvements, a dedicated Public Liaison Officer will be appointed via the contractor to ensure members, residents, businesses, schools and drivers are kept up-to-date and engaged on the progress of the works.

6.6.8 The principles of the Better Southend Transport Access Routeing Plan (TARP) will be adopted, which seeks to minimise disruption and delay to road users. Consultation will continue during the design and construction process to determine the best way to maintain access to the businesses, residents and the town during the construction of the works.

## 6.7 Equalities and Diversity Implications

6.7.1 A draft Equality Analysis has been reviewed and will be further refined to support the scheme to be implemented. Best practice will be adopted in the final design proposal with the aim to improve accessibility for pedestrians, cyclist and mobility impaired which will be a major factor in the development of the scheme and during construction works.

## 6.8 Risk Assessment

6.8.1 Risks are reviewed throughout the life of the project and mitigation measures undertaken to reduce risks.

## 6.9.9 Value for Money

6.9.1 The business case for the project is required to provide value for money.

## 6.10 Community Safety Implications

6.10.1 The combined scheme aims to ensure and improve access to local amenities and improve access for pedestrians, cyclists, wheel chair users to cross the junction. Improvements to road safety and community safety will be delivered through good design and consideration to standards.

## 6.11 Environmental Impact

6.11.1 The scheme will help deliver an improved local environment and contribute positively towards sustainable transport objectives. Landscape and environmental measures will be considered further during the detailed design.

6.11.2 Local air quality implications were considered during the development of the options. If the scheme to be developed is based on Options 2 or Option 3 the area of Public Open Space will be reviewed for environmental screening based on comments raised during the public consultation. The screening will be reviewed based on air quality, noise, visual, landscaping and maintenance.

## 7. Background Papers

7.1 LTP3 (2011-2026) and the LTP Implementation Plan

7.2 Framework for Prioritising Strategic Transport Infrastructure in the SELEP area

7.3 Devolving local major transport schemes DfT 31st January 2012

7.4 SELEP response to Devolving local major transport schemes

7.5 Devolving local major transport schemes: consultation responses

7.6 Local frameworks for funding major transport schemes: guidance for local transport bodies DfT 23rd November 2012

7.7 Report to Cabinet 8th January 2015: A127 Kent Elms, A127 The Bell Corner and A127 Tesco Junction Improvements and progress of South East LEP Local Transport Body

7.8 A127 Corridor for Growth – An Economic Plan March 2014

## 8. Appendices

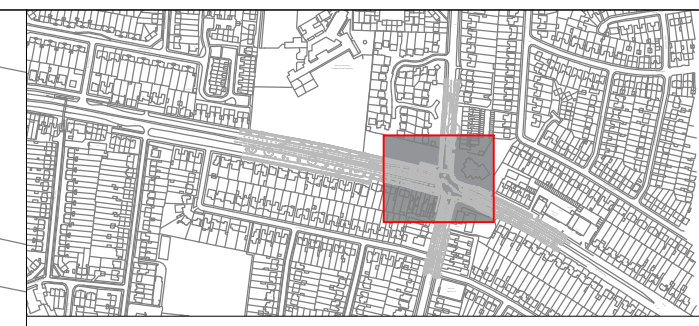
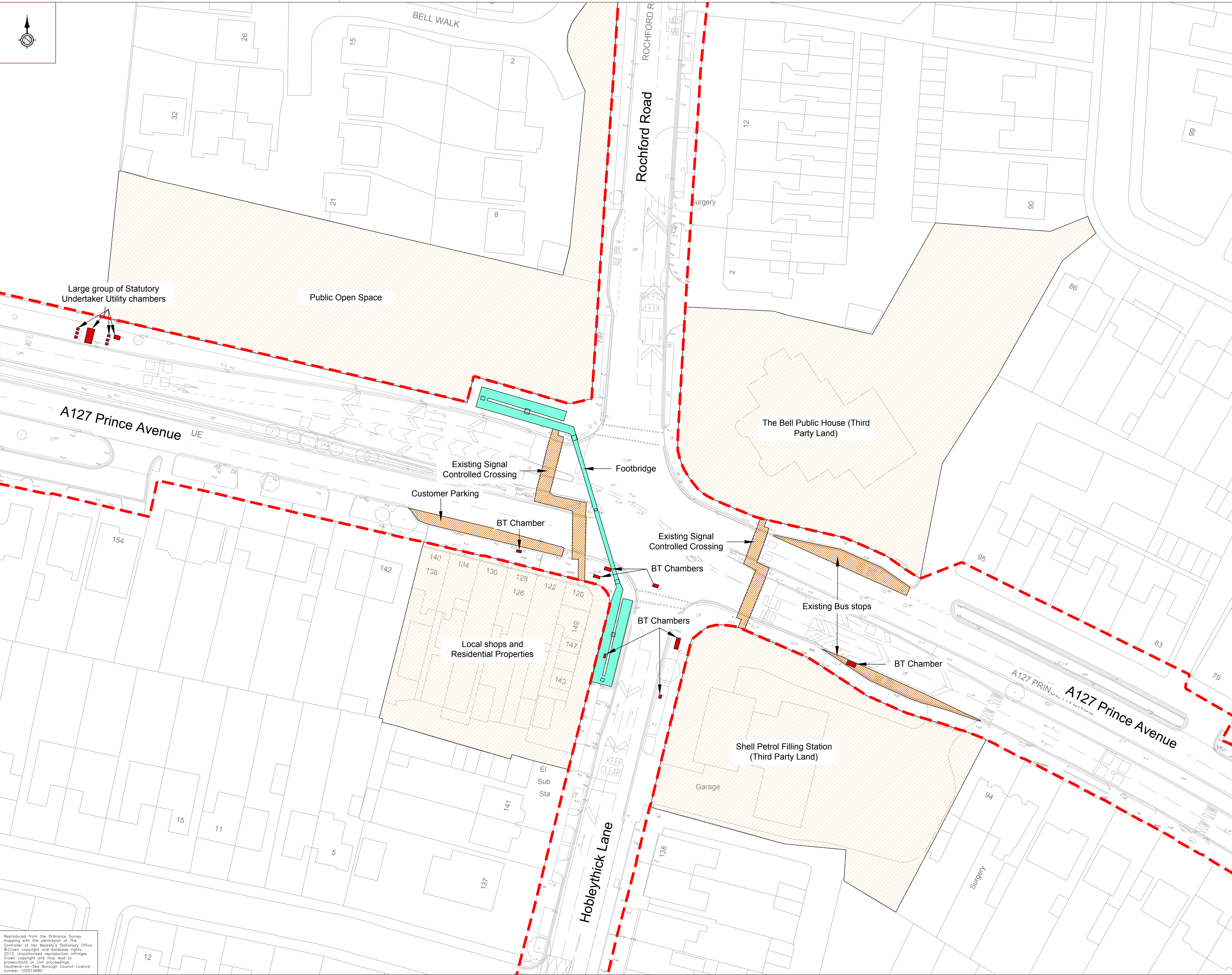
8.1 Appendix 1 – Constraints plan

8.2 Appendix 2 – A127 The Bell Junction Improvement Options for Consultation

8.3 Appendix 3 – The Bell Questionnaire.

8.4 Appendix 4 – The Bell Highway Option Appraisal





Revisions			
Rev	Details	Auth	Date
A	Original Issue		

**Key**  
- - - Publicly Maintainable Highway Boundary

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risk normally associated with the types of work detailed on this drawing, note the following significant residual risks	
Construction	None
Maintenance/Cleaning	None
Use	None
Decommissioning/Demolishing	None

**Southend-on-Sea Borough Council**  
 Department for Place  
 PO Box 5560, Civic Centre  
 Victoria Avenue, Southend on Sea,  
 SS2 6ZQ

Quality Project No. :  
 Project Title  
**A127 The Bell Junction Improvement**

Drawing Title  
**Constraints Plan**

Drawn	Date	Scale
NH	20/07/17	@ A1
Checked	Date	<b>NTS</b>
Review	Date	
Approved	Date	

Drawing Status	
Preliminary	<input checked="" type="checkbox"/> Construction
Tender	<input type="checkbox"/> As Constructed

Drawing Number  
**SBCC10699-103/SBC/BL/C/001**

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# A127 The Bell Junction Improvement Options for Consultation



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Section 2	Highway Options
Section 3	Footbridge Options
Section 4	The preferred Scheme
Section 5	Have Your Say
Section 6	Traffic and Pedestrian Flows



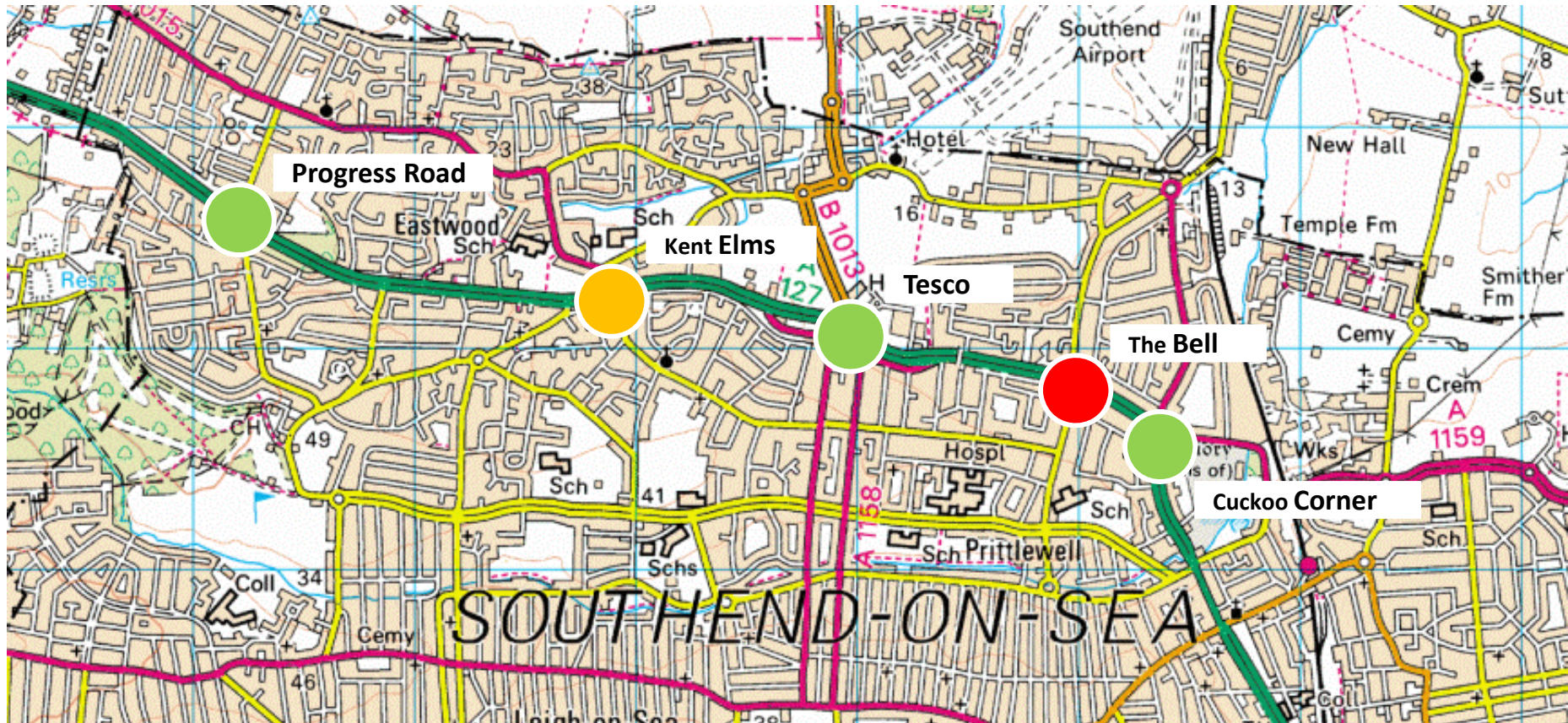


## Section 1 – Why?





# A127 Corridor



The A127 has undergone a number of improvements at strategic junctions starting with Progress Road and Cuckoo Corner in 2010/11, Tesco Roundabout in 2014/15, with Kent Elms nearing completion and The Bell to be complete prior to 2020/21.

Those schemes that have been completed to date have improved the performance at each of the junctions and have contributed to an improved A127 corridor. The Bell scheme will also manage traffic better and contribute to improved air quality.

# Why Improve The Bell Junction

The Southend Local Transport Plan and the South East Local Enterprise Partnership Strategic Economic Plan identify the A127 as a key corridor for growth.

The growth of London Southend Airport (LSA) and the planned new Airport Business Parks (as part of the Joint Area Action Plan (JAAP) with Rochford) will prove attractive to a wide range of global companies and offer capacity for at least 4,200 additional jobs up to 2021 and a further 3,180 after 2021.

Additional housing in Southend and Rochford will also put further demands on the highway network.

To enable this growth, the A127 requires substantial improvement and higher levels of maintenance. The Southend and Essex A127 Corridor for Growth Economic Plan sets out the rationale and supporting evidence in detail. The Southend element includes Highway and Bridge maintenance, together with the A127 Kent Elms and A127 The Bell Junction improvements. With Kent Elms junction nearing completion, we are now focusing on improvements at The Bell Junction.

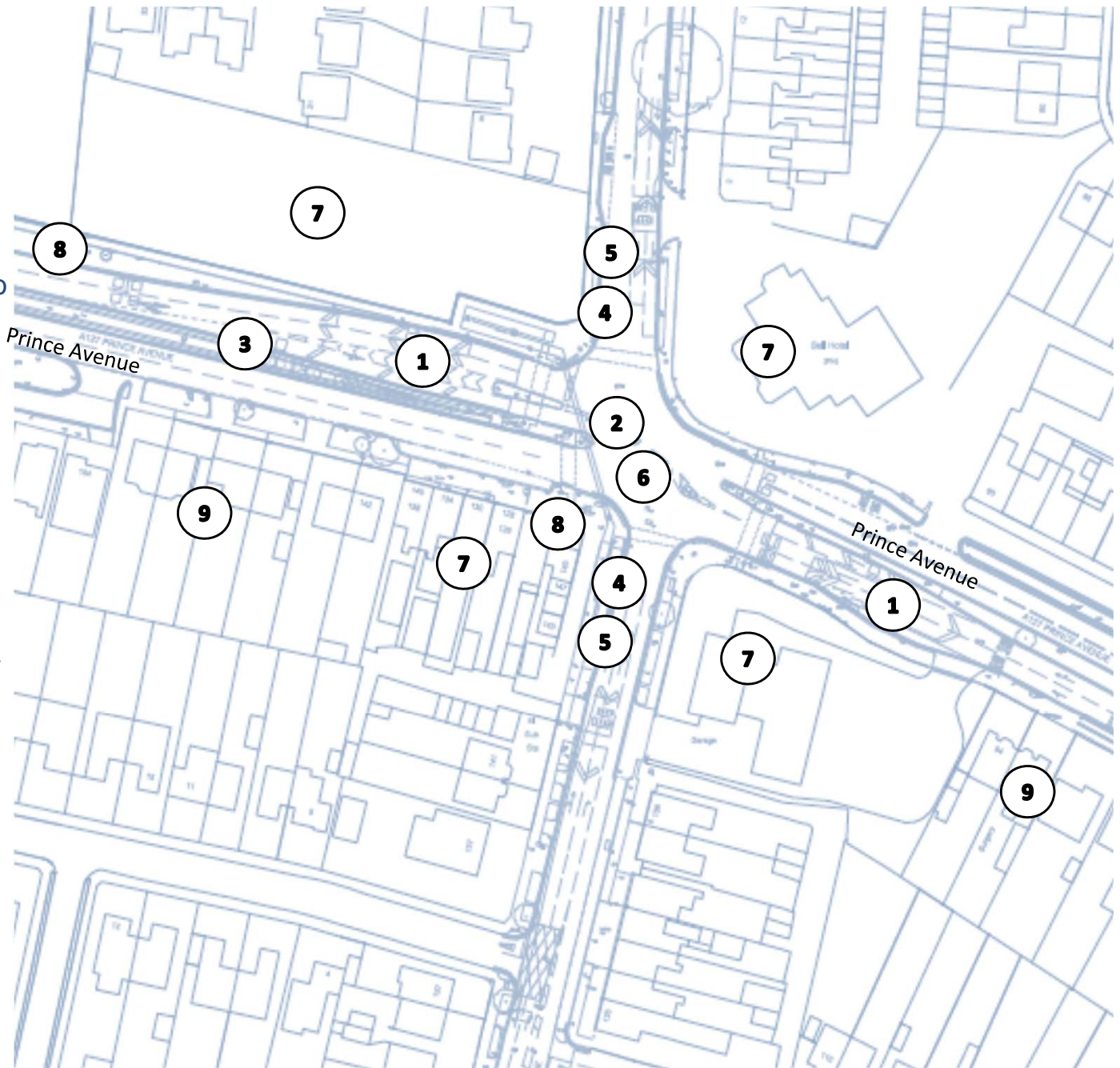
£4.3m funding to support improvements at The Bell junction is being sought from the Local Growth Fund via the South East Local Enterprise Partnership . The Council is also looking to make a £0.72m contribution. Both contributions are subject to us being able to demonstrate value for money for the scheme.



# The Bell Junction - Constraints

## Constraints

1. Congestion is experienced at both AM and PM peak periods in both directions on the A127 and side roads.
2. The traffic lights currently operate at a cycle time of 140 seconds, increasing vehicle waiting times at the junction.
3. Traffic queues on the eastbound A127 to turn right onto Hoblethick Lane, interrupting the flow of traffic on the main carriageway.
4. There are no formal pedestrian crossings on the side streets.
5. Right turn movements from Hoblethick Lane and Rochford Road are delayed due to the current operation of the junction.
6. The junction is within an area of poor air quality. Any new junction layout must reduce queuing to improve air quality.
7. The road is constrained by land outside the ownership of Southend Council.
8. There are many utility pipes and cables under the road that need to be moved.
9. We need to maintain access to neighbouring properties.
10. We must deliver on budget and on time.

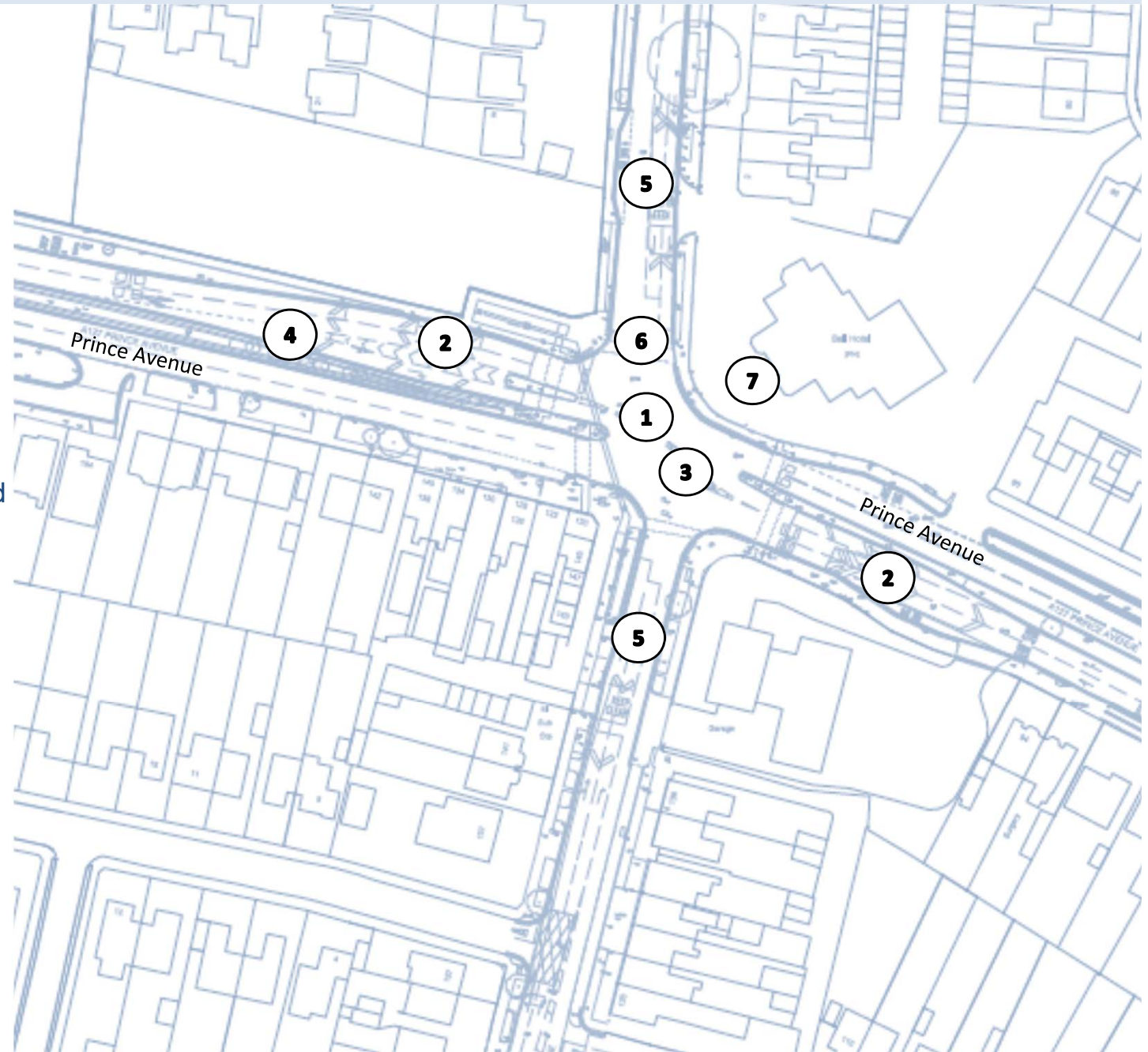




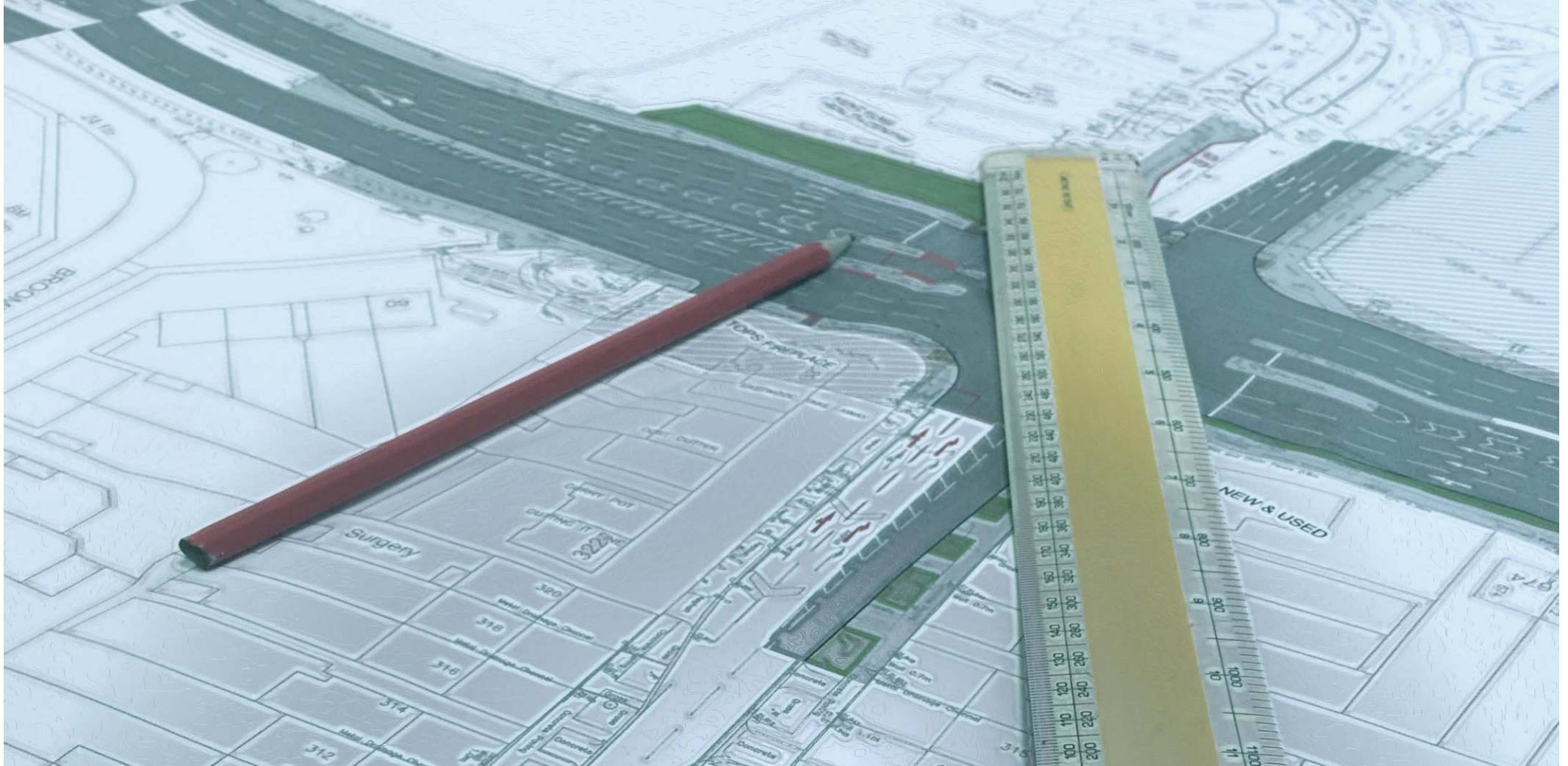
# The Bell Junction - Scheme Objectives

## Objectives

1. Enable the junction to manage greater volumes of traffic.
2. Reduce the vehicle waiting time at traffic lights to improve the flow of traffic.
3. Improve journey time reliability.
4. Increase capacity of the right turn lane from A127 Prince Avenue to reduce congestion.
5. Improve the performance of both Hoblethick Lane and Rochford Road to reduce delays.
6. Create more, safer crossings.
7. Improve air quality at the junction.







## Section 2 – Highway Options









# Highway Option 1



- Key**
- Area of Carriageway
  - Area of Footway
  - Area of potential Landscaping

# Highway Option 1

Option 1 has been designed with the intention of maximising some of the objectives of the scheme and should be read in conjunction with the footbridge layouts (see later section).

Option 1 addresses the issue of congestion caused by vehicles queuing to turn right from the A127 onto Holeythick Lane. To overcome the queuing traffic spilling back into lane 2 of the Southend bound A127, additional capacity has been provided by extending the right-turn lane by 90m, which will accommodate an additional 15 vehicles. This will reduce the likelihood of vehicles blocking lane 2, which in turn will mean more vehicles will be able to cross over the junction at each green light.

Our traffic surveys show that very few vehicles turn right from the A127 onto Rochford Road. Option 1 bans this right-turn. By doing so, we can reduce the time that vehicles spend waiting at a red light when going straight ahead at the junction.

By removing the right-turn lane, we can also improve the pedestrian island on the eastern arm of the junction. The space previously allocated to carriageway can be used to provide greater space for pedestrians using the crossing facilities.

## Benefits

1. Increased capacity on the right turn lane onto Holeythick Lane to reduce queuing traffic spilling onto lane 2.
2. Removal of right-turn lane onto Rochford Road allows us to improve pedestrian facilities.

## Constraints

- Removal of the right-turn lane onto Rochford Road means traffic will need to divert around the local network.
- This option provides only limited improvement to the amount of time vehicles queue at the traffic lights on Rochford Road and Holeythick Lane.

# Highway Option 2 – Preferred Option





# Highway Option 2 – Preferred Option

Option 2 has been designed with the intention of maximising most of the objectives of the scheme and should be read in conjunction with the footbridge layouts (see later section).

This option builds on the improvements of Option 1. This option includes the improvements to the right-turn filter lane from the A127 onto Hogleythick Lane and the removal of the right-turn lane from the A127 onto Rochford Road. However, in addition, it provides a dedicated left-turn slip road from the A127 eastbound carriageway onto Rochford Road.

Including a new dedicated left-turn lane from the A127 eastbound carriageway onto Rochford Road reduces the impact of vehicles turning left at the junction. As vehicles make this manoeuvre, they often slow down, as the corner is so tight and swing into lane 2. When HGVs turn left here, this often results in them blocking the progress of vehicles going straight ahead at the junction.

The new left-turn slip road will remove this conflict. This new lane will have give-way lines as it merges with Rochford Road. The traffic lights at the junction will allow a reasonably unobstructed flow onto Rochford Road.

This option also provides a new crossing facility on Rochford Road. The lights at the pedestrian crossing will work within the operation of traffic lights, so they will indicate when it is safe to cross, rather than simply stopping the traffic.

The footbridge will need to be removed to accommodate this option as the existing footbridge supports would otherwise encroach on the proposed road layout.

## Benefits

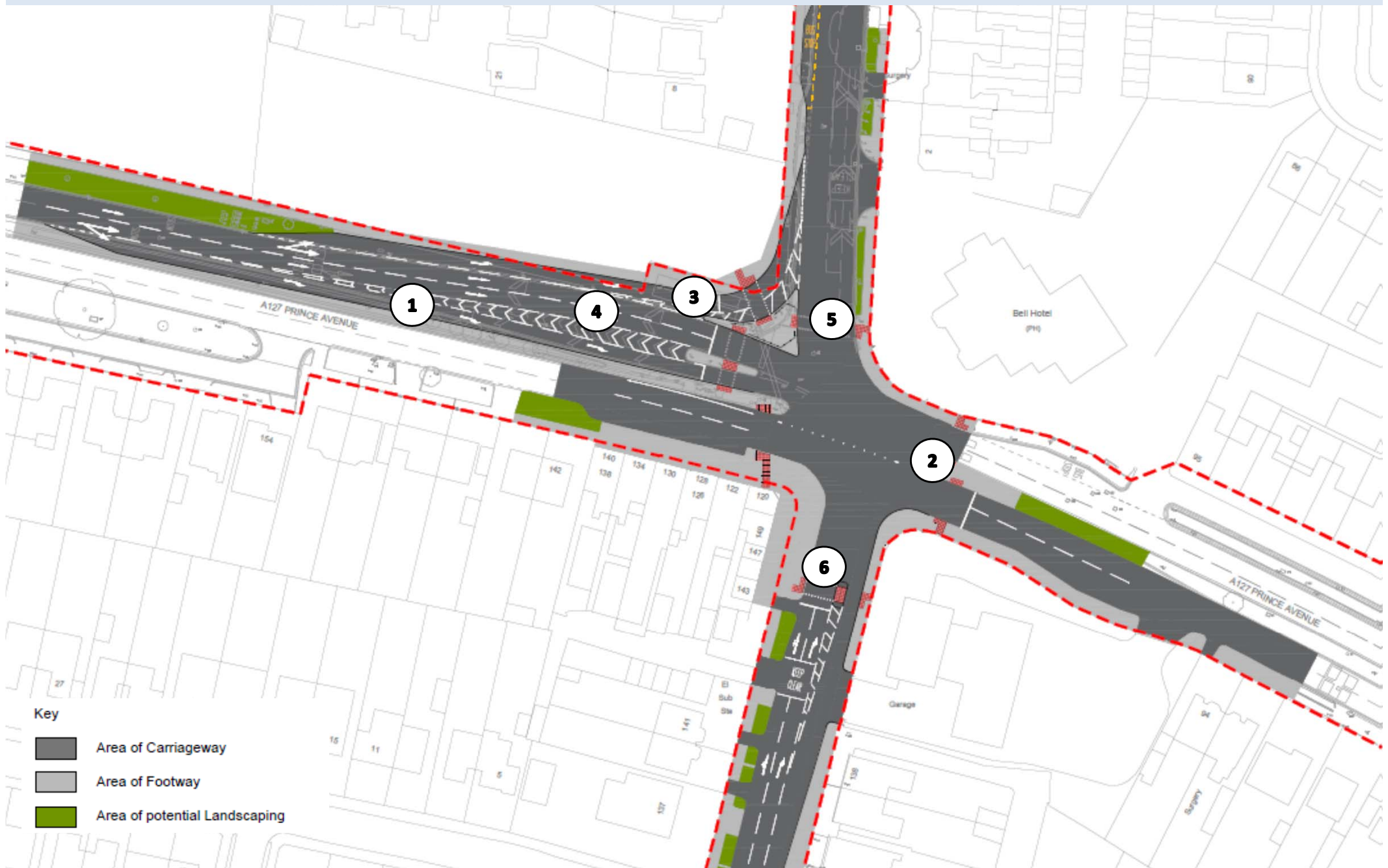
1. Increased capacity on the right-turn lane onto Hogleythick Lane to reduce queuing traffic spilling onto lane 2.
2. Removal of right-turn lane onto Rochford Road allows for improved pedestrian facilities.
3. Provision of left-turn facility to remove the conflict of left turning traffic with traffic going straight ahead.
4. Improved junction performance for traffic going straight ahead.
5. Additional pedestrian crossing facility on Rochford Road.

## Constraints

- Removal of the right-turn lane onto Rochford Road will require traffic to divert around the local network.
- Open space to the northwest is required to facilitate the scheme.
- Underground pipes and cables will need to be moved to accommodate the left-turn lane.



# Highway Option 3



- Key**
- Area of Carriageway
  - Area of Footway
  - Area of potential Landscaping

# Highway Option 3

Option 3 has been designed with the intention of maximising the objectives of the scheme and should be read in conjunction with the footbridge layouts (see later section).

Option 3 provides the greatest number of improvements at the junction of the three options. This option provides the same benefits as option 1 and 2, (extending the right-turn lane onto Hoblethick Lane, banning the right-turn onto Rochford Road, providing a dedicated left-turn lane onto Rochford Road and improved pedestrian facilities on Rochford Road). However, it also includes a pedestrian crossing on Hoblethick Lane.

We have considered a crossing that allows pedestrians to cross the whole of Hoblethick Lane in one movement. However, this would mean that we would have to introduce an “all-red” phase in the traffic lights, meaning every approach to the junction would be stationary at the same time. This would reduce the performance of the junction and could reduce the improvements to air quality.

For this reason, this option would see pedestrians crossing Hoblethick Lane in two stages, with a central island provided as a safe waiting area. This removes the need for an “all-red” phase.

This means the road will need to be widened. The northbound traffic stop line will also be moved south to accommodate the pedestrian crossing and vehicle turning movements.

The existing footbridge will need to be removed as in Option 2.

## Benefits

1. Increased capacity on the right-turn lane onto Hoblethick Lane to reduce queuing traffic spilling onto lane 2.
2. Removal of right-turn lane onto Rochford Road allows for improved pedestrian facilities.
3. Provision of left-turn facility to remove the conflict of left turning traffic with traffic going straight ahead.
4. Improved junction performance for traffic going straight ahead.
5. Additional pedestrian crossing facility on Rochford Road.
6. Additional pedestrian crossing facility on Hoblethick Lane.

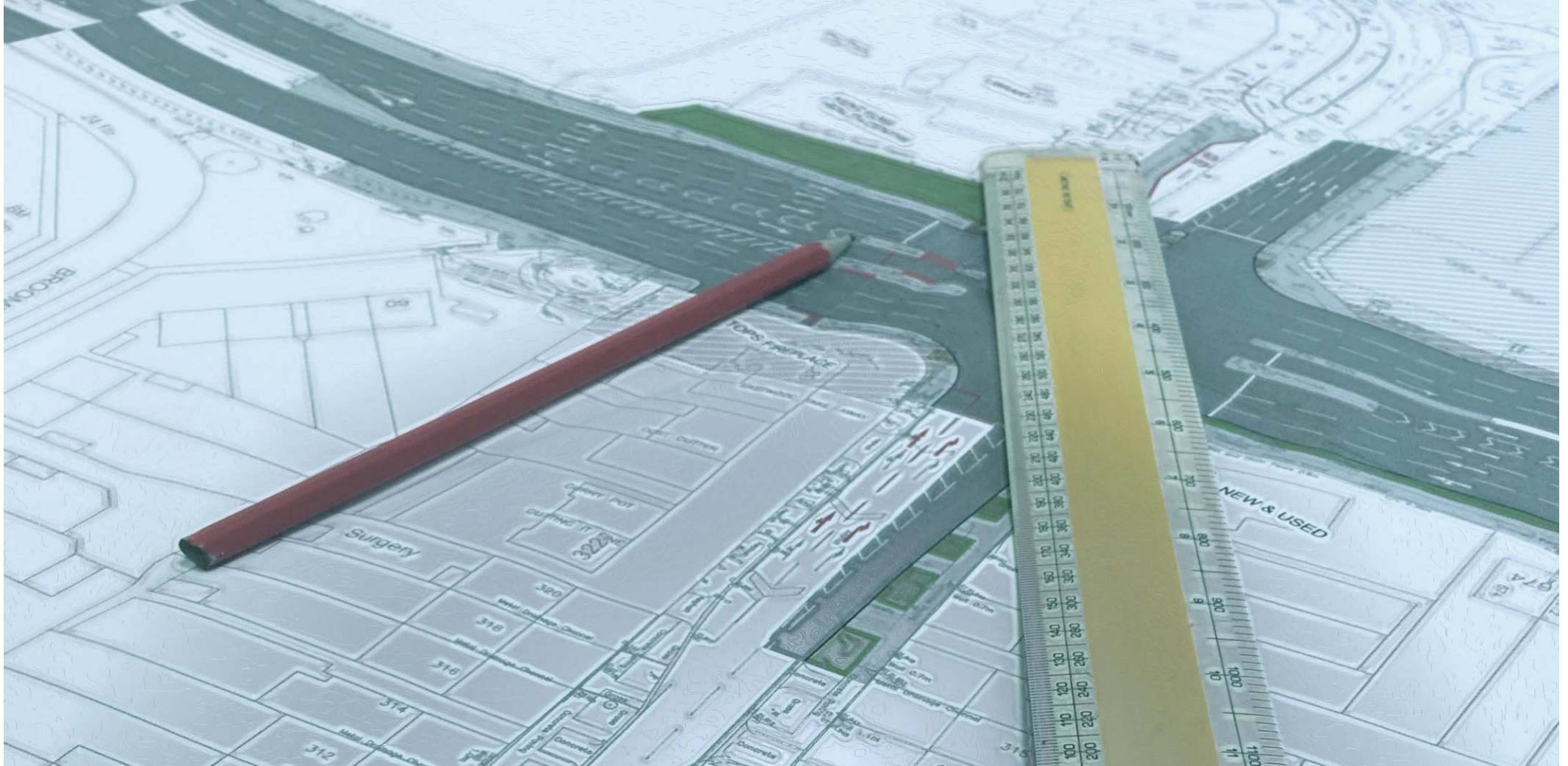
## Constraints

- Removal of the right-turn lane onto Rochford Road will require traffic to divert around the local network.
- Open space to the northwest is required to facilitate the scheme.
- Underground pipes and cables will need to be moved to accommodate the left-turn lane and the widening of Hoblethick Lane.

# Highway Options Summary

	Highway Option 1	Highway Option 2 – Preferred Option	Highway Option 3
Junction Performance	<p>AM PEAK - higher volumes of traffic than option 2 but less than option 3, with the longest queue lengths of the three options, and also the longest delay.</p> <p>PM PEAK - Lowest volume of traffic passing through the junction, with the longest queue lengths of the three options and also the longest delay.</p>	<p>AM PEAK - Lowest volume of traffic, with reduced queue lengths compared to option 1 with marginally shorter delays than option 1.</p> <p>PM PEAK – higher volumes of traffic than option 1, with reduced queue lengths compared to option 3, with marginally shorter delays than option 1.</p>	<p>AM PEAK - highest volume of traffic through the junction, with marginally reduced queue lengths over option 1 and 2, with marginally shorter delays than option 1 and 2.</p> <p>PM PEAK - higher traffic volume than option 1 and 2, with reduced queue lengths over options 1 and 2, with shorter delays than option 1 and 2.</p>
Network Performance	<p>AM PEAK - Performs slightly better than both option 2 and 3 in all of the metrics.</p> <p>PM PEAK -Performs slightly worse than both options 2 and 3 in all the metrics.</p>	<p>AM PEAK - Performs very similarly to option 3 within the metrics.</p> <p>PM PEAK - performs better than both option 1 and 3 in the majority of the metrics.</p>	<p>AM PEAK - Performs very similarly to option 2 within the metrics</p> <p>PM PEAK - performs better than option 1 but worse than option 2 in the majority of the metrics.</p>
Pedestrians	<p>Improved pedestrian facilities on the eastern arm of the junction.</p>	<p>Improved crossing on the eastern arm of the junction and new crossing provisions on Rochford Road. Left turn lane will have an increased journey time for pedestrians.</p>	<p>Improved crossing on the eastern arm of the junction, new crossing provisions on Rochford Road and Hoblethick Lane. Left turn lane will have an increased journey time for pedestrians. Crossing on Hoblethick Lane will have an impact on junction performance.</p>
Land	<p>No additional land is required</p>	<p>Public Open Space to the north west of the junction required</p>	<p>Public Open Space to the north west of the junction required</p>
Utility Companies	<p>Limited diversions required in Central Reservation.</p>	<p>Diversions required to the north west corner and south west corner of the junction.</p>	<p>Diversions required to the north west corner and south west corner of the junction; and along the eastern verge of Hoblethick Lane.</p>
Current Estimated Cost (Excl. Footbridge)	<p>£2.061M</p>	<p>£4.401M</p>	<p>£6.405M</p>





## Section 3 – Footbridge Options



# Footbridge Layout 1 – NOT VIABLE

Highways Options 2 and 3 require the footbridge to be removed.

This layout shows how a footbridge that meets the preferred disability access standards (ramps with a gradient of 1:20) would look. The dashed red line shows the extent of the highway boundary. As you can see, this layout would require us to greatly encroach on land outside the highway boundary.

This layout would result in ramps that are approximately 139m in length on both sides of the junction. Due to available space, the configuration on the southern side of the junction will require the ramp to wrap around itself occupying land that is outside the highway boundary. This would have a severe visual impact on the adjacent properties and businesses, restricting their view.

In order to accommodate the ramps on the northern side, a considerable amount of land would be required from the area of public open space.

The provision of a new pedestrian footbridge that meets the recommended design criteria to ensure it is compliant with the Equality Act at the junction is currently estimated to be in the region of £3.06M and would have a significantly larger footprint than the existing footbridge. The footprint would also be outside the highway boundary on both the northern and southern side of the junction and would therefore require additional land.

For these reasons, this layout is not viable.





# Footbridge Layout 2 – NOT VIABLE

Highways Options 2 and 3 require the footbridge to be removed.

This layout shows how a footbridge that meets the minimum disability access standards (ramps with a gradient of 1:12) would look. The dashed red line shows the extent of the highway boundary. As you can see, this layout would still require us to greatly encroach on land outside the highway boundary.

This layout would result in ramps that are approximately 80m in length on both sides of the junction. Due to available space, the configuration on the southern side of the junction will require the ramp to wrap around itself occupying land that is outside the highway boundary. This would have a less severe visual impact (than Layout 1) on the adjacent properties and businesses, restricting their view.

In order to accommodate the ramps on the northern side, land would still be required from the area of public open space.

The current estimated cost of building this footbridge would be in the region of £2.13M and would have a significantly larger footprint than the existing footbridge. The footprint would also be outside the highway boundary on both the northern and southern side of the junction and would therefore require additional land.

For these reasons, this layout is not viable.





# Footbridge with Steps Only

This option provides a replacement footbridge with a flight of steps at each end only. The structure, therefore, does not provide a route for wheelchair users or those with mobility impairments. Users who are unable to use the footbridge will need to cross via the pedestrian crossings on the road.

This footbridge option still requires land from public open space to the north, but the steps on the southern side would be contained within the same footprint as the existing footbridge, and therefore offers less impact to the adjacent shops and residential properties than the two layouts we consider to be unviable.

Costs associated with this structure are currently estimated to be in the region of £0.759M



# No Footbridge

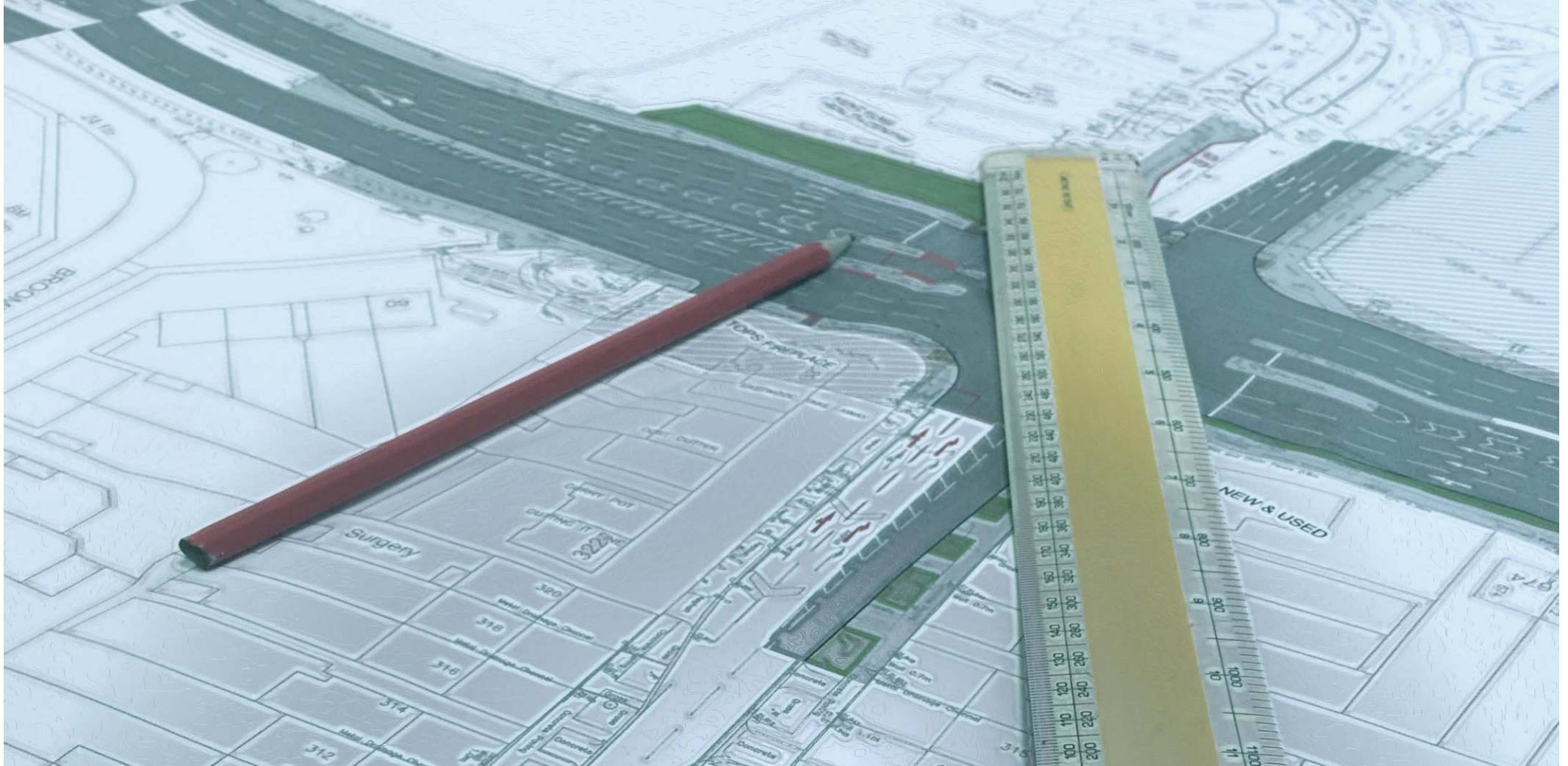
An alternative arrangement would be not to provide a footbridge, with all users using the improved pedestrian crossings on the road.



# Footbridge Summary

	Layout 1 – NOT VIABLE	Layout 2 – NOT VIABLE	Footbridge with Steps Only	No Footbridge
Equality Act Compliance	Meets the recommended design criteria.	Meets the minimum recommended design criteria.	Is not compliant as no ramps are provided.	N/A
Accessibility	Those pedestrians using the ramps will be required to travel 315m across the structure.	Those pedestrians using the ramps will be required to travel 245m across the structure.	No ramps available access only possible via steps.	Crossing of carriageway via surface crossing only.
Visual Intrusion	Has a significant impact on the properties on the southern side of the junction.	Impact is slightly lessened due to the reduced size of the bridge.	No change in impact as the footprint of the bridge remains the same as existing.	None.
Land	Land will be required on both the southern and the northern side of the junction from residents and businesses as well as the public open space to the north.	Land will be required on both the southern and the northern side of the junction from residents and businesses as well as the public open space to the north.	Land will be required from the public open space to the north.	No land required.
Utility Companies	Significant diversions required on the southern and northern side.	Significant diversions required on the southern and northern side.	Diversions required on the southern side.	None.
Current Estimated Cost	£3.06M	£2.13M	£0.76M	N/A





## Section 4 – The Preferred Scheme



# The Preferred Scheme

## **Highway Option**

Highway Option 2 is the recommended scheme option. This option maximises the junction improvement, supporting the continued growth of the town, including London Southend Airport and the Airport Business Parks and improving access to pedestrians, local businesses and local schools.

The design will be developed further during the detailed design process.

## **Footbridge Option**

The choice as to whether a new footbridge is installed at the junction should be based on both technical highway standards, local conditions and public consultation.





## Section 5 – Have Your Say





# Have Your Say

Having taken into account the existing conditions, the nature of the problems at the junction and the needs and plans for the area, the Council is proposing a scheme which best fits the objectives and balances the need of road users, the community, the environment and businesses.

Through this consultation, the Council is inviting you to provide your views and comments on the proposals. Your views will be taken into consideration before a final decision is made.

Please consider all of the options detailed in this document and give us your feedback by completing the questionnaire, which you can find by visiting [www.bettersouthend.co.uk](http://www.bettersouthend.co.uk) and following the link to “The Bell”.

Paper copies are available on request by emailing [bettersouthend@southend.gov.uk](mailto:bettersouthend@southend.gov.uk) or calling 01702 215408.

If you would like this information in another language or format, please contact [bettersouthend@southend.gov.uk](mailto:bettersouthend@southend.gov.uk) or call us on 01702 215408.



# Current Vehicle Traffic Flows

## Existing

The A127 corridor currently experiences high volumes of traffic which in turn generates significant queue lengths, which has an impact on the delay times. Traffic figures for the A127 over a 12 hour period in 2016, and peaks, are shown in the diagrams.

## Prince Avenue

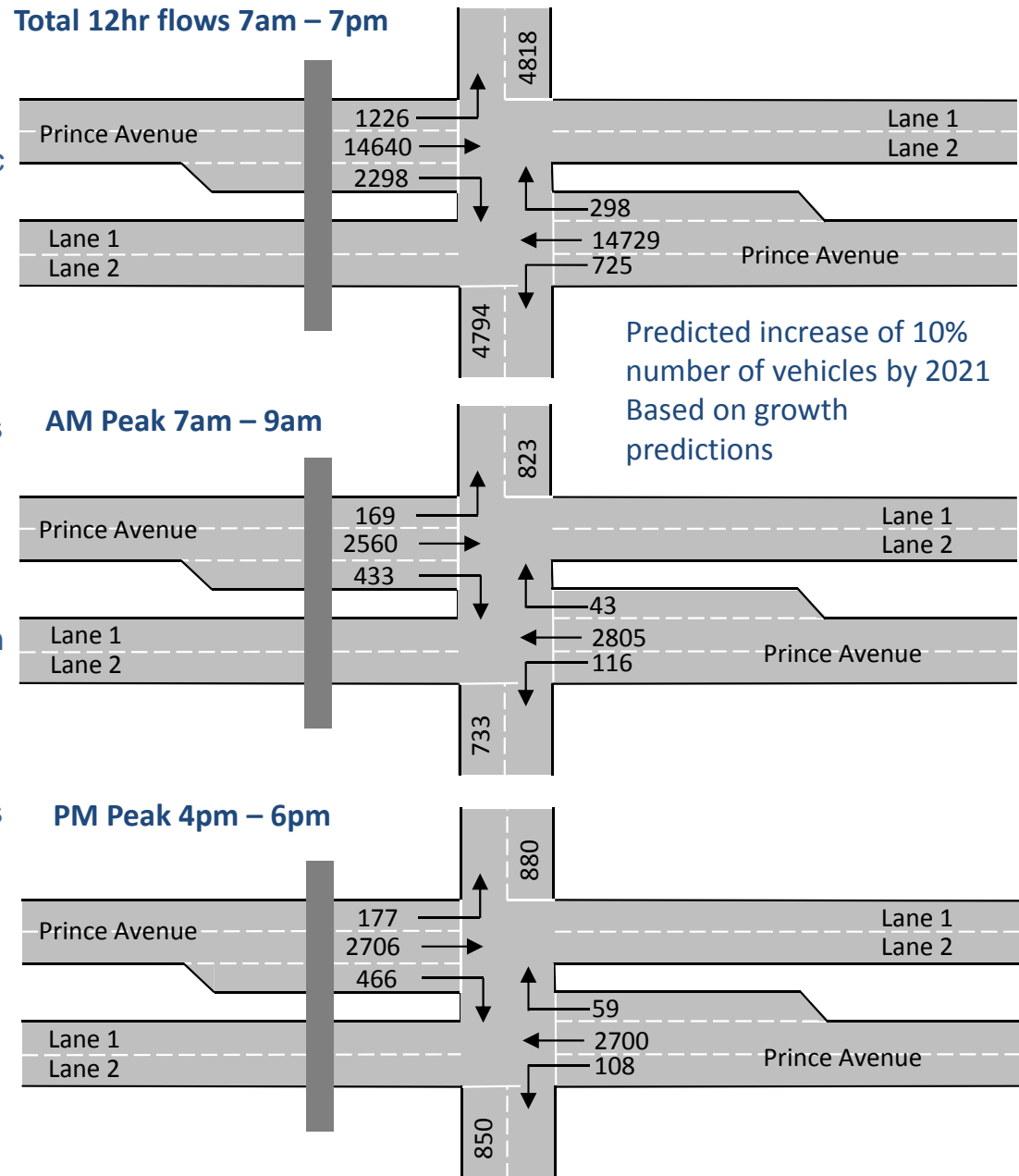
The volume of eastbound right turning traffic from Prince Avenue is significant in number and due to the effective queue length of the right turn lane, traffic spills into lane 2 which obstructs the traffic passing through the junction.

Left turning traffic from Prince Avenue into Rochford Road is reasonable in volume, however it does have a significant impact on the throughput by slowing traffic in lane 1.

The volume of traffic westbound is not specifically interrupted by the turning movements at the junction, but like the eastbound direction, the number of vehicles passing through results in the saturation of the junction at peak times, this leads to queuing through the junction.

## Hobleythick Lane and Rochford Road

Whilst these two arms run independently the volume of traffic around the junction limits the time available for these roads.





# Pedestrian Movements

There are three peaks during the weekday, 08:00-09:00, 13:00-14:00 and 15:00-16:00. At the weekend the pattern is different when pedestrian flows tend to stay the same level between 10:00-14:00.

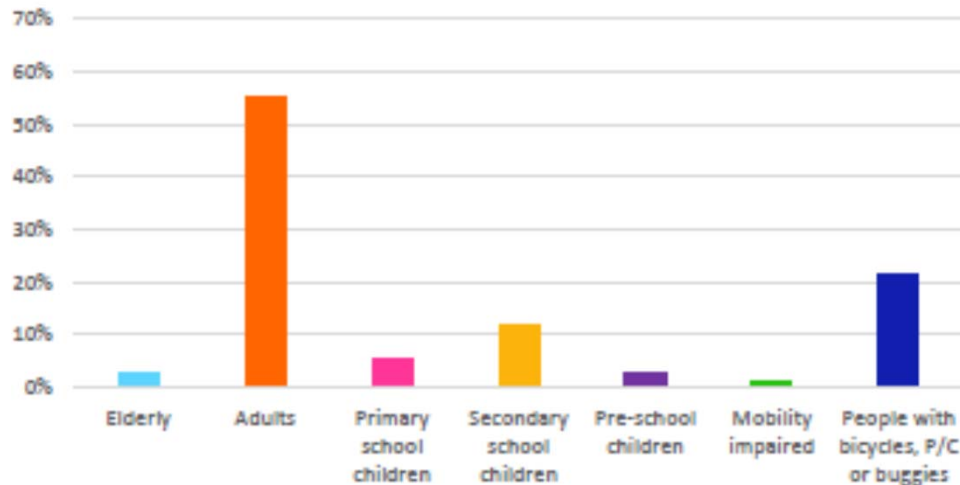
Weekday - Adults form the majority of all categories observed with more than 50% of all users, followed by people with bicycles/buggies (22%) and students with 20%.

Weekend – Adults are the majority with almost 65% of all users, followed by people with bicycles/buggies (21%). Naturally the number of school children is low at 7%.

The east to west movement at the junction is not very strong, neither during the peak hour or during other hours of the day.

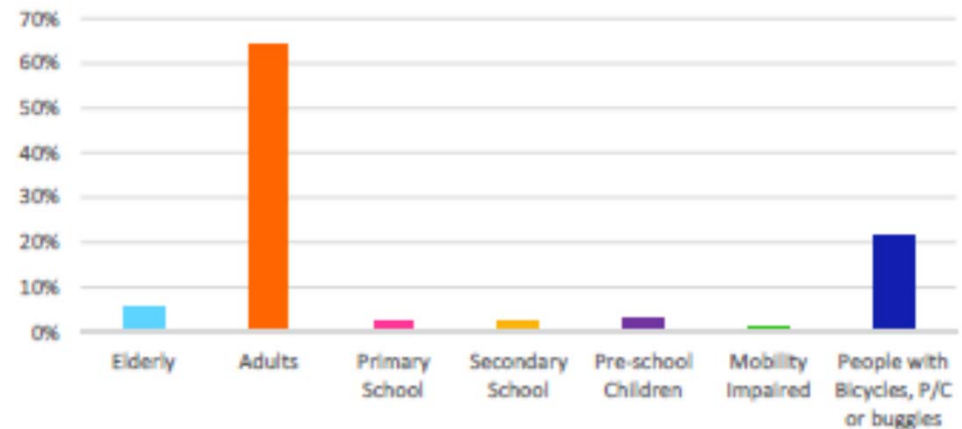
The north/south movement, the footways on Hogleythick Land and Rochford Road are almost double during the peak hour relative to the average. This is the same for the eastern and western crossings, the footbridge is mainly used during the peak hour and therefore is an important link for those walking north/south at the junction.

Percentage distribution according to categories  
All locations



Weekday — Pedestrian Distribution

Percentage distribution according to categories - All Locations



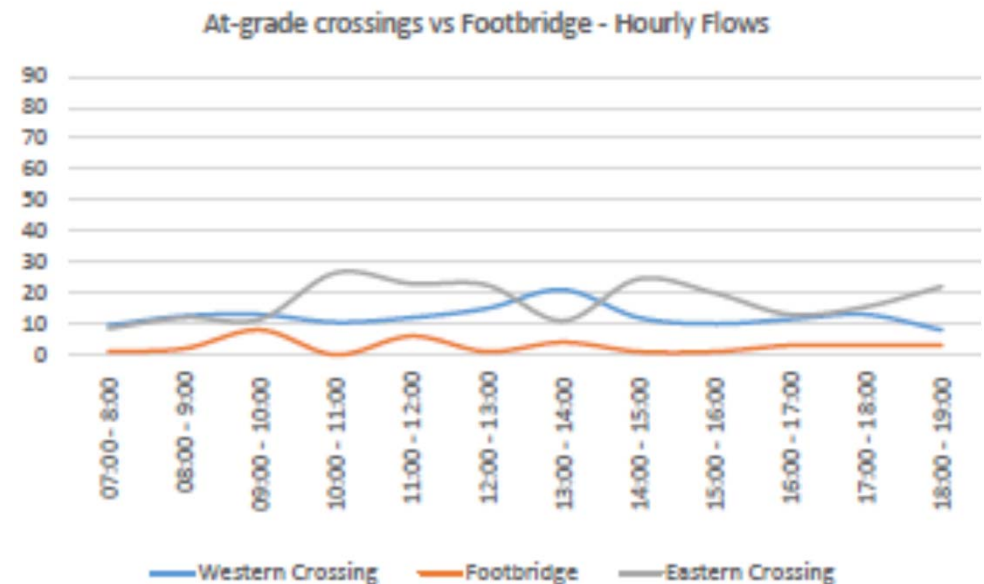
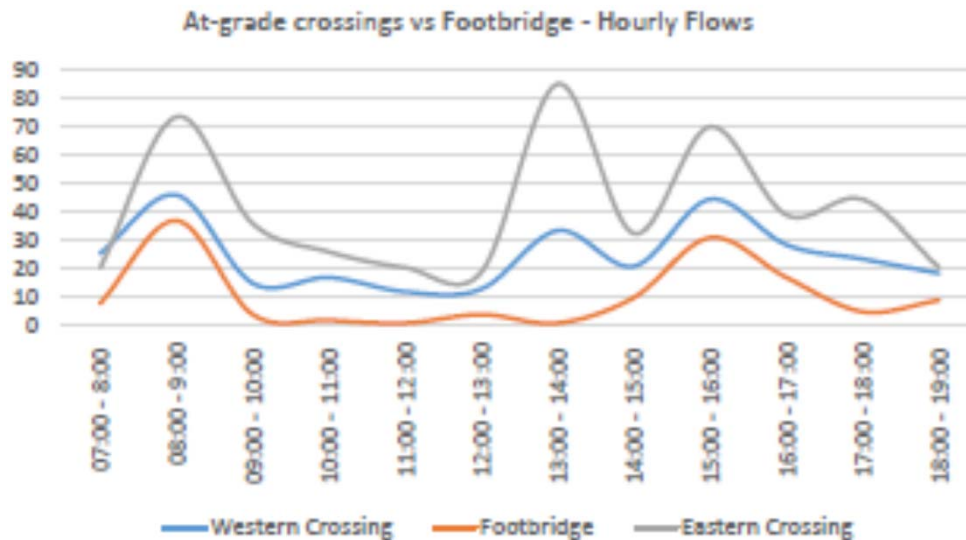
Weekend — Pedestrian Distribution

# Pedestrian Movements

Weekday – the eastern crossing is the busiest location (42pph) compared to the footbridge (11pph) and the western crossing (25pph). The balance of pedestrians is even on the eastern and western side of the crossing, however the western at grade crossing sees almost twice as many people use it when compared to the footbridge. This trend does change in the morning and afternoon peak when a higher percentage use the footbridge, this increase is formed by students and young children with parents.

At the weekend the flows along the footbridge (3pph) are very low. Once again the eastern crossing (18pph) is the busiest location followed by the western crossing (12pph).

The percentage distribution is similar to the weekday, apart from the students, or young adults, who do not use the junction at the weekend.



Weekday — Crossing Distribution

Weekend — Crossing Distribution





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# The Bell Questionnaire

## Junction Highways Improvements

Southend-on-Sea Borough Council



## The Bell - Junction Improvement Highway Options

Southend on Sea Borough Council is consulting on improvements to the junction at The Bell and how it can be developed to improve both the movement of vehicles through the junction and the experience of pedestrians crossing the junction.

Several options have been developed. Details of these options can be found [www.bettersouthend.co.uk](http://www.bettersouthend.co.uk).

This questionnaire seeks your views on these options and your preferences for what should happen at the Bell junction.

Public drop in consultation event are planned for

- **17th July - Prince Avenue School - between 3pm - 8pm**
- **18th July - Earls Hall School - between 3pm & 8pm**

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This section considers the options for the highway at the Bell junction. It does not include questions about the pedestrian footbridge; those are in the following section.

Please make sure you have looked at the document '**A127 THE BELL JUNCTION IMPROVEMENT OPTIONS FOR CONSULTATION**' before answering the following questions.

If you have not seen this document, you can download it from or request a hard copy from [www.bettersouthend.com](http://www.bettersouthend.com) [bettersouthend@southend.gov.uk](mailto:bettersouthend@southend.gov.uk) or by calling 01702 215003

### 1: Have you read the document A127 The Bell Junction Improvement Options for Consultation?

*Please tick one option only*

Yes

No

If you answered "No" to question 1 then you have finished the questionnaire

### 2: Of the Highways Options considered in the consultation document, which do you favour?

**Highways Option 1** - Extended right hand turn lane into Hopleythick Lane only

**Highways Option 2** - Extended right hand lane and new dedicated left turn onto Rochford Road and Formal Pedestrian crossing on Rochford Road

**Highways Option 3** - As Option 2 but with new crossing on Hopleythick Lane

None of the above

## 2.1: Please Specify

### 3: Please tell us the reasons for your answer to question 2. *Please tick all that apply.*

I think it is important to maximise the operation of the junction

I think it is important to improve the junction but to minimise impact on land and adjacent properties

I think that in the future the junction will need to be capable of handling much more traffic than it does now

I think the junction improvements should avoid impacting on local businesses and residents, even if it means the junction does not work as efficiently

I don't know

I think no work is necessary at the junction

Other

### 3.1 Please state

## The Pedestrian Footbridge

This section is about the pedestrian footbridge at The Bell junction. Highway Option 2 & 3 require the existing footbridge to be either removed or replaced. Modern standards for disabled access specify that the new bridge would include a ramp with a gradual incline. However, because there is only limited land available at the junction, it is not possible to fit in a new footbridge that meets modern standards for accessibility. Therefore, we are only proposing the two following footbridge options.

### 4: What option do you prefer for a pedestrian footbridge at The Bell junction?

*Please tick one option only*

A new footbridge with steps but no ramps at an estimated cost of £0.759m

No footbridge - all pedestrians use the pedestrian crossing on the road

I don't know

### 5: Please tell us the reasons for your answer to question 4.

*Please tick all that apply*

I think this is the safest option

I think this will meet most people's needs

I think this will minimise impact on land and adjacent properties whilst at the same time allowing everyone to cross the road in at least one way

I think this would meet my needs best

I don't know

Other

#### 5.1: Please state

## Anything else?

In this section you can tell us anything else about the options presented in the consultation document. Please limit your responses to the options in the **A127 THE BELL JUNCTION IMPROVEMENT OPTION for consultation** document. To tell us about other issues or projects please email [BetterSouthend@southend.gov.uk](mailto:BetterSouthend@southend.gov.uk)

### 6: Is there anything else you would like to tell us about the options presented in the consultation document?

*Please tick one option only*

Yes

No

#### 6.1 Please tell us



**7: How do you use The Bell junction?**

*Please tick all that apply*

I drive through the junction

I cycle through the junction

I walk through the junction

I walk through the junction and usually have a pram or pushchair with me

I travel through the junction by bus

I travel through the junction using a mobility scooter or wheelchair

I travel through the junction in another way

**8.1: Please specify**

**9: What are your main reasons for making a journey through the The Bell junction?**

*Please tick all that apply*

My journey is mainly related to:

School

Work

Shopping

Leisure

Other:

**9.1 Please state**

## About you

Thank you for sharing your thoughts about the The Bell junction. Finally, it would be really helpful to find out a bit more about you and how you use the junction at the moment.

### 7: What is your gender?

*Please tick one option only*

Male  Female  I describe myself in another way  Prefer not to say

### 8: Please state your ethnicity

*Please tick one option only*

White British or Irish	<input type="checkbox"/>	White Eastern European	<input type="checkbox"/>
White Other	<input type="checkbox"/>	Black British	<input type="checkbox"/>
Black Caribbean	<input type="checkbox"/>	Black African	<input type="checkbox"/>
Mixed White & Caribbean	<input type="checkbox"/>	Mixed White & African	<input type="checkbox"/>
Mixed White & Asian	<input type="checkbox"/>	British Asian	<input type="checkbox"/>
Indian	<input type="checkbox"/>	Bangladeshi	<input type="checkbox"/>
Pakistani	<input type="checkbox"/>	Other Asian	<input type="checkbox"/>
Chinese	<input type="checkbox"/>	Other	<input type="checkbox"/>
Would rather not answer	<input type="checkbox"/>		

### 9: Do you consider yourself as a person who has a disability of any kind?

*Please tick one option only*

No

Yes, affecting hearing  Yes, a learning disability  Yes, another form of disability

Yes, affecting mobility  Yes, affecting vision  Yes, mental ill-health

#### 9.1: Please specify

### 10: Are you responsible for caring for someone? i.e. a dependant adult or relative, disabled child or friend or neighbour, who is frail, has a long term illness or disability?

*Please tick one option only*

Yes  No

**11. Whereabouts do you live? Please tell us your postcode**

If you would like us to provide further feedback on this consultation please provide your contact details?

**Name**

**Organisation**

**Address**

**Email**

**Please return to us by 5pm 9th September 2018.**

**Please fold the completed form in half, seal and pop into the nearest postbox.**

**Thank you for your feedback.**

The results of this survey will be published by September 2018 and will be available from BetterSouthend@southend.gov.uk or by request by calling 01702 215408

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**Data Protection Act 2018 & General Data Protection Regulation (GDPR)**

Southend-on-Sea Borough Council will handle and process any personal data collected in accordance with applicable data protection laws and regulations including the GDPR and the Data Protection Act (2018). We will only use personal information you supply to us for the reason that you provided it for and will only hold your information for as long as necessary to fulfil that purpose or under a legal requirement. Your information will be held by Southend-on-Sea Borough Council & will be shared with internal departments in accordance with the relevant Data Protection legislation. We will take all steps necessary to protect your personal data from unauthorised or accidental loss. We will not share your information with any other organisation or individuals, unless there is a legal obligation for us to do so. Where possible the data collected on this form will be anonymised and this data may be used in reports which could be shared with other Council departments. All employees and contractors who have access to your personal data or are associated with the handling of that data are obligated to respect your confidentiality. Once the information is no longer required for the purpose it was collected for, it will be deleted in line with the Councils Document Retention and Disposal Guidance. To see the full Southend on Sea Borough Council Privacy Notice please visit [http://www.southend.gov.uk/downloads/file/5542/privacy\\_notice\\_may\\_2018](http://www.southend.gov.uk/downloads/file/5542/privacy_notice_may_2018)

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Southend-on-Sea Borough Council  
Civic Centre  
Victoria Avenue  
Southend-on-Sea  
SS2 6FA

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## A127 The Bell Junction Improvement- Options Appraisal

### A127 The Bell Junction Improvement Options Appraisal

#### 1. Introduction

The purpose of this Technical Note is to establish the available options relating to the highway improvements at the A127 The Bell.

#### 2. Option 1

This options provides an extension to the existing A127 eastbound right turn lane and removes the removal of the A127 westbound right turn facility, enabling a widened pedestrian crossing island.

Extending the A127 eastbound right lane will reduce traffic spilling into lane 2 which effectively reduces the capacity of the junction down to a single lane for vehicles traveling through the junction.

Removing the A127 westbound right turn facility will allow the green time currently allocated to this movement to be distributed across all arms improving performance of the junction.

This option is contained within the highway boundary.

For details of the option refer to Appendix 1.

##### 2.1. Benefits:

2.1.1. Widened Pedestrian Crossing Island on the eastern arm of the junction.

2.1.2. Extended A127 eastbound right turn lane to prevent right turn traffic blocking lane 2.

##### 2.2. Constraints:

- Removal of the A127 westbound right turn lane will require vehicles to seek alternative routes on the road network and will impact on adjacent junctions.

##### 2.3. Traffic effect

- 2 ahead lanes A127 Eastbound
- 2 ahead lanes A127 Westbound
- Single lane ahead Northbound & single lane ahead Southbound
- All directions accessible via junction
- Dedicated A127 Eastbound right turn lane extended
- A127 Westbound right turn lane removed

#### 3. Option 2

This option proposes a dedicated left turn slip lane on the A127 into Rochford Road, and an extension to the existing A127 eastbound right turn lane. The A127 westbound right turn lane is also removed in this option, enabling a widened pedestrian crossing island.

Provision of a dedicated left turn lane into Rochford Road will reduce the impact of left turning vehicles at the junction. There is a tendency in the existing layout for vehicles, especially HGV's, entering lane 2 to make the left turn manoeuvre which reduces the performance of the junction as it limits the number of vehicles traveling through the junction.



## **A127 The Bell Junction Improvement- Options Appraisal**

Removing the A127 westbound right turn facility will allow the green time currently allocated to this movement to be distributed across all arms improving performance of the junction.

A new pedestrian crossing facility is also provided on Rochford Road creating a safer crossing place where there is currently none.

The use of land outside of the highway boundary, to the north west of the junction, is required for this option. This land is currently designated as public open space.

For details of the option refer to Appendix 1.

### **3.1. Benefits:**

- 3.1.1. New pedestrian crossing location on Rochford Road providing a safer means to cross where there presently is none.
- 3.1.2. Extended A127 eastbound right turn lane to prevent right turn traffic blocking lane 2.
- 3.1.3. New A127 left slip lane into Rochford Road to reduce the impact of left turning traffic on the junction.

### **3.2. Constraints:**

- Removal of the A127 westbound right turn lane will require vehicles to seek alternative routes on the road network and will impact on adjacent junctions.
- Transfer of public open space to the north west of the junction will be required.

### **3.3. Traffic effect**

- 2 lanes ahead A127 Eastbound
- 2 ahead lanes A127 Westbound,
- Single lane ahead Northbound & single lane ahead Southbound
- Dedicated A127 Eastbound right turn lane extended
- A127 Westbound right turn lane removed
- Additional dedicated A127 Eastbound left turn lane

## **4. Option 3**

This option proposes a dedicated left turn slip lane on the A127 into Rochford Road, and an extension to the existing A127 eastbound right turn lane. The A127 westbound right turn lane is also removed in this option, enabling a widened pedestrian crossing island.

Provision of a dedicated left turn lane into Rochford Road will reduce the impact of left turning vehicles at the junction. There is a tendency in the existing layout for vehicles, especially HGV's, entering lane 2 to make the left turn manoeuvre which reduces the performance of the junction as it limits the number of vehicles traveling through the junction.

Removing the A127 westbound right turn facility will allow the green time currently allocated to this movement to be distributed across all arms improving performance of the junction.

## **A127 The Bell Junction Improvement- Options Appraisal**

A new pedestrian crossing facility is also provided on Rochford Road and Hobbeythick Lane, creating a safer crossing place where there is currently none.

The use of land outside of the highway boundary, to the north west of the junction, is required for this option. This land is currently designated as public open space.

For details of the option refer to Appendix 1.

### **4.1. Benefits:**

- 4.1.1. New pedestrian crossing location on Rochford Road and Hobbeythick Lane providing a safer means to cross where there presently is none.
- 4.1.2. Extended A127 eastbound right turn lane to prevent right turn traffic blocking lane 2.
- 4.1.3. New A127 left slip lane into Rochford Road to reduce the impact of left turning traffic on the junction.

### **4.2. Constraints:**

- Removal of the A127 westbound right turn lane will require vehicles to seek alternative routes on the road network and will impact on adjacent junctions.
- Transfer of public open space to the north west of the junction will be required.

### **4.3. Traffic effect**

- 2 lanes ahead A127 Eastbound
- 2 ahead lanes A127 Westbound,
- Single lane ahead Northbound & single lane ahead Southbound
- Dedicated A127 Eastbound right turn lane extended
- A127 Westbound right turn lane removed
- Additional dedicated A127 Eastbound left turn lane
- Southern arm pedestrian crossing facilities improved

## **5. Option 4**

This option proposes an additional dedicated lane on Rochford Road and an additional westbound ahead lane on the A127.

The additional lane on the A127 westbound carriageway and Rochford Road will improve the performance of the junction by allowing additional vehicles to pass through it.

Signalised pedestrian crossings are introduced to Hobbeythick Lane and Rochford Road. These new crossings locations will be a benefit to pedestrians creating safe crossing places where there are currently none. The crossing on Hobbeythick Lane has a pedestrian refuge island, which will allow the two stages of the crossing to operate independently reducing the impact on the junction performance.

The use of third party land will be required for widening of the carriageway.

## A127 The Bell Junction Improvement- Options Appraisal

For details of the option refer to Appendix 1.

### 5.1. Benefits:

- 5.1.1. A127 westbound traffic flows will be improved with an additional ahead lane.
- 5.1.2. Southbound traffic movement from Rochford Road will be improved with an additional left turn lane.
- 5.1.3. New pedestrian crossing facilities on Rochford Road and Hopleythick Lane providing a safer means of crossing east-west at the junction.

### 5.2. Constraints:

- Land outside the highway boundary will be required.

### 5.3. Traffic effect

- 2 lanes ahead A127 Eastbound
- 3 lanes ahead A127 Westbound
- Single lane ahead Northbound & single lane ahead Southbound
- Additional dedicated left turn lane southbound
- Additional A127 Westbound Exit lane

## 6. Option 5

This option proposes an additional dedicated lane on Rochford Road and an additional westbound ahead lane on the A127 as well as extending the eastbound right turn lane.

The additional lane on the A127 westbound carriageway and Rochford Road will improve the performance of the junction by allowing additional vehicles to pass through it.

Extending the A127 eastbound right lane will reduce traffic spilling into lane 2 which effectively reduces the capacity of the junction down to a single lane for vehicles traveling through the junction.

Signalised pedestrian crossings are introduced to Hopleythick Lane and Rochford Road. These new crossings locations will be a benefit to pedestrians creating safe crossing places where there are currently none. The crossing on Hopleythick Lane has a pedestrian refuge island, which will allow the two stages of the crossing to operate independently reducing the impact on the junction performance.

The use of third party land will be required for widening of the carriageway.

For details of the option refer to Appendix 1.

## A127 The Bell Junction Improvement- Options Appraisal

### 6.1. Benefits:

- 6.1.1. A127 westbound traffic flows will be improved with an additional ahead lane.
- 6.1.2. Southbound traffic movement from Rochford Road will be improved with an additional left turn lane.
- 6.1.3. New pedestrian crossing facilities on Rochford Road and Hobbeythick Lane providing a safer means of crossing east-west at the junction.
- 6.1.4. Extended A127 eastbound right turn lane to prevent right turn traffic blocking lane 2.

### 6.2. Constraints:

- Land outside the highway boundary will be required.

### 6.3. Traffic effect

- 2 lanes ahead A127 Eastbound
- 3 lanes ahead A127 Westbound
- Single lane ahead Northbound & single lane ahead Southbound
- Dedicated A127 Eastbound right turn lane extended
- Additional dedicated left turn lane southbound
- Additional A127 Westbound Exit lane

## 7. Option 6

This option proposes an additional dedicated lane on Rochford Road and an additional westbound ahead lane on the A127 as well as extending the eastbound right turn lane and removes the removal of the A127 westbound right turn facility, enabling a widened pedestrian crossing island.

The additional lane on the A127 westbound carriageway and Rochford Road will improve the performance of the junction by allowing additional vehicles to pass through it.

Extending the A127 eastbound right lane will reduce traffic spilling into lane 2 which effectively reduces the capacity of the junction down to a single lane for vehicles traveling through the junction.

Removing the A127 westbound right turn facility will allow the green time currently allocated to this movement to be distributed across all arms improving performance of the junction.

Signalised pedestrian crossing are introduced to Hobbeythick Lane and Rochford Road. These new crossings locations will be a benefit to pedestrians creating safe crossing places where there are currently none. The crossing on Hobbeythick Lane has a pedestrian refuge island, which will allow the two stages of the crossing to operate independently reducing the impact on the junction performance.

The use of third party land will be required for widening of the carriageway.

For details of the option refer to Appendix 1.

## A127 The Bell Junction Improvement- Options Appraisal

### 7.1. Benefits:

- 7.1.1. A127 westbound traffic flows will be improved with an additional ahead lane.
- 7.1.2. Southbound traffic movement from Rochford Road will be improved with an additional left turn lane.
- 7.1.3. New pedestrian crossing facilities on Rochford Road and Hoblethick Lane providing a safer means of crossing east-west at the junction.
- 7.1.4. Extended A127 eastbound right turn lane to prevent right turn traffic blocking lane 2.
- 7.1.5. Widened Pedestrian Crossing Island on the eastern arm of the junction.

### 7.2. Constraints:

- Removal of the A127 westbound right turn lane will require vehicles to seek alternative routes on the road network and will impact on adjacent junctions.
- Land outside the highway boundary will be required.

### 7.3. Traffic effect

- 2 lanes ahead A127 Eastbound
- 3 lanes ahead A127 Westbound
- Single lane ahead Northbound & single lane ahead Southbound
- A127 Eastbound right turn lane extended
- A127 Westbound right turn lane removed
- Additional dedicated left turn lane southbound
- Additional A127 Westbound Exit lane

## 8. Option 7

This option proposes a dedicated left turn lane on the A127 into Rochford Road, and an additional dedicated lane on Rochford Road. The A127 westbound right turn lane is also removed in this option, enabling a widened pedestrian crossing island.

Provision of a dedicated left turn lane into Rochford Road will reduce the impact of left turning vehicles at the junction. There is a tendency in the existing layout for vehicles, especially HGV's, entering lane 2 to make the left turn manoeuvre which reduces the performance of the junction as it limits the number of vehicles traveling through the junction.

The additional lane on the A127 westbound carriageway and Rochford Road will improve the performance of the junction by allowing additional vehicles to pass through it.

Removing the A127 westbound right turn facility will allow the green time currently allocated to this movement to be distributed across all arms improving performance of the junction.

The use of third party land will be required for widening of the carriageway.

For details of the option refer to Appendix 1.

## A127 The Bell Junction Improvement- Options Appraisal

### 8.1. Benefits:

- 8.1.1. Southbound traffic movement from Rochford Road will be improved with an additional left turn lane.
- 8.1.2. New A127 left turn lane into Rochford Road to reduce the impact of left turning traffic on the junction.
- 8.1.3. Widened Pedestrian Crossing Island on the eastern arm of the junction.

### 8.2. Constraints:

- Removal of the A127 westbound right turn lane will require vehicles to seek alternative routes on the road network and will impact on adjacent junctions.
- Land outside the highway boundary will be required.

### 8.3. Traffic effect

- 2 lanes ahead A127 Eastbound
- 2 lanes ahead A127 Westbound
- Single lane ahead Northbound & single lane ahead Southbound
- Additional dedicated A127 Eastbound left turn lane

## 9. Option 8

This option proposed the removal of the A127 eastbound right turn facility and install a left dedicated left turn lane into Rochford Road. The A127 westbound right turn facility is also removed to install an additional westbound lane, which merges beyond the junction.

The removal of the right turn facilities on the A127 will improve junction performance allowing the green time to be distributed around the junction. However this will have a detrimental impact on traffic traveling to the hospital as this is the principal route for this destination.

There are no changes in the pedestrian crossings at the junction in this proposal.

The use of third party land will be required for widening of the carriageway.

For details of the option refer to Appendix 1.



## A127 The Bell Junction Improvement- Options Appraisal

### 9.1. Benefits:

9.1.1. Removal of the A127 right turn facilities will improve the performance of the junction.

9.1.2. New A127 left turn lane into Rochford Road to reduce the impact of left turning traffic on the junction.

9.1.3. An additional westbound lane will allow greater numbers of vehicles to travel through the junction.

### 9.2. Constraints

- Removal of the A127 westbound right turn lane will require vehicles to seek alternative routes on the road network and will impact on adjacent junctions.
- Land outside the highway boundary will be required.

### 9.3. Traffic effect

- 2 lanes ahead A127 Eastbound
- 3 lanes ahead A127 Westbound
- Single lane ahead Northbound & single lane ahead Southbound
- A127 Westbound right turn lane removed
- A127 Eastbound right turn lane removed
- Additional A127 Westbound Exit lane
- Additional dedicated A127 Eastbound left turn lane

## 10. Option 9

This option proposes a dedicated left turn slip lane on the A127 into Rochford Road, the A127 westbound right turn facility is also removed to install a dedicated left turn facility into Hogleythick Lane.

Provision of a dedicated left turn lane into Rochford Road will reduce the impact of left turning vehicles at the junction. There is a tendency in the existing layout for vehicles, especially HGV's, entering lane 2 to make the left turn manoeuvre which reduces the performance of the junction as it limits the number of vehicles traveling through the junction.

Removing the A127 westbound right turn facility will allow the green time currently allocated to this movement to be distributed across all arms improving performance of the junction.

Provision of a dedicated left turn lane into Hogleythick Lane will reduce the impact of left turning vehicles at the junction. This benefits the traffic passing through the junction, but would be undermined by vehicles queuing to turn right in lane 2.

The use of third party land will be required for widening of the carriageway.

For details of the option refer to Appendix 1.

## A127 The Bell Junction Improvement- Options Appraisal

### 10.1. Benefits

- 10.1.1. New A127 left turn lane into Rochford Road to reduce the impact of left turning traffic on the junction.
- 10.1.2. New A127 left turn lane into Hobleythick Lane to reduce the impact of left turning traffic on the junction.
- 10.1.3. Improved pedestrian facilities at the junction.

### 10.2. Constraints

- Removal of the A127 westbound right turn lane will require vehicles to seek alternative routes on the road network or will block straight ahead traffic whilst they wait to queue and will impact on adjacent junctions.
- Land outside the highway boundary will be required.

### 10.3. Traffic effect

- 2 lanes ahead A127 Eastbound
- 2 lanes ahead A127 Westbound
- Single lane ahead Northbound & single lane ahead Southbound
- A127 Eastbound right turn lane extended
- Additional dedicated A127 Westbound left turn lane
- Additional dedicated A127 Eastbound left turn lane

## 11. Option 10

This option proposes a dedicated left turn slip lane on the A127 into Rochford Road, the A127 westbound right turn facility is also removed, and a dedicated left turn facility from Hobleythick Lane onto the A127.

Provision of a dedicated left turn lane into Rochford Road will reduce the impact of left turning vehicles at the junction. There is a tendency in the existing layout for vehicles, especially HGV's, entering lane 2 to make the left turn manoeuvre which reduces the performance of the junction as it limits the number of vehicles traveling through the junction.

The provision of a left turn lane that is able to flow freely onto the A127 will reduce the queuing experienced on Hobleythick Lane, but will reduce the performance of the A127 heading westbound by forcing them to merge beyond the junction.

Removing the A127 westbound right turn facility will allow the green time currently allocated to this movement to be distributed across all arms improving performance of the junction.

Signalised pedestrian crossings are introduced to Hobleythick Lane and Rochford Road. These new crossings locations will be a benefit to pedestrians creating safe crossing places where there are currently none. The crossing on Hobleythick Lane has a pedestrian refuge island, which will allow the two stages of the crossing to operate independently reducing the impact on the junction performance.

## A127 The Bell Junction Improvement- Options Appraisal

The use of third party land will be required for widening of the carriageway.

For details of the option refer to Appendix 1.

### 11.1. Benefits

- 11.1.1. New A127 left turn lane into Rochford Road to reduce the impact of left turning traffic on the junction.
- 11.1.2. New left turn lane from Hobbeythick Lane will reduce queuing.
- 11.1.3. Improved pedestrian facilities at the junction.

### 11.2. Constraints

- Removal of the A127 westbound right turn lane will require vehicles to seek alternative routes on the road network or will block straight ahead traffic whilst they wait to queue and will impact on adjacent junctions.
- The left turn lane from Hobbeythick Lane will impact the performance of the A127.
- Land outside the highway boundary will be required.

### 11.3. Traffic effect

- 2 lanes ahead A127 Eastbound
- 3 lanes ahead A127 Westbound
- Single lane ahead Northbound & single lane ahead Southbound
- Additional dedicated A127 Eastbound left turn lane
- Dedicated Northbound left turn lane
- Additional A127 Westbound Exit lane

## 12. Option 11

This option propose to replace the existing signalling junction with a roundabout to the west. Access to and from both Hobbeythick Lane and Rochford Road from the A127 can be made via a left turn in and out of the junction. Direct access from Hobbeythick Lane to Rochford Road is removed in this option.

Vehicle access to Hobbeythick Lane from Rochford Road will instead be possible via alternative routes on the surrounding road network, though this will cause an increase of traffic and potential delays on key neighbouring junction such as the Cuckoo Corner junction, which provides a direct link to Southend Airport and the Town centre. Access to Rochford Road from Hobbeythick Lane can be made via the new roundabout, though this would be a significant increase in journey times for northbound traffic.

This option incorporates a crossing point only on the eastern side of the junction. Traffic flows on the A127 eastbound and westbound carriageways will be held when the crossing is in use. Removal of the crossing on all other parts of the junction will require pedestrians to seek alternative safe places to cross.

## A127 The Bell Junction Improvement- Options Appraisal

The use of third party land will be required for widening of the carriageway.

For details of the option refer to Appendix 1.

### 12.1. Benefits

12.1.1. U-turn facility available at the roundabout

12.1.2. A127 traffic will have an improved flow east/west from the removal of the signals.

### 12.2. Constraints

- Removal of the A127 eastbound right turn movement into Hobblythick Lane.
- Land outside the highway boundary will be required.
- Major disruption during the construction phase alternative routes and diversions will be required.
- Estimated cost would be significantly over budget.
- Pedestrian crossing facilities removed on the A127 western arm and both Hobblythick Lane and Rochford Road.
- North/south route will be adversely affected.

### 12.3. Traffic effect

- 2 lanes ahead A127 Eastbound
- 2 lanes ahead A127 Westbound
- Northbound left turn only access onto A127 Westbound
- Southbound left turn only access onto A127 Eastbound
- A127 Eastbound right turn lane removed
- Southbound ahead lane removed
- A127 Westbound right turn lane removed
- Northbound ahead to Rochford Road only via new roundabout
- Prince Avenue Service Road access Eastbound carriageway via new roundabout

## 13. Option 12

This option proposes a dedicated left turn slip for the A127 eastbound traffic into Rochford Road. This option also proposes to replace the signalised junction for a priority junction with shortened right turn lanes for vehicles crossing the A127 to access both Rochford Road and Hobblythick Lane.

This option priorities the A127 eastbound and westbound ahead movement and requires those accessing Rochford Road and Hobblythick Lane to wait for a suitable gap in traffic. It is expected that this option would cause significant queues for turning movements and extended journey times for vehicles moving to and from Rochford Road and Hobblythick Lane.

## **A127 The Bell Junction Improvement- Options Appraisal**

Signalised pedestrian crossings are provided on the A127 to the east and west of the junction and on Rochford Road. When the pedestrian crossings are in use this will hold traffic on the A127.

The use of third party land will be required for widening of the carriageway.

For details of the option refer to Appendix 1.

### **13.1. Benefit**

13.1.1. Dedicated A127 Eastbound left turn lane.

13.1.2. Unrestricted movement at the junction.

### **13.2. Constraint**

- Estimated costs would be significantly more than the proposed £5M budget.
- Land outside the highway boundary will be required.
- Vehicles turning movements within the junction are likely to cause long queues and increase journey times.
- Pedestrian crossing locations are located further away from their existing locations requiring pedestrians to travel a greater distance.

### **13.3. Traffic effect –**

- 2 lanes ahead A127 Eastbound
- 2 lanes ahead A127 Westbound
- Northbound left turn only access onto A127 Westbound
- Southbound left turn only access onto A127 Eastbound
- Additional dedicated A127 Eastbound left turn lane
- Northbound ahead to Rochford Road only via new staggered junction

## **14. Option 13**

This option proposes to remove the A127 westbound dedicated right turn facility to Rochford Road, to provide a third lane on the eastern arm for eastbound traffic. The A127 eastbound right turn lane is reduced in length to incorporate three ahead lanes on approach to the junction.

The removal of the dedicated right turn lane on the A127 westbound carriageway will slow traffic moving through the junction as they will be forced to wait behind those vehicles turning right in Rochford Road.

Existing pedestrian crossing facilities are maintained at the junction with new crossings on both Hobblythick Lane and Rochford Road.

The use of third party land will be required for widening of the carriageway.

For details of the option refer to Appendix 1.

## A127 The Bell Junction Improvement- Options Appraisal

### 14.1. Benefit

- 14.1.1. Estimated costs are expected to be less than the proposed £5M budget.
- 14.1.2. A127 Eastern arm pedestrian crossing facilities improved.
- 14.1.3. New pedestrian crossing facilities provided across the A127 carriageway.
- 14.1.4. Additional lane heading eastbound.

### 14.2. Constraints

- Land outside the highway boundary will be required.
- Removal of the existing dedicated right and left turn facilities will undermine the performance of the junction.

### 14.3. Traffic effect

- 3 lanes ahead A127 Eastbound
- 2 lanes ahead A127 Westbound
- Single lane ahead Northbound & single lane ahead Southbound

## 15. Option 14

This option proposes an east/west underpass on the A127. The underpass will have a positive impact on the junction and will improve journey times for traffic on the A127.

The underpass will reduce the volume of traffic using the junction, which in turn will improve journey times through the junction and reduce queue lengths on the approach arms.

Existing pedestrian crossing facilities are maintained at the signal junction with new crossing places on both Hogleythick Lane and Rochford Road.

A significant amount of third party land would need to be acquired in the immediate surrounding area to accommodate for the proposed underpass. Land negotiations are time consuming and expensive with no time scales. The junction would also be running at a severely reduced function with ongoing closures during the works which will cause a major strain to the surrounding road network.

For details of the option refer to Appendix 1.

### 15.1. Benefit:

- 15.1.1. An underpass below the existing junction to prioritise eastbound and westbound traffic and will greatly improve journey times.
- 15.1.2. Additional signalised pedestrian crossings on Hogleythick Lane and Rochford Road will create safer places for pedestrians to cross.

### 15.2. Constraints:

- Land outside the highway boundary will be required.



## A127 The Bell Junction Improvement- Options Appraisal

- Major disruption during the construction phase of the scheme as alternative routes and diversions would be required. This would have a major impact on the surrounding road network increasing congestion.
- Estimated costs would be significantly more than the proposed £5M budget.

### 15.3. Traffic effect

- Single lane ahead A127 Eastbound (Below Ground)
- Single lane ahead A127 Westbound (Below Ground)
- Single lane ahead A127 Eastbound (Above Ground)
- Single lane ahead A127 Westbound (Above Ground)
- Additional dedicated A127 Eastbound left turn lane

## 16. Option 15

This option proposes to replace the existing signalised junction with a roundabout. This option does not accommodate an access into Hobblythick Lane from the A127 eastbound carriageway or from Rochford Road.

Vehicles previously using Hobblythick Lane for access to Southend and the Hospital would need to seek alternative routes on the surrounding network, increasing traffic volumes at the adjacent junctions.

Pedestrian crossing facilities are not included on the arms of the roundabout, where traffic exiting the junction would be required to wait and potentially queue onto the circulatory lanes impacting safety.

The use of third party land will be required for widening of the carriageway.

For details of the option refer to Appendix 1.

### 16.1. Benefit:

- 16.1.1. No benefits.

### 16.2. Constraints:

- Land outside the highway boundary will be required.
- Major disruption during the construction phase of the scheme as alternative routes and diversions would be required. This would have a major impact on the surrounding road network increasing congestion.
- Estimated costs would be significantly more than the proposed £5M budget.
- Controlled pedestrian crossing facilities removed on all arms of the junction.
- No access to Hobblythick lane via Eastbound A127.

## A127 The Bell Junction Improvement- Options Appraisal

### 16.3. Traffic effect

- 2 lanes ahead A127 Eastbound
- Single lane ahead A127 Westbound
- Dedicated Westbound left turn lane
- A127 Eastbound right turn lane removed
- Southbound left turn only access onto A127 Eastbound
- Northbound ahead to Rochford Road only via new roundabout

### 17. Option 16

This option replaces the existing signalised junction eastbound/westbound priority. Access onto the A127 from both Hobleythick Lane and Rochford Road is removed in this option.

Vehicle access to these side roads will instead be possible via alternative routes on the surrounding network, though this would cause an increase of traffic and potential delays on key neighbouring junctions such as Cuckoo Corner, which provides a direct link to Southend Airport and the Town centre.

Pedestrian crossing for north south movements across the A127 are provided only to the west of the junction. This single crossing place would require pedestrians to travel greater distances to cross the A127.

The use of land outside of the highway boundary, to the north west of the junction, is required for this option. This land is currently designated as public open space.

For details of the option refer to Appendix 1

#### 17.1. Benefit:

- 17.1.1. East to west movements on the A127 without the interruption of access from the side roads will greatly improve travel times.

#### 17.2. Constraints:

- Increase in congestion and traffic on the surrounding network.
- Single pedestrian crossing across the A127.
- Estimated cost above the £5M proposed budget.

#### 17.3. Traffic effect

- 2 lanes ahead A127 Eastbound
- 2 lanes ahead A127 Westbound
- Northbound left turn only access onto A127 Eastbound
- Southbound left turn only access onto A127 Westbound
- Removed access to Rochford Road

## A127 The Bell Junction Improvement- Options Appraisal

- Removed access to Holeythick Lane

### 18. Option 17

This option comprises of a large roundabout with an underpass prioritising east/west traffic movements. The underpass will have a positive impact on the junction, reducing the volume of traffic on the roundabout, which in turn will improve flows for vehicles accessing the surrounding network.

Pedestrian crossing facilities are not included on the arms of the roundabout, where traffic exiting the junction would be required to wait and potentially queue onto the circulatory.

Removal of these pedestrian facilities will prevent pedestrians from crossing the A127 locally, which will increase journey times.

The use of land outside of the highway boundary, to the north west of the junction, is required for this option. This land is currently designated as public open space.

For details of the option refer to Appendix 1

#### 18.1. Benefits

18.1.1. An underpass beneath the junction to prioritise east and westbound traffic movement will greatly improve journey times on the A127.

18.1.2. A reduction of traffic volume on the roundabout will improve journey times.

#### 18.2. Constraints

- Land outside the highway boundary will be required.
- Major disruption during the construction phase of the scheme as alternative routes and diversions would be required. This would have a major impact on the surrounding road network increasing congestion.
- Estimated costs would be significantly more than the proposed £5M budget.
- Controlled pedestrian crossing facilities removed on all arms of the junction.

#### 18.3. Traffic effect

- 2 lane ahead A127 Eastbound (Ground level)
- 2 lanes ahead A127 Westbound (Ground level)
- Single lane ahead A127 Eastbound (Underpass)
- Single lane ahead A127 Westbound (Underpass)

### 19. Option 18

This option proposes a fly over for northbound and southbound traffic only. Priority is given to north/south traffic removing this traffic from the junction below.

## **A127 The Bell Junction Improvement- Options Appraisal**

The flyover consist of a two lane single carriageway, access to and from the A127 is made via left turn lanes for both east and westbound travel. The removal of the signalised junction will reduce the number of vehicle conflicts and improve journey times to all arms. This is offset by a reduction in available turning facilities for movements across the A127 into Hogleythick Lane and Rochford Road. To facilitate the left turn access pedestrian crossing facilities have been removed from all arms.

The use of land outside of the highway boundary, to the north west of the junction, is required for this option. This land is currently designated as public open space.

For details of the option refer to Appendix 1

### **19.1. Benefit:**

- 19.1.1. Dedicated lanes for north/south and east/west movements will greatly improve journey times.

### **19.2. Constraints:**

- Land outside the highway boundary will be required.
- Major disruption during the construction phase of the scheme as alternative routes and diversions would be required. This would have a major impact on the surrounding road network increasing congestion.
- Estimated costs would be significantly more than the proposed £5M budget.
- Controlled pedestrian crossing facilities removed on all arms of the junction.
- Unrestricted vehicle flows to neighbouring junctions will cause additional congestion on the surrounding network.
- Traffic movements across the junction removed.

### **19.3. Traffic effect**

- 2 lanes ahead A127 Eastbound
- 2 ahead lanes A127 Westbound
- Northbound left turn only access onto A127 Eastbound (Ground level)
- Southbound left turn only access onto A127 Westbound (Ground level)
- Single lane Northbound (Flyover)
- single lane Southbound (Flyover)

## **20. Option 19**

This option proposes an east/west flyover on the A127. The flyover will have a positive impact on the junction and will improve journey times for traffic on the A127.

The flyover will reduce the volume of traffic using the junction, which in turn will improve journey times through the junction and reduce queue lengths on the approach arms.

## A127 The Bell Junction Improvement- Options Appraisal

Existing pedestrian crossing facilities are maintained at the signal junction with new crossing places on both Hogleythick Lane and Rochford Road.

A significant amount of third party land would need to be acquired in the immediate surrounding area to accommodate for the proposed flyover. Land negotiations are time consuming and expensive with no time scales. The junction would also be running at a severely reduced function with ongoing closures during the works which will cause a major strain to the surrounding road network.

For details of the option refer to Appendix 1.

### 20.1. Benefit:

20.1.1. A flyover above the existing junction to prioritise eastbound and westbound traffic and will greatly improve journey times.

20.1.2. Additional signalised pedestrian crossings on Hogleythick Lane and Rochford Road will create safer places for pedestrians to cross.

### 20.2. Constraints:

- Land outside the highway boundary will be required.
- Major disruption during the construction phase of the scheme as alternative routes and diversions would be required. This would have a major impact on the surrounding road network increasing congestion.
- Estimated costs would be significantly more than the proposed £5M budget.

### 20.3. Traffic effect

- Single lane ahead A127 Eastbound (Flyover)
- Single lane ahead A127 Westbound (Flyover)
- Single lane ahead A127 Eastbound (Ground level)
- Single lane ahead A127 Westbound (Ground level)
- Additional dedicated A127 Eastbound left turn lane

## 21. Option 20

This option proposes a dedicated left turn slip lane on the A127 into Rochford Road, and an extension to the existing A127 eastbound right turn lane. The A127 westbound right turn lane is also removed in this option with the space associated with the right turn lane reappportion to create a left turn lane into Hogleythick Lane.

Provision of a dedicated left turn lane into Rochford Road will reduce the impact of left turning vehicles at the junction. There is a tendency in the existing layout for vehicles, especially HGV's, entering lane 2 to make the left turn manoeuvre which reduces the performance of the junction as it limits the number of vehicles traveling through the junction.

Removing the A127 westbound right turn facility will allow the green time currently allocated to this movement to be distributed across all arms improving performance of the junction.

## **A127 The Bell Junction Improvement- Options Appraisal**

Provision of a dedicated left turn lane into Hobbeythick Lane will reduce the impact of left turning vehicles at the junction.

A new pedestrian crossing facility is also provided on Rochford Road creating a safer crossing place where there is currently none.

The use of land outside of the highway boundary, to the north west of the junction, is required for this option. This land is currently designated as public open space.

For details of the option refer to Appendix 1.

### **21.1. Benefits:**

- 21.1.1. New pedestrian crossing location on Rochford Road providing a safer means to cross where there presently is none.
- 21.1.2. Extended A127 eastbound right turn lane to prevent right turn traffic blocking lane 2.
- 21.1.3. New A127 left slip lane into Rochford Road to reduce the impact of left turning traffic on the junction.
- 21.1.4. New A127 left turn lane into Hobbeythick Lane to reduce the impact of left turning traffic on the junction

### **21.2. Constraints:**

- Removal of the A127 westbound right turn lane will require vehicles to seek alternative routes on the road network and will impact on adjacent junctions.
- Transfer of public open space to the north west of the junction will be required.

### **21.3. Traffic effect**

- 2 lanes ahead A127 Eastbound & 2 ahead lanes A127 Westbound
- Single lane ahead Northbound & single lane ahead Southbound
- Dedicated A127 Eastbound right turn lane extended
- Additional dedicated A127 Eastbound left turn lane
- Additional dedicated A127 Westbound left turn lane
- A127 Westbound right turn lane removed



## A127 The Bell Junction Improvement- Options Appraisal Appendix 1 – Option Drawings

## A127 The Bell Junction Improvement- Options Appraisal Appendix 2 – Appraisal Matrix

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# Southend-on-Sea Borough Council

Agenda  
Item No.

Report of Deputy Chief Executive (Place)

to  
**Cabinet**  
on  
**6<sup>th</sup> November 2018**

Report prepared by: Adam Penn,  
Regulatory Services Manager

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## Sex Establishments Venues Policy

**Place Scrutiny Committee**  
**Cabinet Member: Councillor Flewitt**  
**Part 1 (Public Agenda Item)**

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### 1. Purpose of Report

- 1.1 To update Members on the outcome of the formal consultation process in respect of the Sex Establishments Licensing Policy
- 1.2 To set out a proposed final policy

### 2. Recommendations

#### 2.1 That the Cabinet recommend to the Council:-

**That the draft Statement of Licensing Policy set out in Appendix 1 to this report be approved**

### 3. Background

- 3.1 In October 1982, the Council (the Licensing Authority) resolved to adopt the new powers which had been made available by the Local Government (Miscellaneous Provisions) Act 1982 to control sex establishments, which were defined as sex shops and sex cinemas.
- 3.2 Premises which operated as lap-dancing clubs and similar did not come within the definition of sex establishments and therefore any necessary controls could only be put in place by reference to existing legislation namely the Licensing Act 2003.
- 3.3 The Government deemed the controls insufficient and introduced legislation which has amended the Local Government (Miscellaneous Provisions) Act 1982 to extend the definition of sex establishments to include sexual entertainment venues. In general terms these included premises which have lap dancing, pole dancing, table dancing, strip shows and live sex shows.

- 3.4 On 15<sup>th</sup> December 2011 the Council resolved to adopt the new powers under schedule 3 to the Local Government (Miscellaneous Provisions) Act 1982 (as amended by section 27 of the Policing and Crime Act 2009) ('the Act') to control sex establishments, namely sex shops, sex cinemas and sexual entertainment venues. At the same time the first version of the Sex Establishments Policy was also approved. The resolution came into force on 1st April 2012.
- 3.5 Drawing from the experience gained in implementing the first policy a revised policy was drawn up for consultation.
- 3.6 The proposed new policy has been updated and now includes the following additions:
- Clearer detail on the legislation taken into account when determining an application (section 7)
  - Information on licensing requirements and definitions of matters within the Act (8)
  - New sections on general principles (9) and making an application (12). These include details of the Licensing Authority's expectations of an applicant.
  - A new proposal to limit the number of licences permitted within the borough, (10.1) although it should be noted that this does not remove the right of an applicant to apply and in that eventuality the Council must still process and deliberate on any applications received. Accordingly the policy still includes proposed conditions and provisions to properly control new premises to allow for the eventuality that an applicant successfully shows that the limit should not apply to their application.
  - Detail of what will be taken into account when deciding an application including the character of the locality (10.2), the use of premises in the vicinity (10.3), and the layout, character and condition of the premises (10.4),
  - A clear direction to applicants on the effect of failing to renew a licence in a timely manner (17) and
  - Revised conditions, split into type of premises applied for, rather than the previous 'general conditions', which will normally be added to a licence upon renewal and in the event of a new licence being granted. (**Appendix 1**).
- 3.7 On 25<sup>th</sup> May 2018 the Council published a draft statement of Licensing Policy. In line with best practice, a formal consultation was carried out, with the request that responses be received by 15<sup>th</sup> July 2018. The consultation exercise involved the following elements.
- a) The despatch of a letter or email to the holders of existing licences. This gave a brief explanation of the effect of the legislation, and the consultation process, and gave details of the availability of the draft policy document.
  - b) A letter was also sent to a range of residents associations, tenants groups and focus groups.

- e) Correspondence was sent the Police, Public Health and various other Council Departments highlighting the consultation.
  - f) All Council Members were emailed a link to the draft policy together with details of how to comment.
  - g) A presentation outlining the detail of the policy was given to The Licensing Committee on 10<sup>th</sup> July 2018. The Licensing Committee resolved to support the policy with the following amendments:
    - a) The inclusion of a reference to paragraph 9.1 to be included under paragraph 10.1.6, and
    - b) The correction of an error in paragraph 19.1 updating the reference to 10.1.5 to read 10.1.6.
  - h) Press coverage was obtained during early July alerting the public to the consultation process, notably an article appeared in the Evening Echo Group publications.
  - i) Inclusion of the draft policy document on the Council's website in the consultations section
- 3.8 As a result of the consultation process 88 written responses were received. 1 of which was received from a body representing the trade. It should be noted that a number of responses were anonymous so it is not possible to know for certain the split of trade v non trade. Copies and an analysis of the responses can be found in appendix 2.
- 3.9 In general there was a high level of support for the policy and attached conditions in the format presented in the draft version. Of particular note was that 85% of respondents supported the proposal to limit the number of premises to the current amount with a gradual drop towards zero as licences cease. As such only the following minor changes were made:-
- a) The changes proposed by the licensing committee listed at 3.7 g) above.
  - b) The date for the installation of shower facilities is extended to 1<sup>st</sup> March 2019 to allow businesses time to implement structural changes.
  - c) Condition 11 is strengthened to require test results of panic buttons to be recorded.
  - d) Condition 45 has an additional sentence requiring details of support services for victims of sexual harassment and/or sexual violence to be provided to staff in Sexual Entertainment Venues.

#### **4. Other Options**

- 4.1 The Licensing Authority is not legally required to publish a Statement of Licensing Policy but is doing so as a matter of good practice. The policy sets out the expectations of the Licensing Authority in determining applications and is a useful guidance tool for applicants and those wishing to object.



4.2 The other option is to not publish a revised policy and keep the existing one which is now somewhat dated.

## **5. Reasons for Recommendations**

5.1 To allow the Council to update the policy giving clearer guidance to applicants and objectors

## **6. Corporate Implications**

### **6.1 Contribution to Council's Vision & Corporate Priorities**

6.1.1 A statement of licensing policy is instrumental in the effective assessment of applications, and in helping to ensure proper conduct of approved premises. It is thus supportive of the Council's Vision of creating a Safer and Prosperous Southend

### **6.2 Financial Implications**

6.2.1 The annual licence fees form part of the overall budget for the Council; The Act requires that fees are set at a level which covers the cost of administering the system without making a profit. The budget for Sex Establishments in 2017/18 was £8,500 and the income received matched this amount. The budget for 2018/19 is £8,700. Fees do not form part of the policy and are set separately.

### **6.3 Legal Implications**

6.3.1 The Licensing Authority is not legally required to publish a Statement of Licensing Policy but is doing so as a matter of good practice. The policy sets out the expectations of the Licensing Authority in determining applications and is a useful guidance tool for applicants and those wishing to object.

### **6.4 People Implications**

6.4.1 When the Council adopted the powers in 2011 it enabled local residents to make written objections to the local authority on wider grounds than previously whereby they were limited to making representations based on the licensing objectives in the Licensing Act 2003 which related to regulated entertainment.

6.4.2 The policy sets out the expectations of the Licensing Authority in determining applications and is a useful guidance tool for applicants and those wishing to object.

### **6.5 Property Implications**

6.5.1 No property implications

### **6.6 Consultation**

6.6.1 There are a number of groups who have a stake in the leisure industry, including providers, customers, residents and enforcers, all of whom will have

views and concerns which require consideration as part of the licensing function.

6.6.2 In developing this Policy Statement, the Licensing Authority consulted widely. Full details can be found in section 3.7 of this report.

6.6.3 A formal consultation period of at least 8 weeks took place following the Cabinet decision to approve the draft policy.

## 6.7 **Equalities and Diversity Implications**

6.7.1 The Policy document has been drawn up in accordance with the requirements of the legislation. There is limited scope for change, and the document is felt to be broadly neutral in its equalities impact. Overall, the effect of control of such premises is supportive of concerns in respect of vulnerable groups. An equality assessment has been undertaken none the less.

## 6.8 **Risk Assessment**

6.8.1 Elements of the first policy have become dated leaving the Council more open to challenge. Thus an updated version is required.

## 6.9 **Value for Money**

6.9.1 The annual licence fees form part of the overall budget for the Council; The Act requires that fees are set at a level which covers the cost of administering the system without making a profit. Fees do not form part of the policy and are set separately.

## 6.10 **Community Safety Implications**

6.10.1 The proposed new policy specifically addresses the impact that applications and licensed venues may have on local areas. It requires that applicants for new licences and renewals should demonstrate within their application that the operation will not have an adverse effect.

## 6.11 **Environmental Impact**

6.11.1 No Environmental Impact

## 7. **Background Papers**

7.1 Local Government (Miscellaneous Provisions) Act 1982 (as amended)

7.2 Home Office Sexual Entertainment Venues Guidance to Licensing Authorities in England and Wales, issued in March 2010.

## 8. **Appendices**

8.1 **Appendix 1:** Proposed final Statement of Licensing Policy & Conditions

8.2 **Appendix 2:** Overview of the responses to the consultation process

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# Southend-on-Sea Borough Council

Agenda  
Item No.

## Report of Deputy Chief Executive (Place)

To  
Cabinet  
On  
6<sup>th</sup> November 2018

Report prepared by Adam Penn,  
Regulatory Services Manager

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### Gambling Act 2005 - Approval of Statement of Gambling Licensing Policy

Place Scrutiny Committee  
Cabinet Member: Councillor Flewitt  
Part 1 (Public Agenda Item)

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#### 1. Purpose of Report

- 1.1 To update Members on the outcome of the formal consultation process in respect of the Gambling Licensing policy.
- 1.2 To set out a proposed final statement for the purposes of the Gambling Act 2005 (in order to meet the timetable for introduction by 31<sup>st</sup> January 2019).

#### 2. Recommendations

- 2.1 **That Cabinet recommends to Council that the Statement of Gambling Licensing Policy, set out in Appendix 1, be adopted.**

#### 3. Background

- 3.1 The Council's Statement of Policy under the Act was approved on 3rd March 2017 and came into force on 24<sup>th</sup> April 2017. It is valid for a maximum period of 3 years or until the next statutory review date, whichever is sooner. The current policy expires on 30<sup>th</sup> January 2019, and the Council, as the Licensing Authority is required to adopt a new one by 3<sup>rd</sup> January 2019.
- 3.2 The Act requires that the policy is kept under constant review and amended before the statutory period ends where significant change is identified.
- 3.3 On 23<sup>rd</sup> July 2018 the Council published a draft statement of Licensing Policy. In line with best practice, a formal consultation was carried out, with the request that responses be received by 2<sup>nd</sup> September 2018. The consultation exercise involved the following elements.

- a) The despatch of a letter to the holders of existing licenses and permits for Adult and Family Entertainment amusement centres the proprietors (or head office) of all betting shops, bingo halls and casinos. The same notification procedure was operated for a range of trade association and voluntary groups, legal firms and others with known interests. This gave a brief explanation the consultation process, and gave details of the availability of the draft policy document. The proposed changes were highlighted within the draft policy.
  - b) Utilising details held within the departmental records, the same approach was taken for a sample of lottery permit holders and alcohol licensed premises holding gaming machine permits.
  - c) A letter was also sent to a range of residents associations, tenants groups and focus groups.
  - d) Letters were sent to key charities, interest and support groups.
  - e) Letters and a link to the policy were sent to all of the Responsible Authorities under the Gambling Act, other relevant sections of the Council
  - f) All Members of the licensing committee were emailed a copy of the draft policy together with details of how to comment.
  - h) Inclusion of the draft policy document on the Council's website in the Consultation Section.
  - i) Continuing response to enquiries, by Officers of the Licensing Team, in person or by telephone.
  - j) In total around 350 letters and emails were sent out at the start of the consultation period.
- 3.4 The full list of consultees is appended to the Policy document
- 3.5 As a result of the consultation process 9 written responses were received. Two of which were received a licence holders, and one from Public Health. The only Responsible Authority to respond was The Gambling Commission. Copies and an analysis of the responses can be found in **Appendix 2**
- 3.6 The changes to the statement of policy document, (in comparison to the existing one) include some general updates, address corrections etc. and the following matters: -
- a) A new section on underage test purchasing advising licensees that we carry out tests and outlining our expectations if they do their own tests. (Section 13.6) (Amended in response to consultation outcomes)
  - b) A paragraph advising licensees that their local area risk assessment should be available on site for inspection. (14.13)
  - c) A commitment to work with Public Health on future reviews of the Local Area Profile. (14.16)
  - d) Clearer guidance to applicants on the requirements of layout plans submitted with their application. (14.27 & 25.2)
  - e) A specific section on fixed odds betting terminals outlining expected minimum control measures and stating the Licensing Authority view on the emerging trend of fitting privacy screens in betting shops. (21.5 & 21.6).

This accords with The Gambling Commission's Guidance to Licensing Authorities, 5<sup>th</sup> Edition.

#### **4. Other Options**

- 4.1 Should the Council fail to approve a final Statement of Policy, it will be in breach of its statutory duty under Section 349 of The Gambling Act 2005 which requires the policy to be reviewed.
- 4.2 It is not considered that another option exists.

#### **5. Reasons for Recommendations**

- 5.1 To enable the Council to comply with its statutory duty under Section 349 of The Gambling Act 2005.

#### **6. Corporate Implications**

- 6.1 Contribution to Council's Vision & Corporate Priorities

A statement of licensing policy will be instrumental in the effective assessment of applications, and in helping to ensure proper conduct of approved premises. It is thus supportive of the Council's Vision. Further, the licensing objective of "preventing gambling from being a source of crime or disorder, being associated with crime or disorder, or being used to support crime" is central to the Council's Critical Priority of creating a Safer and Prosperous Southend.

- 6.2 Financial Implications

The annual licence fees form part of the overall budget for the Council; however fee levels do not form part of this policy. The Act requires that fees are set at a level which covers the cost of administering the system without making a profit with a statutory maximum fee for each type of licence.

- 6.3 Legal Implications

Section 349 of the Gambling Act requires all licensing authorities to prepare and publish a statement of the principles that they propose to apply in exercising their functions under the Act during the three-year period to which the policy applies.

- 6.4 People Implications

No people implications

- 6.5 Property Implications

No property implications



## 6.6 Consultation

Section 349 of the Gambling Act requires that all Licensing Authorities consult on a draft policy prior to approving a final policy. The list of persons to be consulted when preparing this Licensing Authority's Statement of Policy is outlined at annex A in the policy. Details of the consultation can be found in section 3.3 of this report.

## 6.7 Equalities and Diversity Implications

An equalities assessment was carried out for this policy.

## 6.8 Risk Assessment

The main risk identified is that failure to adopt a policy which has regard to the Gambling Commission 'Guidance to Licensing Authorities', would put the Council in breach of its statutory duty under the Act.

## 6.9 Value for Money

The annual licence fees form part of the overall budget for the Council; however fee levels do not form part of this policy. The Act requires that fees are set at a level which covers the cost of administering the system without making a profit with a statutory maximum fee for each type of licence.

## 6.10 Community Safety Implications

None.

## 6.11 Environmental Impact

None.

## 7. Background Papers

### 7.1 Gambling Act 2005.

### 7.2 Gambling Commission Guidance to Local Authorities, September 2015, 5<sup>th</sup> Edition. Updated September 2016

## 8. Appendices

### 8.1 **Appendix 1:** Statement of Gambling Licensing Policy.

### 8.2 **Appendix 2:** Overview and an analysis of the letters received in response to the consultation process



# GAMBLING LICENSING POLICY STATEMENT 2019-2022

Gambling Policy Document – Adopted **3<sup>rd</sup> January 2019**

**KEY:**

**Red** = Changes proposed at consultation stage

**Green** = Changes in response to consultation correspondence received

## Version History

Version No:	Period to which policy applies:	Review date:
1	2007-09	2009
2	2010-12	2012
3	2013-16	2015
4	2016-19	2017
5	2017-19	2018
6	2019-22	2021

FINAL

# SOUTHEND-ON-SEA BOROUGH COUNCIL GAMBLING LICENSING POLICY STATEMENT

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# PART A

## **1.0 INTRODUCTION**

**1.1** This Statement of Licensing Policy sets out the principles by which Southend-on-Sea Borough Council, as the Licensing Authority under the Gambling Act 2005 (referred to in this document as 'the Act'), intends to apply in discharging its functions to licence premises for gambling under the Act as well as:-

- designating the body responsible for advising the Authority on the protection of children from harm;
- determining whether or not a person is an "Interested Party";
- exchanging information with the Gambling Commission and others; and
- inspecting premises and instituting court proceedings for offences committed under the Act.

## **2.0 THE LICENSING OBJECTIVES**

**2.1** In exercising most of its functions under the Act, Licensing Authorities must have regard to the Licensing Objectives as set out in Section 1 of the Act. The Licensing Objectives are:-

- Preventing gambling from being a source of crime or disorder, being associated with crime or disorder or being used to support crime;
- Ensuring that gambling is conducted in a fair and open way; and
- Protecting children and other vulnerable persons from being harmed or exploited by gambling.

## **3.0 DESCRIPTION OF THE DISTRICT**

**3.1** The County of Essex comprises 12 District and 2 Unitary Authorities. Southend-on-Sea Borough Council is one of those Unitary Authorities. The number of premises licensed under the Act saw steady growth when the legislation came into force but started to stagnate in 2012 and decreased in 2013 and 2014. There has been little change since then although in 2016 there was some small growth in the Adult Gaming Centre sector. A map of the area is attached to this Policy document at Annex 'D'

## **4.0 RESPONSIBILITIES UNDER THE ACT**

**4.1** The Act introduced a licensing regime for gambling, to be conducted by the Gambling Commission and by Licensing Authorities, depending on the matter to be licensed.

**4.2** Southend-on-Sea Borough Council is the Licensing Authority for the area shown on the attached map, whose responsibilities must be discharged by the Licensing Committee created under Section 6 of the Licensing Act 2003.

**4.3** The Gambling Commission is responsible for issuing Operating and Personal Licences to persons and organisations who:-

- operate a casino;
- provide facilities for playing bingo or for pool betting;
- provide betting or act as intermediaries for betting.
- make gaming machines available for use in Adult Gaming Centres and Family Entertainment Centres;
- manufacture, supply, install, adapt, maintain or repair gaming machines;
- manufacture, supply, install or adapt gambling machine software; or
- promote a lottery.

**4.4** The Licensing Authority is responsible for licensing premises in which gambling takes place. All types of gambling are included, other than spread betting and the National Lottery. It is also responsible for issuing permits for premises with gaming machines and for receiving notices from operators wishing to use unlicensed premises for gambling on a temporary basis. The Licensing Authority has additional responsibility for the registration of certain types of exempt Small Society Lotteries.

**4.5** The Licensing Authority cannot become involved in the moral issues of gambling and must aim to permit the use of premises for gambling in so far as it thinks it :-

- a) in accordance with any relevant Code of Practice under Section 24 of the Act;
- b) in accordance with any relevant Guidance issued by the Gambling Commission under Section 25;
- c) reasonably consistent with the Licensing Objectives (Subject to paragraphs a) and b))and
- d) in accordance with the Licensing Authority's Statement of Licensing Policy (subject to paragraphs a) and c)).

Before the Licensing Authority can determine an application for a Premises Licence, an Operating and Personal Licence, or both, must have been obtained from the Gambling Commission.

## **5.0 STATEMENT OF LICENSING POLICY**

**5.1** The Licensing Authority is required by the Act to publish a Statement of Licensing Policy which contains the principles it proposes to apply when exercising its functions under the Act.

**5.2** This Policy must be reviewed and published every three years. The Policy must also be reviewed from 'time to time' and any proposed amendments and/or additions must be subject to fresh consultation. The 'new' Policy must then be published.

**5.3.** This Policy takes effect on **31<sup>st</sup> January 2019**, and replaces the policy previously in force.

## **6.0 CONSULTATION**



6.1 In producing this Policy, the Licensing Authority consulted widely before finalising and publishing it. In addition to the statutory consultees (listed below), the Council chose to consult with additional local groups and individuals. A full list of all groups and persons consulted is provided at Annex 'A'.

6.2 The Act requires that the following parties are consulted by the Licensing Authority:-

- The Chief Officer of Police for the Authority's area;
- One or more persons who appear to the Authority to represent the interests of persons carrying on gambling businesses in the Authority's area; and
- One or more persons who appear to the Authority to represent the interests of persons who are likely to be affected by the exercise of the Authority's functions under the Act.

6.3 The other groups and people consulted included:-

- Organisations, working with people who are problem gamblers,
- Responsible Authorities under the Act.
- Public Health

6.4 Consultation took place between 23<sup>rd</sup> July and 2<sup>nd</sup> September 2018

## 7.0 APPROVAL OF POLICY

7.1 This Policy was approved at a meeting of the full Council on ??? and was published via its website on ???. Copies are available on request.

7.2 It should be noted that this Policy does not override the right of any person to make an application, to make representations about an application, or to apply for a review of a licence, as each case will be considered on its own merit and according to the requirements of the Act.

## 8.0 DECLARATION

8.1 The Licensing Authority declares that it has had regard to the Licensing Objectives, formal Guidance issued to Licensing Authorities and any responses from those consulted during the consultation process, and will adopt the Principles of Better Regulation.

8.2 The Council recognises its responsibilities under equality legislation and will monitor the impact of these statutory duties through its various corporate schemes such as the Councils "Comprehensive Equality Policy".

## 9.0 RESPONSIBLE AUTHORITIES

9.1 A full list of the Responsible Authorities designated under the Act and their contact details are given in Annex 'B'. It should be noted that under the Act, the Licensing Authority itself is designated as a Responsible Authority.

9.2 The Licensing Authority is required to designate, in writing, a body that is competent to advise it about the protection of children from harm. In making this designation the following principles have been applied:-

- the competency of the body to advise the Licensing Authority;
- the need for the body to be responsible for an area covering the whole of the Licensing Authority's area; and

- the need for the body to be answerable to democratically elected persons rather than any particular interest group etc.

**9.3** In accordance with the Gambling Commission's Guidance to Local Authorities, the Licensing Authority designates Southend-on-Sea Borough Council's Department of [Safeguarding for Children](#).

## **10.0 INTERESTED PARTIES**

**10.1** Interested Parties can make representations about licensing applications or apply for a review of an existing licence. An Interested Party is defined in the Act as follows:-

*'... a person is an interested party in relation to a premises licence or in relation to an application for or in respect of a premises if, in the opinion of the Licensing Authority which issues the licence or to which the application is made, the person:-*

- a) lives sufficiently close to the premises to be likely to be affected by the authorised activities,*
- b) has business interests that might be affected by the authorised activities, or*
- c) represents persons who satisfy paragraphs (a) or (b).'*

**10.2** Interested parties can be people who are democratically elected such as councillors and Members of Parliament. Where appropriate this will include county, parish and town councillors.

Interested parties can also be trade associations, trade unions, residents' associations and tenants' associations. Providing that these people represent those living or having business interests in the area which might be affected, no specific evidence of authorisation is required.

Otherwise, the licensing authority will generally require a third party to produce some form of authorisation to speak on behalf of an interested party.

**10.3** Whether a person is an interested party will be determined on a case by case basis. The types of organisations which may be considered to have business interests will be given a wide interpretation.

**10.4** In determining if a person lives or has business interests sufficiently close to the premises that they are likely to be affected by the authorised activities, the Licensing Authority will consider the following factors:-

- The size of the premises;
- The nature of the premises;
- The distance of the premises from the location of the person making the representation;
- The potential impact of the premises (e.g. number of customers, routes likely to be taken by those visiting the establishment);
- The circumstances of the complaint. This does not mean the personal characteristics of the complainant but the interest of the complainant, which may be relevant to the distance from the premises;
- The catchment area of the premises (i.e. how far people travel to visit); and
- Whether the person making the representation has business interests in that catchment area that might be affected.

**10.5** The Licensing Authority will decide if a representation made in respect of an application is valid based on the following factors:

- It is not frivolous or vexatious.
- It raises issues that relate to Guidance issued by the Gambling Commission.
- It raises issues that relate to this policy.
- It relates to the Licensing Objectives.

## **11.0 EXCHANGE OF INFORMATION**

**11.1** In its exchange of information with parties listed in Schedule 6 of the Act, the Licensing Authority will have regard to:-

- the provisions of the Act, which include the provision that the Data Protection Act 1998 will not be contravened;
- the Guidance issued by the Gambling Commission;
- relevant Legislation and Regulations

**11.2** In accordance with Section 350 of the Gambling Act 2005, the Licensing Authority may exchange information with the following statutory bodies or individuals:

- A constable or police force
- An enforcement officer
- A licensing authority
- Her Majesty's Revenue and Customs
- The Gambling Appeal Tribunal
- The Secretary of State
- Scottish Ministers
- Any other person or body designated by the Secretary of State in accordance with the Act.

**11.3** The Licensing Authority may also exchange information provided by applicants with law enforcement agencies for purposes connected with the prevention and detection of crime, but we will only share any personal details for this purpose ~~unless~~ **if** required to do so by law.

## **12.0 PUBLIC REGISTER**

**12.1** The Licensing Authority is required to keep a public register and share information in it with the Gambling Commission and others. Regulations prescribe what information should be kept in the register. Copies of the register may be obtained on payment of a fee.

## **13.0 COMPLIANCE AND ENFORCEMENT**

**13.1** In exercising its functions with regard to the inspection of premises and to instituting criminal proceedings in respect of offences specified, the Licensing Authority will follow best practice. This requires that actions should be

- Proportionate – Intervention will only be when necessary. Remedies should be appropriate to the risk posed and costs identified and minimised.
- Accountable – The Authority must be able to justify decisions and be subject to public scrutiny.
- Consistent – Rules and standards must be joined up and implemented fairly.
- Transparent – Enforcement should be open and regulations kept simple and user friendly.

- Targeted – Enforcement should be focused on the problems and minimise side effects.

**13.2** The Licensing Authority will endeavour to avoid duplication with other regulatory regimes, so far as is possible, and adopt a risk based inspection programme. All enforcement action is taken having regard to the Regulatory Services Enforcement policy.

**13.3** The main enforcement and compliance role of the Licensing Authority in terms of the Act, is to ensure compliance with the Premises Licence and other permissions which it authorises. The Gambling Commission is the enforcement body for Operating and Personal Licences. Concerns about the manufacture, supply or repair of gaming machines are not dealt with by the Licensing Authority but will be notified to the Gambling Commission.

**13.4** The Licensing Authority will keep itself informed of developments as regard to the Department for Business, Energy & Industrial Strategy in its consideration of the regulatory functions of Local Authorities, and will have regard to best practice.

**13.5** Where appropriate, complaints will be investigated in accordance with the stepped approach outlined in the Regulatory Services Enforcement Policy. A copy of this document is available on the Council website. In the first instance we encourage complaints to be raised directly with the licensee or business concerned.

**13.6** As part of its ongoing inspection regime, The Licensing Authority may carry out test purchasing to ascertain if a licensee has robust policies in place to prevent underage gambling. Licence holders will always be advised of the outcome of the test. Where operators carry out their own test purchasing, and The Licensing Authority is unable to obtain the results from the Primary Authority, we would expect this information to be provided by the operator when requested. Should the results show a failure then the Licensing Authority will, in the first instance, work with the operator to review and improve their policies and procedures.

**13.7** Where there is a Primary Authority Scheme in place, the Licensing Authority will seek guidance from the Primary Authority before taking any enforcement action on matters covered by that scheme. At the time of the publication of this policy there were four Primary Authority arrangements with host local authorities:

- Ladbrokes/Corals - Milton Keynes
- Paddy Power - Reading
- William Hill - City of Westminster

## **PART B PREMISES LICENCES**

### **14.0 GENERAL PRINCIPLES**

**14.1** Premises Licences are subject to the permissions/restrictions set out in the Act as well as the specific mandatory and default conditions detailed in Regulations issued by the Secretary of State. The Licensing Authority is able to exclude default conditions and also attach others, where it is thought appropriate.

**14.2** In accordance with section 150 of the Act, premises licences can authorise the provision of facilities on:

- casino premises
- bingo premises
- betting premises, including tracks and premises used by betting intermediaries
- adult gaming centre premises (for category B3, B4, C and D machines)
- family entertainment centre premises (for category C and D machines) (note that, separate to this category, the licensing authority may issue a family entertainment centre gaming machine permit, which authorises the use of category D machines only).

**14.3** Each case will be decided on its merits, and will depend upon the type of gambling that is proposed, as well as taking into account how the applicant proposes that the Licensing Objective concerns can be overcome.

**14.4** The Licensing Authority is required by the Act, in making decisions about Premises Licences, to permit the use of premises for gambling so far as it thinks it:-

- a) in accordance with any relevant Code of Practice under Section 24 of the Act;
- b) in accordance with any relevant Guidance issued by the Gambling Commission under Section 25;
- c) reasonably consistent with the Licensing Objectives (Subject to paragraphs a) and b))and
- d) in accordance with the Licensing Authority's Statement of Licensing Policy (subject to paragraphs a) and c)).

**14.5 Definition of Premises**

In the Act 'premises' is defined as including 'any place'. It is for the Licensing Authority (having due regard for the Gambling Commission Guidance) to determine on the merits of each application whether different parts of a building can be regarded properly as separate premises.

The Licensing Authority will pay particular attention to applications where access to the licensed premises is through other premises (which themselves may be licensed or unlicensed).

**14.6 Demand**

Demand is a commercial consideration and is not an issue for the Licensing Authority.

**14.7 Location**

Location will only be a material consideration in the context of the Licensing Objectives.

**14.8** The Act is clear that demand issues (e.g. the likely demand or need for gambling facilities in an area) cannot be considered with regard to the location of premises but that considerations in terms of the licensing objectives can. The Licensing Authority will pay particular attention to the objectives of protection of children and vulnerable persons from being harmed or exploited by gambling, as well as issues of crime and disorder.

**14.9** In order for location to be considered, the Licensing Authority will need to be satisfied that there is sufficient evidence that the particular location of the premises would be harmful to the licensing objectives. From 6<sup>th</sup> April 2016, it is a requirement of the Gambling Commission's Licence Conditions and Codes of Practice (LCCP), under section 10, that licensees assess the local risks to the licensing objectives posed by the provision of gambling facilities at their premises and have policies, procedures and control measures to mitigate those risks. In making risk assessments, licensees must take into account relevant matters identified in this policy.

- 14.10** The LCCP also states that licensees must review (and update as necessary) their local risk assessments:
- a) to take account of significant changes in local circumstance, including those identified in this policy;
  - b) when there are significant changes at a licensee's premises that may affect their mitigation of local risks;
  - c) when applying for a variation of a premises licence; and
  - d) in any case, undertake a local risk assessment when applying for a new premises licence.
- 14.11** The Licensing Authority expects the local risk assessment to consider as a minimum:
- whether the premises is in an area of deprivation
  - whether the premises is in an area subject to high levels of crime and/or disorder
  - the ethnic profile of residents in the area, and how game rules, self-exclusion leaflets etc. are communicated to those groups
  - the demographics of the area in relation to vulnerable groups
  - the location of services for children such as schools, playgrounds, toy shops, leisure centres and other areas where children will gather
- 14.12** In every case the local risk assessment should show how vulnerable people, including people with gambling dependencies, are protected.
- 14.13** Other matters that the assessment may include:
- The training of staff in brief intervention when customers show signs of excessive gambling, the ability of staff to offer brief intervention and how the manning of premises affects this.
  - Details as to the location and coverage of working CCTV cameras, and how the system will be monitored.
  - The layout of the premises so that staff have an unobstructed view of persons using the premises.
  - The number of staff that will be available on the premises at any one time. If at any time that number is one, confirm the supervisory and monitoring arrangements when that person is absent from the licensed area or distracted from supervising the premises and observing those persons using the premises.
  - Arrangements for monitoring and dealing with under age persons and vulnerable persons, which may include dedicated and trained personnel, leaflets, posters, self-exclusion schemes, window displays and advertisements not to entice passers-by etc.
  - The provision of signage and documents relating to games rules, gambling care providers and other relevant information be provided in both English and the other prominent first language for that locality.
  - Where the application is for a betting premises licence, other than in respect of a track, the location and extent of any part of the premises which will be used to provide betting machines.

**The Licensing Authority expects all licensed premises' to have their local area risk assessment available on site for inspection by an authorised officer at all times when they are trading.**

- 14.14** Such information may be used to inform the decision the council makes about whether to grant a licence, to grant a licence with special conditions or to refuse an application.
- 14.15** This policy does not preclude any application being made and each application will be decided on its merits, with the onus being upon the applicant to show how the concerns can be overcome.
- 14.16 Local Area Profile**  
Each locality has its own character and challenges. In order to assist applicants, where there is an issue in a local area which impacts on how the applicant should complete their



risk assessment, the Licensing Authority has published a local area profile (LAP). The LAP is published as a separate document to this policy and does not form part of it. The LAP may be reviewed by the Licensing Authority at any time. **Such a review would not constitute a review of this policy. On reviewing the LAP the licensing authority will work with other parties, including Public Health, to gather appropriate information.**

**14.17** The LAP should be given careful consideration when making an application. Applicants may be asked to attend a meeting with licensing officers to discuss the LAP and assessment, appropriate measures to mitigate risk in the area and how they might be relevant to their application. The local area profile will be presented to any subsequent licensing sub-committee when they determine an application that has received representations. The LAP should not be taken as the definitive overview of a particular area and applicants are encouraged to use their own local knowledge in addition to the content of the LAP to inform their local risk assessments.

**14.18** The Licensing Authority recognises that it cannot insist on applicants using the local area profiles when completing their risk assessments. However, an applicant who decides to disregard the LAP should be alert to the risk that they may face additional representations and the expense of a hearing as a result. A template of a suggested local risk assessment form for is included at **Annex D**. Applicants **and licence holders** may use this template or create their own.

**14.19 Duplication with other Regulatory Regimes**

Duplication with other statutory/regulatory regimes will be avoided where possible. The Licensing Authority will not consider whether a licence application is likely to be granted Planning Permission or Building Control consent.

**14.20 The Licensing Objectives**

Premises Licences granted must be reasonably consistent with the three Licensing Objectives. With regard to these Objectives, the following will be considered:-

- **Preventing gambling from being a source of crime or disorder, being associated with crime or disorder, or being used to support crime –**

The Licensing Authority is aware that there is a distinction between disorder and nuisance and that the prevention of nuisance is not a Licensing Objective under the Act.

Whilst the Licensing Authority is aware that the Gambling Commission takes a leading role in preventing gambling from being a source of crime, it will pay attention to the proposed location of gambling premises in terms of this Licensing Objective.

Where an area has known high levels of organised crime, the Licensing Authority will consider carefully whether gambling premises are suitable to be located there and the need for conditions, such as the provision of Door Supervisors.

- **Ensuring that gambling is conducted in a fair and open way –**

The Gambling Commission does not generally expect Licensing Authorities to be concerned with ensuring that gambling is conducted in a fair and open way. However, the Licensing Authority will familiarise itself with operator licence conditions and will communicate any concerns to the Gambling Commission about misleading advertising or any absence of required game rules or other matters as set out in the Gambling Commission's Licence Conditions and Code of Practice.

- **Protecting children and other vulnerable persons from being harmed or exploited by gambling –**

In practice, the Objective of protecting children from being harmed or exploited by gambling often means preventing them from taking part in, or being in close proximity to, gambling.

There is no definition of the term 'vulnerable person' in the Act, but this could include people who are gambling beyond their means and people who may not be able to make informed or balanced decisions about gambling due to a mental impairment, or substance misuse of alcohol or drugs.

The Licensing Authority will consider very carefully whether applications for Premises Licences in respect of gambling premises located close to schools, centres for gambling addicts, or residential areas where there may be a high concentration of families with children, should be granted, and will fully scrutinise the control measures outlined in an operator's local area risk assessment in this regard.

The Licensing Authority will consider whether specific measures are required at particular premises, with regard to this licensing objective. Appropriate measures may include supervision of entrances / machines, segregation of areas etc.

#### **14.21 Conditions & Plans**

The Licensing Authority is aware that the mandatory and default conditions imposed by the Gambling Commission will normally be sufficient to regulate gambling premises. In exceptional cases where there are specific risks or problems associated with a particular locality, specific premises or class of premises the Authority may consider attaching individual conditions related to the Licensing Objectives.

Any conditions attached to Licences will be proportionate and will be:-

- relevant to the need to make the proposed premises suitable as a gambling facility;
- directly related to the premises and the type of licence applied for;
- fairly and reasonably related to the scale and type of premises; and
- reasonable in all other respects.

In addition, the Licensing Authority will examine how applicants propose to address the Licensing Objectives. In considering applications the Licensing Authority will particularly take into account the following, if deemed appropriate:-

- Proof of age schemes;
- Closed Circuit Television;
- Door Supervisors;
- Supervision of entrances/machine areas;
- Physical separation of areas;
- Location of entrances;
- Notices and signage;
- Specific opening hours; and
- With particular regard to vulnerable persons, measures such as the use of self-barring schemes, provision of information, leaflets, helpline numbers for organisations such as GamCare;

#### **14.22** It is recognised that there are conditions which the Licensing Authority cannot attach to Premises Licences. These are:-

- any conditions on the Premises Licence which make it impossible to comply with an Operating Licence condition;
- conditions relating to gaming machine categories, numbers, or method of operation;
- conditions which provide that membership of a club or body be required (the Act specifically removes the membership requirement for casino and bingo clubs and this provision prevents it being reinstated);
- conditions in relation to stakes, fees, and the winning of prizes.

#### **14.23 Credit**

Credit facilities are prohibited from being provided in casinos and bingo licensed premises. Cash machines (ATM's) may be installed in such premises but the Licensing Authority may apply conditions as to where they are sited.

#### **14.24 Betting Machines [See Annex C for definition]**

In relation to Casinos, Betting Premises and Tracks, the Licensing Authority can restrict the number of betting machines, their nature and the circumstances in which they are made available by attaching a licence condition to a Betting Premises Licence or to a Casino Premises Licence (*where betting is permitted in the Casino*).

**14.25** When considering whether to impose a condition to restrict the number of betting machines in particular premises, the Licensing Authority, among other things, shall take into account:-

- the size of the premises;
- the number of counter positions available for person to person transactions; and
- the ability of staff to monitor the use of the machines by children and young persons or by vulnerable persons.

**14.26** In deciding whether to impose conditions to limit the number of betting machines, each application will be considered on its own merit and account will be taken of Codes of Practice or Guidance issued under the Act.

**14.27** In all applications where a plan is required to be submitted, The Licensing Authority expectation is that, it will be in a scale of 1:100 unless otherwise agreed in writing and that, as a minimum, it will show the following (as appropriate to the type of application):

- The extent of the proposed licensed area
- All entry and exit points (including fire exits)
- CCTV camera positions
- Positions of betting terminals, high pay out machines (including fixed odds betting terminals) and ATM's
- Any fixed or permanent structures including counters
- Privacy screens (see also section 21 of this policy)
- All unlicensed areas under the control of the licensee including any 'sterile area's' and toilet and kitchen facilities be they for staff or public use.

### **15.0 PROVISIONAL STATEMENTS**

**15.1** An application for a provisional statement may be made in respect of premises which the applicant

- expects to be constructed
- expects to be altered
- expects to acquire a right to occupy.

The applicant should refer to the Act and the detailed information provided in the Guidance

### **16.0 REVIEWS**

**16.1** Applications for a Review of a Premises Licence may be made by Responsible Authorities and Interested Parties.

**16.2** It is for the Licensing Authority to decide whether the review is to be carried out. This decision will generally be on the basis of whether the request for the review is relevant to the matters listed below:-

- Whether the grounds for the request raises issues relevant to the principles to be applied by the Licensing Authority and set out within the Licensing Authority Statement of Policy;
- Whether the grounds for the request are frivolous or vexatious.
- Whether the grounds for the request would certainly not cause the Licensing Authority to alter/revoke/suspend the Premises Licence;
- Whether the grounds for the request are substantially the same as previous representations or requests for a review.
- In accordance with any relevant codes of practice issued by the Gambling Commission.
- In accordance with any relevant guidance issued by the Gambling Commission.
- Reasonably consistent with the Licensing Objectives.

**16.3** In accordance with the Guidance. The Licensing Authority can also initiate a review of a Licence on the basis of any reason which it thinks is appropriate

### **17.0 ADULT GAMING CENTRES**

**17.1** An Adult Gaming Centre is defined in Annex 'C'. Entry to these premises is age restricted.

**17.2** The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.

### **18.0 LICENSED FAMILY ENTERTAINMENT CENTRES**

**18.1** A Licensed Family Entertainment Centre is defined in Annex 'C'. Entry to these premises is not generally age restricted although entry to certain areas may be restricted, dependent on the category of machines available for use.

**18.2** The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.

### **19.0 CASINOS**

**19.1** A casino is defined in Annex 'C'. Entry to these premises is age restricted

**19.2** The Licensing Authority is empowered to pass a resolution not to issue new licences for casinos in its area. No such resolution has been made.

**19.3** The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.

#### **19.4 Betting Machines**

Conditions may be imposed, in accordance with paragraphs 14.24, 14.25 and 14.26 ~~14.13~~, above.

**19.5** In deciding whether to impose conditions to limit the number of betting machines, each application will be on its own merits and account will be taken of Codes of Practice or Guidance issued under the Act.

#### **19.6 Credit**

Credit facilities are prohibited in casinos, however, this does not prevent the installation of cash dispensers (ATMs) on the premises, although the Licensing Authority may attach conditions as to the siting of such machines.

### **20.0 BINGO PREMISES**

- 20.1** Bingo is defined in Annex 'C'. Entry to these premises is not generally age restricted although entry to certain areas may be restricted, dependent on the category of machines available for use.
- 20.2** The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.
- 20.3 Credit**  
Credit facilities are prohibited in premises licensed for Bingo, however, this does not prevent the installation of cash dispensers (ATMs) on the premises, although the Licensing Authority may attach conditions as to the siting of such machines.
- 21.0 BETTING PREMISES**
- 21.1** Betting is defined in Annex 'C'. Entry to these premises is age restricted.
- 21.2** The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.
- 21.3 Betting Machines**  
Conditions may be imposed, in accordance with paragraphs 14.24, 14.25 and 14.26 above.
- 21.4** In deciding whether to impose conditions to limit the number of betting machines, each application will be on its own merits and account will be taken of Codes of Practice or Guidance issued under the Act.
- 21.5 Fixed Odds Betting Terminals (FOBT's)**  
In respect to nationally expressed concerns that exist in relation to the potentially adverse impact FOBT's may have on vulnerable groups of adults, The Licensing Authority will give due consideration to the need to apply conditions to betting shop premises licences including, but not limited to, setting out minimum staffing levels to ensure sufficient staff are on the premises to enable staff to comprehensively promote responsible gambling, adequately protect players, particularly in relation to players who are deemed to be vulnerable and to prevent under 18 year olds accessing gambling facilities.
- 21.6** The Licensing Authority expects FOBT's to be positioned in such a way that they can be appropriately monitored by staff particularly where those staff are positioned at a counter away from the machines. In general the Authority is of the view that 'privacy screens' will hamper this and will expect the local area risk assessment to take this into account where applicants intend to construct such screens. Particular attention should be paid to the Gambling Commission's Social Responsibility Codes in this regard, especially code 9.11.1. Where an existing licensee adds 'privacy screens' a variation application will be required
- 22.0 TRACKS**
- 22.1** A Track is defined in Annex 'C'. Entry to these premises may be age restricted. Please refer to the Gambling Commission Guidance.
- 22.2** The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.
- 22.3 Betting Machines**  
Conditions may be imposed, in accordance with paragraphs 14.24, 14.25 and 14.26 above.
- 22.4** In deciding whether to impose conditions to limit the number of betting machines, each application will be on its own merits and account will be taken of Codes of Practice or Guidance issued under the Act
- 23.0 TRAVELLING FAIRS**

- 23.1 The facilities for gambling (being category D machines and/or equal chance prize gaming without a permit) must amount to no more than an ancillary amusement at the fair. The Licensing Authority will determine whether this requirement is being met.

## **PART C PERMITS**

- 24.0 The Act introduced a range of permits for gambling which are granted by Licensing Authorities. Permits are required when premises provide a gambling facility but either the stakes and prizes are very low or gambling is not the main function of the premises. The permits regulate gambling and the use of gaming machines in a specific premises. With the exception of limiting machine numbers on Licensed Premises Gaming Machine permits, the Licensing Authority may only grant or reject an application for a permit. No conditions may be added.

### **25.0 UNLICENSED FAMILY ENTERTAINMENT CENTRE GAMING MACHINE PERMITS**

- 25.1 Where a premises does not hold a Premises Licence but wishes to provide Gaming machines, it may apply to the Licensing Authority for a Permit. It should be noted that the applicant must show that the premises will be wholly or mainly used for making gaming machines available for use.

- 25.2 The Licensing Authority requires the applicant to submit a scale plan of the premises showing the areas which the permit will cover together with any other areas under the control of the licensee. Generally, this will be at a scale of 1:100 but other scales may be submitted with prior agreement from the Licensing Authority. Full details can be found in section 14.27

- 25.3 The Licensing Authority will expect the applicant to show that there are written policies and procedures in place to protect children from harm. Harm in this context is not limited to harm from gambling but includes wider child protection considerations. The suitability of such policies and procedures will be considered on their merits, however, they may include:-

- A basic Disclosure & Barring Service check or equivalent criminal record check for the applicant and the person(s) having the day to day control of the premises;
- Proof of age schemes;
- How the applicant proposes to ensure that children will be protected from harm whilst on the premises;
- Training covering how staff would deal with:-
  - unsupervised, very young children being on the premises,
  - children causing perceived problems on/around the premises, or
  - suspected truant children

In addition applicants should be able to demonstrate a full understanding of maximum stakes and prizes (and that staff are suitably trained in this respect)

### **26.0 (ALCOHOL) LICENSED PREMISES GAMING MACHINE PERMITS**



- 26.1** There is provision in the Act for premises licensed to sell alcohol for consumption on the premises to automatically have two gaming machines, of Categories C and/or D via a notification to the Licensing Authority.
- 26.2** Gaming machines can only be located on licensed premises that have a bar for serving customers.
- 26.3** Premises restricted to selling alcohol only with food, will not be able to have gaming machines or apply for a Permit.
- 26.4** Where an application for more than two gaming machines is received, the Licensing Authority will specifically have regard to the need to protect children and vulnerable persons from harm or being exploited by gambling and will expect the applicant to satisfy the Authority that there will be sufficient measures to ensure that under 18 year olds do not have access to the adult only machines. Measures will cover such issues as:-
- Adult machines being in sight of the bar;
  - Adult machines being in sight of staff who will monitor that the machines are not being used by those under 18;
  - Appropriate notices and signage; and
  - As regards the protection of vulnerable persons, the Licensing Authority will consider measures such as the use of self-barring schemes, provision of information, leaflets/help line numbers for organisations such as GamCare.
  - Relevant codes of practice issued by the Gambling Commission

The Licensing Authority can decide to grant an application with a smaller number of machines and/or a different category of machines than that applied for but conditions other than these cannot be attached.

**27.0 PRIZE GAMING PERMITS[See Annex C for definition]**

- 27.1** The Licensing Authority will expect the applicant to show that there are written policies and procedures in place to protect children from harm. Harm in this context is not limited to harm from gambling but includes wider child protection considerations. The suitability of such policies and procedures will be considered on their merits, however, they may include:-
- A basic Disclosure & Barring Service check or equivalent criminal record check for the applicant and the person having the day to day control of the premises.
  - Proof of age schemes
  - How the applicant proposes to ensure that children will be protected from harm whilst on the premises.
  - Training covering how staff would deal with:-
    - unsupervised, very young children being on the premises,
    - children causing perceived problems on/around the premises, and
    - suspected truant children

In addition applicants should be able to demonstrate a full understanding of maximum stakes and prizes (and that staff are suitably trained in this respect)

In making its decision on an application for a Permit, the Licensing Authority does not need to have regard to the Licensing Objectives but must have regard to any Gambling Commission guidance.

**28.0 CLUB GAMING AND CLUB MACHINE PERMITS**

- 28.1** Members' Clubs and Miners' Welfare Institutes may apply for a Club Gaming Permit and/or a Club Gaming Machine Permit, but are restricted by category and number of machines and to equal chance gaming and games of chance.
- 28.2** Commercial clubs may apply for a club machine permit, subject to restrictions
- 28.3** The gambling provided under the authority of a club gaming permit must also meet the following conditions:
- (a) in respect of gaming machines:
- no child or young person may use a category B or C machine on the premises
- that the holder must comply with any relevant provision of a code of practice about the location and operation of gaming machines.
- (b) the public, children and young persons must be excluded from any area of the premises where the gaming is taking place.
- 28.4** Section 273 of the Act sets out the conditions that will apply to the club machine permit, including that in respect of gaming machines no child or young person uses a category B or C machine on the premises and that the holder complies with any relevant provision of a code of practice about the location and operation of gaming machines.

## **PART D**

### **OCCASIONAL AND TEMPORARY PERMISSIONS**

#### **29.0 TEMPORARY USE NOTICES (TUN)**

**29.1** A 'TUN' is defined in Annex 'C'.

**29.2** A TUN may only be granted to a person or company holding an Operating Licence relevant to the temporary use of the premises. Regulations issued by the Secretary of State prescribe the activities to be covered. At present a Temporary Use Notice can only be issued for equal chance gaming.

**29.3** For the purposes of a TUN, a set of premises is the subject of a TUN if any part of the premises is the subject of the Notice. This prevents one large premises from having a TUN in effect for more than 21 days per year by giving a Notice in respect of different parts.

**29.4** The definition of a "set of premises" will be a question of fact in the particular circumstances of each Notice that is given. In considering whether a place falls within the definition of "a set of premises", the Licensing Authority will consider, amongst other things, the ownership/occupation and control of the premises.

**29.5** The Licensing Authority will object to Notices where it appears that their effect would be to permit regular gambling in a place that could be described as one set of premises.

#### **30.0 OCCASIONAL USE NOTICES**

**30.1** Occasional Use Notices (OUN) are defined in Annex 'C'.

**30.2** The Licensing Authority has very little discretion as regards these Notices, aside from ensuring that a statutory limit of 8 days in a calendar year is not exceeded.

**30.3** The Licensing Authority will, however, consider the definition of a track and whether the applicant is permitted to avail him/herself of the Notice.

### **31.0 SMALL SOCIETY LOTTERIES**

**31.1** The definition of a Small Society Lottery is contained in Annex 'C' and these require registration with the Licensing Authority.

### **32.0 APPENDICES**

**32.1** Appendices have been attached to this Statement providing further information and guidance and they are intended only to assist readers and should not be interpreted as legal advice or as constituent of the Licensing Authority's policy. Readers of this document are strongly advised to seek their own legal advice if they are unsure of the requirements of the Act, or the guidance or regulations issued under the Act.

### **33.0 DELEGATION OF POWERS**

**33.1** The Licensing Authority has agreed a scheme of delegation for discharging its functions under the Act.

### **34.0 DEFINITIONS – Annex 'C'**

### **35.0 FEES – Annex 'F'**

### **36.0 USEFUL CONTACTS**

The Gambling Commission maintains a list of useful contacts on organisations involved in gambling and their contact details can be found on the Commission's website [www.gamblingcommission.gov.uk](http://www.gamblingcommission.gov.uk) Some of these organisations provide codes of practice on their particular interest area.

## ANNEX 'A'

### List of Consultees

The draft policy was placed on the Council Website and in accordance with the Act the following organisations and individuals were consulted as part of the formal consultation exercise on the Statement of Gambling Licensing Policy.

- All responsible Authorities for the Gambling Act (as specified in Annexe 2).
- Holders of Premises Licences and Permits under the Gambling Act 2005
- Gamblers Anonymous,
- The Licensing Committee
- Public Health

In addition to those specifically consulted, no requests were received for copies of the draft Policy Document.

**(note the consultation list is deliberately light as this policy was previously reviewed in 2017. Accordingly there a few changes. The Act prescribes a statutory three yearly review and this version is in compliance with that requirement.)**

In addition to those specifically consulted, no requests were received for copies of the draft Policy Document, although the web page where it was located received ??? 'hits'

## ANNEX 'B'

### Contact Details for the Licensing Authority and Responsible Authorities

#### The Licensing Authority is:

The Licensing Authority  
Public Protection Division (Floor 13)  
Southend-on-Sea Borough Council  
Civic Centre  
Victoria Avenue  
Southend-on-Sea, SS2 6ZG

Telephone: 01702 215005

Email: [licact2003@southend.gov.uk](mailto:licact2003@southend.gov.uk)

#### The Responsible Authorities are:

- a) The Chief Officer of Police  
Essex Police Licensing Unit  
PO Box 12306  
Police Station  
Newland Street,  
Witham, CM8 2AS

Telephone: 101 ext 452035

E:mail [licensing.applications@essex.pnn.police.uk](mailto:licensing.applications@essex.pnn.police.uk)

Guidance from Essex Police on their expectations for licence applications can be found on their website at: [www.essex.police.uk/licensing](http://www.essex.police.uk/licensing)

- b) The Fire and Rescue Authority  
Essex County Fire and Rescue Service  
Southend Service Delivery Point  
Sutton Road (Rear of Fire Station)  
Southend-on-Sea, SS2 5PX

Telephone 01376 576740

- c) The Local Planning Authority  
The Development Control Section  
Southend-on-Sea Borough Council  
Civic Centre  
Victoria Avenue  
Southend-on-Sea. SS2 6ZG

Telephone: 01702 215327

- d) The Local Authority with functions related to prevention of risk of pollution of the environment:-

The Environmental Protection Team  
Public Protection Division (Floor 13)  
Southend-on-Sea Borough Council  
Civic Centre, Victoria Avenue  
Southend-on-Sea SS2 6ZG

Telephone: 01702 215005

Email: [environmentalprotection@southend.gov.uk](mailto:environmentalprotection@southend.gov.uk)

- e) The body designated by the Licensing Authority as being competent to advise on the Authority about protection of children from harm.

The Department of Safeguarding for Children.

(Child Protection Advisor)

Southend-on-Sea Borough Council

Civic Centre, Victoria Avenue

Southend-on-Sea SS2 6ZG

Telephone: 01702 534417

Email: [safeguardingforchildren@southend.gov.uk](mailto:safeguardingforchildren@southend.gov.uk)

- f) The Gambling Commission  
Victoria Square House  
Victoria Square  
Birmingham  
B2 4BP

Telephone: 0121 230 6500

- g) HM Revenue and Customs  
Excise Processing Teams  
BX9 1GL

Telephone: 03000 516023

Email: [NRUBetting&Gaming@HMRC.gsi.gov.uk](mailto:NRUBetting&Gaming@HMRC.gsi.gov.uk)

- h) In relation to vessels only, the Navigation Authority having functions in relation to any place where the vessel is or is likely to be while activities are carried on in reliance on a premises licence. For this purpose, correspondence should be sent to:

Surveyor-in-Charge  
Maritime & Coast Guard Agency  
Marine Office  
Central Court  
1B Knoll Rise  
Orpington, BR6 0JA

Telephone: 01689 890400

**Any further enquiries or assistance can be obtained from the Licensing Authority on the email address or telephone number given above. These addresses were correct at the time of going to press but are subject to change without notice. Any change made will not form part of a review of the Council's Statement of Licensing Policy**



## ANNEX 'C'

### DEFINITIONS

**Please note, definitions listed below are for guidance only and do not form part of the Council's Statement of Licensing Policy or will necessarily appear within it.**

Term	Description
ATM	Auto teller machine or cash machine.
Adult Gaming Centre	Premises in respect of which an Adult Gaming Centre Premises Licence has effect.
Authorised Local Authority Officer	A Licensing Authority Officer who is an authorised person for a purpose relating to premises in that Authority's area.
Betting	In this Act "betting" means making or accepting a bet on— (a) the outcome of a race, competition or other event or process, (b) the likelihood of anything occurring or not occurring, or (c) whether anything is or is not true.
Betting Machines	A machine designed or adapted for use to bet on future real events [not a gaming machine].
Bingo	Bingo is not given a statutory definition in the Act other than that it means any version of the game irrespective of by what name it is described. It is to have its ordinary and natural meaning. Two types of bingo are commonly understood: <ul style="list-style-type: none"><li>• cash bingo, where the stakes paid make up the cash prizes that are won</li><li>• prize bingo, where various forms of prizes are won, not directly related to the stakes paid.</li></ul>
Casino	An arrangement whereby people are given an opportunity to participate in one or more casino games.
Casino Resolution	Resolution not to issue Casino Premises Licences.
Child	Individual who is less than 16 years old.
Club Gaming Machine Permit	Permit to enable the premises to provide gaming machines [3 machines of Categories B,C or D.]
Conditions	Conditions to be attached to licences by way of:-

	<ul style="list-style-type: none"> <li>❑ Automatic provision</li> <li>❑ Regulations provided by Secretary of State</li> <li>❑ Conditions provided by Gambling Commission</li> <li>❑ Conditions provided by Licensing Authority</li> </ul> <p>Conditions may be general in nature [either attached to all licences or all licences of a particular nature] or may be specific to a particular licence.</p>
Crane grab machine	A non-money prize machine in respect of which every prize which can be won consists of an individual physical object (such as a stuffed toy) won by a person's success in manipulating a device forming part of the machine so as to separate, and keep separate, one or more physical objects from a group of such objects.
Default Conditions	Conditions, prescribed in regulations, that will apply unless the Licensing Authority decides to exclude them. This may apply to all Premises Licences, to a class of Premises Licence or Licences for specified circumstances.
Delegated Powers	Decisions delegated either to a Licensing Committee, Sub-Committee or Licensing Officers.
Disorder	No set interpretation. However, likely to be connected to the way gambling is being conducted. In the case of Gambling Premises' Licences, disorder is intended to mean activity that is more serious and disruptive than mere nuisance.
Equal Chance Gaming	Games that do not involve playing or staking against a bank and where the chances are equally favourable to all participants.
Exempt Lotteries	<p>Lotteries specified in the Gambling Act as permitted to be run without a licence from the Gambling Commission. There are four types:</p> <ul style="list-style-type: none"> <li>• Small Society Lottery [required to register with Licensing Authorities.</li> <li>• Incidental Non Commercial Lotteries.</li> <li>• Private Lotteries.</li> <li>• Customer Lotteries.</li> </ul>
Family Entertainment Centre (FEC)	<p>There are two types of FEC:-</p> <p>A licensed FEC (ie one with a Premises Licence) has no limit on the number of category C or D machines permitted</p> <p>An unlicensed FEC (ie one with a Permit) has no limit on the number of category D machines permitted</p>

Fixed Odds Betting Terminals (FOBTs)	FOBTs are a type of gaming machine which generally appear in licensed bookmakers. (Betting Shops) FOBTs have 'touch-screen' displays and look similar to quiz machines familiar in pubs and clubs. They normally offer a number of games, roulette being the most popular.
Gaming & game of chance	In the Act "gaming" means playing a game of chance for a prize. and "game of chance"— (a) includes— (i) a game that involves both an element of chance and an element of skill, (ii) a game that involves an element of chance that can be eliminated by superlative skill, and (iii) a game that is presented as involving an element of chance, but (b) does not include a sport
Gaming Machine	Machine covering all types of gambling activity, including betting on virtual events, but not including home computers even though users can access online gambling websites.
Guidance to Licensing Authorities	Guidance issued periodically by the Gambling Commission
Incidental Non Commercial Lottery	A lottery promoted wholly for purposes other than private game, and which are incidental to non-commercial events [commonly charity fundraising events, lottery held at a school fete or at a social event such as a dinner dance]
Lottery	An arrangement which satisfies the statutory description of either a simple lottery or a complex lottery in Section 14 of the Act.
Members' Club	A club, as defined by the Licensing Act 2003, that must:- <ul style="list-style-type: none"> <li>❑ Have at least 25 members;</li> <li>❑ Be established and conducted 'wholly or mainly' for purposes other than gaming;</li> <li>❑ Be permanent in nature;</li> <li>❑ Not be established to make commercial profit;</li> <li>❑ Be controlled by its members equally.</li> </ul>
Money prize machine	A machine in respect of which every prize which can be won as a result of using the machine is a money prize.

Non-money prize machine	A machine in respect of which every prize which can be won as a result of using the machine is a non-money prize. The winner of the prize is determined by: (i) the position in which the coin or token comes to rest after it has been inserted into the machine, together with the position of other coins or tokens which have previously been inserted into the machine to pay a charge for use, or (ii) if the insertion of a single coin to pay the charge for use enables the person using the machine to release one or more tokens within the machine, the position in which such tokens come to rest after being released, together with the position of other tokens which have previously been so released.
Occasional Use Notice (OUN)	Betting may be permitted on a 'track' by an OUN without the need for a full Premises Licence.
Odds	The ratio to which a bet will be paid if the bet wins. e.g. 3-1 means for every £1 bet, a person would receive £3 of winnings.
Off Course Betting	Betting that takes place other than at a track, i.e. at a licensed betting shop.
Off Course Betting - Tracks	Betting that takes place in a self-contained betting premises with the track premises providing facilities for off course betting, i.e. on other events, not just those taking place on the track. Normally operates only on race days.
On Course Betting - Tracks	Betting that takes place on a track while races are taking place.
Operating Licence	Licence to permit individuals and companies to provide facilities for certain types of gambling. It may authorise remote or non remote gambling.
Permits	Authorisation to provide a gambling facility where the stakes and prizes are very low or gambling is not the main function of the premises.
Personal Licence	Formal authorisation to individuals who control facilities for gambling or are able to influence the outcome of gambling. Cannot be held by companies.
Pool Betting – Tracks	For the purposes of the Gambling Act, pool betting is made on terms that all or part of the winnings: 1) Shall be determined by reference to the aggregate of the stakes paid or agreed to be paid by the persons betting 2) Shall be divided among the winners or 3) Shall or may be something other than money. For the purposes of the Gambling Act, pool betting is horse-race pool betting if it

	relates to horse-racing in Britain.
Private Lotteries	<p>There are three types of Private Lotteries:</p> <ul style="list-style-type: none"> <li>❑ Private Society Lotteries - tickets may only be sold to members of the Society or persons who are on the premises of the Society;</li> <li>❑ Work Lotteries - the promoters and purchasers of tickets must all work on a single set of work premises;</li> <li>❑ Residents' Lotteries - promoted by, and tickets may only be sold to, people who live at the same set of premises.</li> </ul>
Prize Gaming	Where the nature and size of the prize is not determined by the number of people playing or the amount paid for or raised by the gaming. The prizes will be determined by the operator before play commences.
Prize Gaming Permit	A permit to authorise the provision of facilities for gaming with prizes on specific premises.
Regulations or Statutory instruments	Regulations are a form of law, often referred to as delegated or secondary legislation. They have the same binding legal effect as Acts and usually state rules that apply generally, rather than to specific persons or things. However, regulations are not made by Parliament. Rather, they are made by persons or bodies to whom Parliament has delegated the authority to make them, such as a minister or an administrative agency.
Representations	In the context of the Gambling Act representations are either positive statements of support or negative objections which are made in relation to a licensing application. Representations must be made in time, e.g. during a designated notice period.
Responsible Authorities	<p>Public Bodies that must be notified of all applications and who are entitled to make representations in relation to Premises Licences, as follows:-</p> <ul style="list-style-type: none"> <li>❑ The Licensing Authority in whose area the premises is partly or wholly situated</li> <li>❑ The Gambling Commission</li> <li>❑ The Chief Officer of Police</li> <li>❑ Fire and Rescue Service</li> <li>❑ The Planning Authority for the local authority area</li> <li>❑ Environmental Health Service for the local authority area</li> <li>❑ The Body competent to advise on the protection of children from harm</li> </ul>

	<ul style="list-style-type: none"> <li>□ HM Revenue and Customs</li> <li>□ Authority in relation to vulnerable adults</li> <li>□ Vessels only - the Navigation Authority whose statutory functions are in relation to waters where the vessel is usually moored or berthed, i.e. the Environment Agency, British Waterways Board, the Maritime and Coastguard Agency</li> </ul> <p>Full details of Responsible Authorities for the Borough are contained in Appendix 'B' to this Policy.</p>
Skill machine / Skill with prizes machine	The Act does not cover machines that give prizes as a result of the application of pure skill by players. A skill with prizes machine is one on which the winning of a prize is determined only by the player's skill – any element of chance imparted by the action of the machine would cause it to be a gaming machine. An example of a skill game would be trivia game machines, popular in pubs and clubs, which require the player to answer general knowledge questions to win cash prizes.
Small Society Lottery	A lottery promoted on behalf of a non commercial society, i.e. lotteries intended to raise funds for good causes.
Society	The society, or any separate branch of such a society, on whose behalf a lottery is to be promoted.
Stake	The amount pledged when taking part in gambling activity as either a bet, or deposit to the bank or house (where the house could be a gaming machine).
Table gaming	Card games played in casinos.
Temporary Use Notice (TUN)	To allow the use of a premises for gambling where there is no Premises Licence but where a gambling operator wishes to use the premises temporarily for providing facilities for gambling.
Tote [or Totalisator]	"Tote" is short for Totaliser, a system introduced to Britain in 1929 to offer pool betting on racecourses.
Track	Sites where races or other sporting events take place, e.g. horse racing, dog racing or any other premises on any part of which a race or other sporting event takes place or is intended to take place.
Vehicles	Defined as trains, aircraft, sea planes and amphibious vehicles other than hovercraft. No form of commercial betting and gaming is permitted.
Vulnerable Persons	No set definition, but likely to mean group to include people who:- <ul style="list-style-type: none"> <li>□ gamble more than they want to</li> </ul>



	<ul style="list-style-type: none"><li>□ gamble beyond their means who may not be able to make informed or balanced decisions about gambling due to a mental impairment, alcohol or drugs</li></ul>
Young Person	An individual who is not a child but who is less than 18 years old.

FINOVA

**ANNEX 'D'**



**ANNEX 'E'**

**Local Area Risk Assessment Example Template**

1: Local Area			
No	Local Risks:	Licensing objective(s) at risk: (CD, FO or CV)	Control Measures
1.1			Systems
			Design
			Physical
1.2			Systems
			Design
			Physical
1.3			Systems
			Design
			Physical

2: Gambling Operation			
No	Local Risks:	Licensing objective(s) at risk: (CD, FO or CV)	Control Measures
2.1			Systems
			Design
			Physical
2.2			Systems
			Design
			Physical
3.3			Systems
			Design
			Physical

3: Internal and External Premises Design			
No	Local Risks:	Licensing objective(s) at risk: (CD, FO or CV)	Control Measures
3.1			Systems
			Design
			Physical
3.2			Systems
			Design
			Physical
3.3			Systems
			Design
			Physical





## ANNEX 'F'

Non statutory fees are reviewed by the Licensing Authority on an annual basis in accordance with the Gambling (Premises Licence Fees) (England and Wales) Regulations 2007. Details of current fees can be obtained by contacting

The Licensing Authority  
Public Protection Division (Floor 13)  
Department for Place  
Southend-on-Sea Borough Council  
Civic Centre  
Victoria Avenue  
Southend-on-Sea  
Essex SS2 6ZG

Telephone: 01702 215005

Email: [licact2003@southend.gov.uk](mailto:licact2003@southend.gov.uk)

or alternatively by viewing the Council's Website [www.southend.gov.uk](http://www.southend.gov.uk)

PREMIA

**Gambling Act Draft Licensing Policy Consultation**

A six week consultation was launched until 2<sup>nd</sup> September 2018, which consisted of letters and emails to local businesses and residents who have requested to be informed of our consultations. A webpage containing the Draft Gambling Act Licencing Policy draft document, including the Licensing Conditions was publicised and a media release was issued.

Approximately 350 letters and emails were sent out to giving direct notification to local residents and businesses and the information was forwarded to the Southend Business District, which includes a number of business in and around the Town Centre. Relevant bodies enforcing the Act and supporting vulnerable groups were also consulted, as were all those specifically required by the Gambling Act 2005 (the Act)

**The results**

A total of 9 respondents have responded to the consultation, no actual questions were set as we wanted responses and opinions on the content within the draft policy. Below are the comments received in full.

Comments	
National Licensing & Development Manager – William Hill	Licensing Authority (LA) Response
<p>Further to the publication of your draft Gambling Policy (2019-2022), we wish to respond on the following two points:</p> <p><i>13.6 As part of its ongoing inspection regime, The Licensing Authority may carryout test purchasing to ascertain if a licensee has robust policies in place to prevent underage gambling. Licence holders will always be advised of the outcome of the test. Where operators carry out their own test purchasing, The Licensing Authority expect to be advised of the results. Should the results show a failure then the Licensing Authority will, in the first instance, work with the operator to review and improve their policies and procedures.</i></p> <p>We would not expect to inform every individual Local Authority of our own</p>	<p>Where Primary Authority agreements exist the LA does not</p>

test purchasing results, as we have over 2300 shops within approximately 350 different Local Authorities. This would create a significant amount of work, and as you aware from your paragraph following at 13.7, Primary Authority Schemes are in place in relation to Age Verification testing, for this very purpose. Our own results are shared with the Primary Authority, as well as the Gambling Commission, and if there are any concerns, then they will work with us to seek improvement. That is why the Primary Authority scheme is in place, and individual contact with each Authority is therefore unnecessary. We would therefore request that this section be amended to remove this requirement, in line with the approach all other Local Authorities take.

*21.6 The Licensing Authority expects FOBT's to be positioned in such a way that they can be appropriately monitored by staff particularly where those staff are positioned at a counter away from the machines. In general the Authority is of the view that 'privacy screens' will hamper this and will expect the local area risk assessment to take this into account where applicants intend to construct such screens. Particular attention should be paid to the Gambling Commission's Social Responsibility Codes in this regard, especially code 9.11.1. Where an existing licensee adds 'privacy screens' a variation application will be required*

We would not agree that a full premises licence variation is required for the installation of privacy screens around gaming machines. When we install such a set-up, we would, as a responsible operator, consider the suitable positioning of the machine within the premises, and the ability of staff to be able to monitor the machines fully, which we feel would be the considerations you would be concerned with, as shown in the first part of this paragraph. So although we would be more than happy to discuss any concerns you may have, and introduce appropriate measures to alleviate

carry out its own test purchasing operations. This presents some difficulties for the LA in assessing the 'local picture' and where we are unable to obtain the results from the Primary Authority, we would expect this information to be provided by the operator. We would expect large chains to welcome the opportunity to work with the LA and sharing results forms part of that relationship. The policy is clear that this is an expectation and not a requirement.

Outcome – rewording of section 13.6 to reflect the above

The Gambling Act 2005 (Premises Licences and Provisional Statements) Regulations 2007 state  
*Regulation 4*  
*(2) The plan must show—*  
*(b) where the premises include, or consist of, one or more buildings, the location of any external or internal walls of each such building;*  
*(c) where the premises form part of a building, the location of any external or internal walls of the building which are*

these concerns if the situation arose, we certainly feel that the requirement for a full licence variation is unnecessary. The Gambling Commission's own current documentation states that 'Plans must include: the boundary of the premises, external and internal walls, points of exit and entry (plus a description of where exit leads to and entry leads from)'. So, even the position of the gaming machines is not actually a requirement. We do show the positions of our machines on licence plans, and also any screens around them, as we feel this is beneficial to Local Authorities, but we do not agree there can be a need to make a variation, for the movement of a fixture which need not be shown. If there is any concern, it can be discussed without such application having to be made.

I would appreciate it if you could give further consideration to these comments, before the final Policy is produced.

*included in the premises;*

*Regulation 8*

*Where the application is for a betting premises licence, other than in respect of a track, the plan must show the location and extent of any part of the premises which will be used to provide facilities for gambling in reliance on the licence*

It is the view of the LA that to not show privacy screens certainly does not show the 'extent' of facilities for gambling in reliance on the licence and could be argued to be an internal wall.

In addition the Gambling Commission guidance 5<sup>th</sup> edition states: "*Licensing authorities should ensure that they request all the information required from an applicant for a new premises or for a variation to an existing premises in order to satisfy themselves as to the matters set out at s153 of the Act. This includes the codes of practice and this Guidance. The approach in adding case specific conditions can equally be deployed in respect of an existing unit where concerns arise or when changes are made to the operating model*".

Further, the Licence conditions and codes of practice at 9.1. – Gaming Machines in Gambling Premises, specifically sites the following social responsibility code for betting premises, "9.1.1 – 2 "*Facilities for Gambling must only be offered in a manner which provides appropriate supervision of those facilities by staff at all times*"

Adding screens is a change to both the operating model and

	<p>the plan submitted at the time of the original application and is likely to hinder appropriate supervision. In the LA view this requires a variation application. It is worthy of note that the Gambling Commission did not agree with the respondent's position (in their consultation response) in regard to the requirement for a variation application.</p> <p>Outcome – No Change to policy, save that a typo at section 21.6 of the policy stating “9.11.1” is to be corrected to “9.1.1”</p>
<p><b>Popleston Allen – for Power Leisure Bookmakers</b></p>	<p><b>Licensing Authority (LA) Response</b></p>
<p>We note the Council’s proposals at paragraph 13.6 of the draft Statement of Gambling Policy which require that:</p> <p><i>“Where operators carry out their own test purchasing, The Licensing Authority expect to be advised of the results. Should the results show a failure then the Licensing Authority will, in the first instance, work with the operator to review and improve their policies and procedures.”</i></p> <p>Our comments are as follows:</p> <ol style="list-style-type: none"> <li>1. A statement of Gambling Policy cannot place an obligation upon a licence holder. This must be done by way of a premises licence condition. The wording of the proposed condition states that there is an expectation by the Council to be advised of test purchase results. The Gambling Act 2005 does not give any right this expectation. We are also concerned about the potential for disparity between those operators who do not report all test purchase results and those that do.</li> <li>2. The Licence Conditions and codes of practice do not place any further</li> </ol>	<p>Where Primary Authority agreements exist the LA does not carry out its own test purchasing operations. This presents some difficulties for the LA in assessing the ‘local picture’ and where we are unable to obtain the results from the Primary Authority, we would expect this information to be provided by the operator. We would expect large chains to welcome the opportunity to work with the LA and sharing results forms part of that relationship. The policy is clear that this is an expectation and not a requirement.</p>

<p>mandatory obligation on the licence holder in respect of test purchases.</p> <p>Under the LCCP licensees are expected consider how they monitor the effectiveness of their policies and procedures for preventing underage gambling (for example by taking part in a collective test purchasing programme) and should be able to explain to the Commission or licensing authority what approach they have adopted</p> <p>Our client is committed to working in partnership with the Gambling Commission and local authorities to continue to promote best practice and compliance in support of the licensing objectives.</p>	<p>Outcome – rewording of section 13.6 to reflect the above</p>
<p><b>Health Improvement Practitioner – Public Health Southend Council</b></p> <p>Thank you for the invitation to provide a response to the gambling consultation. As a Public Health team we are encouraging a Health in All Policies approach to Council and wider system working. By adopting a ‘whole council’ approach to tackling gambling related harm as promoted by recent LGA guidance<sup>1</sup> we can work collaboratively to improve outcomes for those that live, work and visit Southend. We welcome the new gambling policy as an opportunity to further understand and mitigate the risk of harm that problem gambling can bring to the community of Southend.</p> <p>This consultation response details areas where we feel a stronger focus could be made within the new policy and/or future policies to protect those most at risk of harm from gambling and to align the policy with the emerging corporate Drug, Alcohol, Problem Gambling and Tobacco Control Strategy</p> <p><b>Summary and Recommendations:</b></p> <p>The refresh of the Gambling Licensing policy has been a timely opportunity to explore how public health can further support the Council’s regulatory responsibility to reduce the harm that gambling can cause to individuals and communities and the health and social inequalities that gambling can</p>	<p><b>Licensing Authority (LA) Response</b></p>



exacerbate. Below are recommendations for the policy refresh and regulatory practice- we would welcome further conversations as to how we can support the implementation of these recommendations.

1. To include a section on Problem Gambling within the policy to explicitly state the emerging public health issues in relation to gambling and how this fits with the licencing objective to protect children and vulnerable people from harm

The purpose of the Statement of Licensing Policy is to set out the principles by which Southend-on-Sea Borough Council, as the Licensing Authority under the Gambling Act 2005 intends to apply in discharging its functions to licence premises for gambling under the Act. Section 153(1) of the Act states “*In exercising their functions under this Part a licensing authority shall aim to permit the use of premises for gambling in so far as the authority think it—*

*(a)in accordance with any relevant code of practice under section 24,*

*(b)in accordance with any relevant guidance issued by the Commission under section 25,*

*(c)reasonably consistent with the licensing objectives (subject to paragraphs (a) and (b)), and*

*(d)in accordance with the statement published by the authority under section 349 (subject to paragraphs (a) to (c)).”*

While the act sets out the protection of the vulnerable as an objective and this will be taken into account when judging an application in accordance with Section 153(c), the correct policy to address problem gambling would be Public Health’s (PH) Gambling, Alcohol, Smoking & Drugs strategy. A member of the licensing authority sits on the panel creating that document. In addition the LA produces a Local Area Profile for use of applicants in risk assessing the impact of their

<p>2. To stipulate that the Responsible Authority will work with Public Health colleagues to review local area profiles to ensure more detailed public health knowledge and intelligence regarding proliferation of gambling establishments, proximity to vulnerable populations and other relevant data are used to inform future licensing decisions and consider using mapping tools to communicate this information. This work will also support the development of other local Joint Strategic Needs Assessment products.</p> <p>3. To amend wording around test purchasing to include test purchasing for problem gambling measures such as self-exclusion. There should also be a piece of work external to the policy development that looks at pathways for intelligence gathering regarding poor practice to inform our test purchasing programme.</p> <p>4. To strengthen our requirements of industries to make more robust use of the risk assessment process and to support licensees to do this with best practice examples and other support mechanisms.</p>	<p>application. Included within this is PH data on depravation. The LA would be happy to incorporate addition information from PH at the next review of that document and reference the PH strategy within it.</p> <p>Outcome – no change to policy</p> <p>THE LA already do work with PH on the local area profile but this can be stated in the policy.</p> <p>Outcome – addition at section 14.16</p> <p>It would be impossible to test self-exclusion as the very nature of the exclusion is that the details of the excluded person are confidential and only known to the premises staff and the excluded person. Thus the only ‘tester’ could be the excluded person them self.</p> <p>Outcome – no change to policy</p> <p>Local area risk assessments (LARA) have only been in the policy since last year. Thus the LA is still in the ‘learning stage’ in regard to their effectiveness and at this point best practice examples are few and far between. As the LARA systems</p>
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<p>5. There is an amendment required to the name/address for responsible authority as there is no longer a Department for Children and Learning and (assuming it should no longer be based at Queensway House).</p> <p>6. Ensure that all appropriate bodies are proactively approached for consultation on this policy.</p> <p><b>Feedback on current draft policy:</b> Below is feedback on the current draft policy collated through discussions at Public Health DMT and in discussions with the Drug and Alcohol Commissioning Team. There is broad topic based considerations that are included along with some very specific feedback including wording of the document etc</p> <p><b>Problem Gambling:</b> Whilst the current draft references the licensing objectives and the protection of children and other vulnerable persons, there could be strengthening of our definition of vulnerability and more explicit description</p>	<p>evolves best practice examples can be added to the Local Area Profile, a document provided by the LA as a support mechanism in producing LARAs.</p> <p>Outcome – no change to policy (Note: Changes to the Local Area Profile are delegated to Officer level)</p> <p>Agreed</p> <p>Outcome – Updated in 9.3 and Annex B</p> <p>The Act specifies who should be consulted as a minimum and the LA went way beyond the legal minimum. In excess of 350 consultees were contacted and advised of the consultation including appropriate bodies</p> <p>Outcome – no change to policy</p> <p>The policy states at 14.20 <i>“There is no definition of the term ‘vulnerable person’ in the Act, but this could include people who are gambling beyond their means and people who may</i></p>
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of gambling related harm and “problem gambling”. Whilst there is not currently a strong recognition of gambling as a Public Health issue in the UK it is an emerging topic, following work from countries including Canada, New Zealand and Australia.

The harm caused by gambling is unequal in distribution, with those who are economically inactive and living in deprived areas suffering the most harm. At a population level, there are lots of people experiencing small amounts of harm from gambling, and a small number of people that experience high levels of harm. The harms from gambling to wider society include fraud, theft, loss of productivity in the workforce.

The harms caused by gambling for the individual include anxiety, stress, depression, and alcohol and substance misuse. These factors are likely to have a wider impact on family and friends. Further family problems can include ‘money troubles’ and family breakdown, as well as neglect and domestic abuse. There are higher rates of separation and divorce among problem gamblers compared to the general population. Further impacts of gambling include the inability to function at work, and financial problems which can lead to homelessness. The complexity of gambling means that individuals experiencing severe harm from gambling often gamble using several different products and channels.

The co-occurrence of alcohol and gambling problems has been well-documented. Amongst people with alcohol misuse disorders, rates of problem gambling are eight times higher. In addition, many people in a longitudinal study in Glasgow also documented that alcohol premises were often situated alongside gambling premises; providing an environmental association between the two types of behaviour that moves beyond the level of the individual. There is also significant evidence of co-occurrence of

*not be able to make informed or balanced decisions about gambling due to a mental impairment, or substance misuse of alcohol or drugs.”* The LA is of the opinion that without a legal definition, vulnerable persons could actually be excluded from protection if there is a specified definition within the policy.

Outcome – no change to policy

gambling and other substance misuse, in addition there is a strong correlation between the severity of substance use and the severity of problem gambling. Whilst the causative relationship between problem gambling and mental health illness is not clearly established increasing gambling is associated with reduced mental health status.

#### Proximity of Premises to vulnerable populations

Proximity to gambling facilities has been correlated with increased participation in gambling, and problem gambling. The density of gambling outlets is also linked to greater gambling-related harm.

Whilst the definition of the population described under the “protection of children from harm” licensing objective is clear (those under the age of 18), the definition of “vulnerable people” is less so. To understand proximity of gambling establishments to places where vulnerable people may frequent, these places may include hospitals, residential care homes, medical facilities, doctor’s surgeries, council housing offices, job centre offices, sheltered housing, hostels, foodbanks, educational establishments, payday loan shops and addiction clinics/help centres. Places where alcohol or drug dependant people or those consuming alcohol at high risk levels may congregate should also be taken into consideration due to the aforementioned co-occurrence risk.

#### Local Area Profiles:

Research in England shows that the placement of gambling venues is not random: there are more gambling machines in deprived communities. Gambling problems and harms impact the poorest in our society the most. Lower income households spend a higher proportion of their income on gambling.

A significant portion of the policy recognises potential issues with the location of gambling premises specifically in sections 14.7 to 14.18. The Local Area Profile maps their proximity to places where vulnerable people may frequent and requires operators and applicants to risk assess the impact of their operation or application on the locale.

Outcome – no change to policy.

Harm caused by problem gambling may be exacerbated in deprived areas and the proliferation of betting shops risks creating a causal link between clustering and poverty. A study by Geofutures found that, while there are no statistically significant differences in problem gambling prevalence, problem gambling and moderate risk prevalence rates were higher among those who lived in areas of higher clustering.

A number of other local authorities have used mapping tools relevant key indicators, these maps enable officers and licensees to understand the current picture in Southend specific geographies. These maps can influence licensing decisions and inform risk assessments and mitigating actions to reduce risk of harm. Key indicators that could be mapped include; areas of high crime/anti-social behaviour, areas of access to alcohol, areas within close proximity to vulnerable populations (see above), areas of high existing proliferation, areas of high deprivation.

#### Fixed Odds Betting Terminals (FOBT):

Currently anyone gambling on a FOBT can bet between £1 and £100 every 20 seconds on casino games such as virtual roulette, or simulated horse and greyhound races, potentially losing significant amounts of money and placing people - including the most vulnerable in society - at serious risk of significant harm

The Government Consultation proposing the introduction of a £2 maximum stake ended in January 2018 and the government has since announced that they will be enforcing the £2 limit. No timetable has yet been set for implementation and a 2 year “grace” period to allow the gambling industry time to adjust to the change in legislation means that the £100 maximum stake will remain in place until at least 2020.

The LA uses the Local Area Profile for exactly this purpose.

Outcome – no change to policy

The LA is aware of the government proposal and the potential timeline for its implementation. The Gambling Commission’s ‘Licence conditions and Codes of Practice’ address certain aspects of betting shop machines and operators are required by the Act to comply with these. In addition a specific section on fixed odds betting terminals has been added to the policy this time in response to national concerns about these machines. This outlines expected minimum control measures and stating the Licensing Authority view on the emerging trend of fitting privacy screens in betting shops. (21.5 & 21.6)

Outcome – no change to policy

Figures from the Campaign for Fairer Gambling suggest that there are twice as many FOBTs in the country's 55 most deprived areas as there are in the 115 richest districts, and they record more than double the losses.

#### Test Purchasing:

The main focus of test purchasing for Gambling is dedicated to the protection of children from harm. Whilst this is of course of paramount importance there is also potentially a role for test purchasing to protect those vulnerable individuals, for example testing self-exclusion practices by businesses. There are also many opportunities to engage existing services that may be supporting vulnerable people who are experiencing gambling related harm and co-occurrence issues (eg. Substance misuse), where intelligence could be gathered on poor practice and feedback provided to the authority to inform test purchasing programmes. It is further recommended that test purchasers are potentially recruited from such services in order to, as far as is possible, provide a plausible candidate rather than one that may be more readily identifiable as a test purchaser and thus undermine the intent of the approach.

#### Responsibility of the industry

There is a requirement for all licenced premises to complete risk assessments with relevant mitigating actions in relation to local area profiles and any other emerging issues. There are opportunities for local authorities to ensure robust risk assessments are undertaken, reviewed regularly and are disseminated to all staff. The licencing policy refresh provides an opportunity to stimulate further improvements in risk assessments and for the authority to provide best practice guidance for risk assessments. Improving the quality of local area profiles can also support businesses to improve their risk assessments and associated mitigating actions.

It would be impossible to test self-exclusion as the very nature of the exclusion is that the details of the excluded person are confidential and only known to the premises staff and the excluded person. Thus the only 'tester' could be the excluded person them self.

Outcome – no change to policy

Local area risk assessments (LARA) have only been in the policy since last year. Thus the LA is still in the 'learning stage' in regard to their effectiveness and at this stage best practice examples are few and far between. As the LARA systems evolves best practice examples can be added to the Local Area Profile, a document provided by the LA as a support mechanism in producing LARAs.

Outcome – no change to policy (Note: Changes to the Local Area Profile are delegated to Officer level)

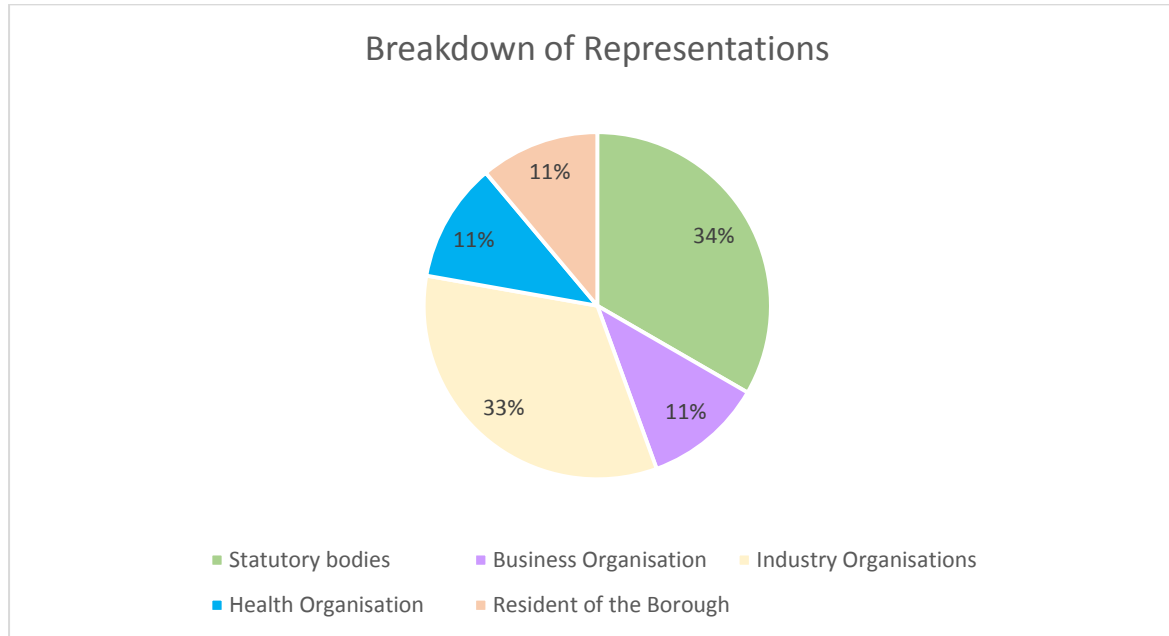


<p><b>Consultation:</b> LGA Guidance suggests that in developing statements of policy authorities should consult widely and with those who may have relevant insight on local risks and issues including:</p> <ul style="list-style-type: none"> <li>• organisations working with people who are problem gamblers, such as Gamcare and family support groups</li> <li>• advocacy organisations, such as the Citizen’s Advice Bureau</li> <li>• homelessness and housing services / associations</li> <li>• local mental health teams and safeguarding boards</li> <li>• local businesses</li> </ul>	<p>All the bodies listed here are consulted.</p> <p>Outcome – no change to policy</p>
<p><b>Resident of the Borough</b></p> <p>My views on the Southend-on-Sea Gambling Licensing Policy are:</p> <ul style="list-style-type: none"> <li>• There are far too many 'bricks and mortar' gambling venues in the Southend area already; for individuals with internet access the public has more than adequate access to online gambling</li> <li>• Limit/Cap the number of gambling venues in our area</li> <li>• Gambling is a non-essential household expense which can lead to financial difficulties/debt for individuals prone to gambling addiction</li> <li>• Where there has been recurring public disorder at a gambling venue, the license should be revoked when it is up for renewal and should NOT be replaced with another gambling venue</li> </ul>	<p><b>Licensing Authority (LA) Response</b></p> <p>Section 153 of the Act is specific in stating that ‘need’ cannot be taken into account when deciding an application. In 2015 the Government moved betting and payday loan shops out of the A2 planning class and into the ‘sui generis’ class. This means that planning permission is now required before a building can change to either of these uses; thus local authority controls on number of premises will be via the planning regime rather than the licensing one</p> <p>The LA has no power to cap the number of premises.</p> <p>See comments on problem gambling above in the response to public health.</p> <p>Southend does not suffer from ‘recurring public disorder at a gambling venues’ and if this was an issue there is the power for the police to review the licence. There is no power</p>

	<p>however to prevent a gambling application being made for the same site.</p> <p>Outcome – no change to policy</p>
<b>Gambling Commission</b>	<b>Licensing Authority (LA) Response</b>
<p>Thanks for the circulation of your policy statement, very comprehensive. Please can you signpost to the PA list on the Gambling Commission website <a href="http://www.gamblingcommission.gov.uk/for-licensing-authorities/Licensing-authority-toolkit/Premises-assessments/Premises-assessments-toolkit.aspx">http://www.gamblingcommission.gov.uk/for-licensing-authorities/Licensing-authority-toolkit/Premises-assessments/Premises-assessments-toolkit.aspx</a> (as the list at 13.7 in the consultation isn't accurate any more)</p>	<p>Agreed</p> <p>Outcome – Section 13.7 updated to include the correct list of Primary Authority agreements.</p>
<b>Essex Chambers of Commerce</b>	<b>Licensing Authority (LA) Response</b>
<p>I am writing in response to the email below. We have considered the proposals contained in the Council's Gambling Licensing Policy Statement 2019 – 2022 and have no objections to them.</p>	<p>Outcome – no change to policy</p>
<b>Historic England</b>	<b>Licensing Authority (LA) Response</b>
<p>Historic England do not wish to make comments on the Gambling Policy but thank you for consulting us.</p>	<p>Outcome – no change to policy</p>
<b>Port of London Authority (PLA)</b>	<b>Licensing Authority (LA) Response</b>
<p>Just to confirm, the Port of London Authority (PLA) has no comments to make regarding this consultation, on the proposed gambling policy for Southend-on-Sea borough Council</p>	<p>Outcome – no change to policy</p>
<b>Highways England</b>	<b>Licensing Authority (LA) Response</b>
<p>Thank you for your consultation. The following is unlikely to have any impact on the strategic road network. We therefore offer no comments in this instance.</p>	<p>Outcome – no change to policy</p>

## Breakdown of respondents

Of the nine responding the breakdown is



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## **Council 18<sup>th</sup> October 2018**

### **Notice of Motion**

#### **Fire Safety**

Southend Borough Council notes that:

Many of our tall buildings are in excess of 10 floors, for example buildings on the Queensway Estate are 17 floors. If there is a fire that blocks the stairwell above level 10, residents have no "plan B" as an escape route, the same circumstance that residents and fire rescue teams encountered at Grenfell. According to Essex Fire & Rescue, of the 55 tall buildings in Southend, 11 are above 10 stories.

Under the STAY PUT POLICY, residents are told that unless smoke or fire is entering their dwelling, they should remain in their homes and await rescue.

The STAY PUT POLICY can fail, and compartmentalisation can be compromised by retrofitting of plumbing, electrical upgrades, installing insulation or adding inferior products. Holes in walls that are not sealed with fireproof sealant, pipe work with fire collars, allow the passage of air, smoke and flames.

It has come to light that the STAY PUT POLICY at Grenfell failed and fire crews were surprised at the pace, the fire spread.

With single-staircase buildings, if the only exit is blocked, there is no plan B to escape. At Grenfell fire crews didn't have the equipment to reach the highest parts of the building. In Southend, the fire brigade has only ladders and platforms to reach level 10, so would need to call in equipment from another part of the county. Cuts to funding for the Fire Service has not only left it short of adequate equipment, but also trained fire-fighters to operate them. Residents awaiting rescue are told their homes are safe from fire for 30 minutes, which isn't a long time. According to Essex Fire & Rescue, 2 tall buildings in Southend have a Plan B for escape. Delays cost lives.

Warden operated fire alarms also result in delays, when automated responses and human error is considered, it adds to the risk factor. According to Essex Fire & Rescue, the number of tall buildings with a monitored alarm is 2.

Fire doors from five different suppliers have now been withdrawn from sale, after being identified by the government, as failing to meet safety standards.

The Ministry of Housing, Communities and Local Government has urged all housing providers to carry out new risk assessments, as has the National Fire Chiefs Council. Doors that under current building regulations, were supposed to withstand smoke and flames for 30 minutes, were barely lasting 15 minutes.

After the Lakamal House fire the Coroner, recommended retrofitting of sprinkler systems in all tall buildings. The big issue with this is cost implications for landlords, but the safety benefits are huge and it lessens the need for the installation of

automated alarms and gives residents piece of mind. Concerns in Southend that landlords of buildings which are earmarked for demolition, may be unwilling to spend large amounts in the short-term, but in the long-term these landlords have a duty of care over their residents and as such need to put the safety of residents first.

After Grenfell, South Essex Homes published a newsletter dated Summer 2017, in which residents were reassured that fire risk assessments had been carried out on all tall buildings.

Council notes that Fire Risk Assessor qualifications can be obtained in a matter of days, without any previous experience in the building or fire safety industry.

Only level 4 risk assessment is carried out by a qualified accredited fire safety engineer, who will open up the walls and check to see if the compartments, people's homes, are not compromised. Without these checks Southend Council cannot be confident it's residents are safe.

Furthermore, although most of the residential buildings in Southend have had risk assessments in the last year, of the tall commercial buildings, of which there are 16 in the borough, only South Essex College has carried out this test.

This council therefore supports a review of fire safety in all of its tall buildings, with a level 4 risk assessment and commits to undertake installation of mandatory automated fire alarms, with its partners South Essex Homes, where gaps in alarm provision are identified, to remove the warden element equation from fire safety risk.

This council believes that the residents of these buildings should also be protected with sprinkler systems and commits to write to the Secretary of State for the Home Department to lobby central government for the fire service to be provided with the resources needed to protect the public, delivered through central or local government. Only then can residents be confident in their fire safety protection.

Councillor Ware-Lane

Councillor Nevin

## **Council 18<sup>th</sup> October 2018**

### **Notice of Motion**

#### **Invest in the Future / Divest from Fossil Fuels**

1. This Council notes:

- That our council pension fund is heavily invested into fossil fuels, according to data available on <https://gofossilfree.org/uk/fuellingthefire/>
- That the Paris 2015 Agreement commits our government to keep the global temperature increase within 2 degrees and aim for 1.5 degrees. Carbon budgets produced by the IPCC and UN show that avoiding 2 degrees of warming relies on not burning 60-80% of discovered fossil fuels.
- Repeated warnings by Bank of England Governor Mark Carney that “the vast majority of [fossil fuel] reserves are unburnable”.
- The resulting threat to pensions that are over-exposed to fossil fuels, and therefore to local pension-holders and council taxpayers.
- The shortage of investment into social housing, transport, and renewables.
- The importance of a just transition for workers in sectors and communities dependent on fossil fuels, and of decent and unionised low-carbon jobs.
- That several UK local government pension funds have committed to divesting, joining \$6 trillion in fossil fuel divestment commitments worldwide.
- That UNISON (largest union representing local government workers) and the TUC campaign for divestment in line with obligations to pension-holders.

2. This Council resolves:

- To call on the council pensions committee to commit to divest from fossil fuels over the next 5 years.
- To call upon the council pensions committee to seek to reinvest into the just transition, where possible and in line with obligations to pension holders.

**Councillor Ware-Lane**

**Councillor Dent**



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# Southend-on-Sea Borough Council

Report of Deputy Chief Executive (People)

to

**Cabinet**

on

**6<sup>th</sup> November 2018**

Report prepared by: Ruth Baker, Head of Children's Service  
Transformation

**Agenda  
Item No.**

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## **Success for All Children Group Annual Report & Children and Young People's Plan**

**People Scrutiny Committee  
Cabinet Member: Cllr Helen Boyd**

***A Part 1 Public Agenda Item***

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### **1. Purpose of Report**

- 1.1 To present a draft of the Success for All Children Group's Annual Report April 2017 – March 2018.
- 1.2 To present a draft of the Success for All Children Group's Children and Young People Plan

### **2. Recommendation**

- 2.1 That Cabinet notes the report.

### **3. Background**

- 3.1 The Success for All Children Group (SFAC group) publishes an annual report as part of their performance management and planning cycle and to inform Cabinet, the public and partner agencies of the progress made in delivering the overarching objectives for children's services across the partnership during April 2017-2018.
- 3.2 A Children and Young People's Plan (CYPP) accompanies the annual report. The plan includes the overarching aims of the Council and partners which were agreed by SFAC Group.
- 3.3 The annual report is presented in a different format to previous years. It now aligns with the annual report of the Council. As such it is more accessible to the public than previous years' annual reports and more clearly presents information on the activity that was undertaken during the course of the year and the impact the work of the Council and partners has made.
- 3.4 The CYPP has been drafted with partners and takes account of the strategic plans for each agency. It aligns with the multi-agency, and single agency, improvement plans developed following regulatory inspections

3.5 The CYPP will undergo a further revision when we receive the outcome of the Ofsted inspection of SEND. It will also be revised to ensure it takes accounts of the findings of the Southend 2050 engagement work.

#### **4. Corporate Implications**

##### **4.1 Contribution to Council's Vision & Corporate Priorities**

The delivery of the Children and Young People's Plan and the work of the Success for All Children Group contribute to six of the 15 Southend Borough Council priorities. As the priorities are refined, relating to the Southend 2050 programme, we will ensure that the CYPP is revised to ensure it continues to contribute to the Council's priorities:

- Look after and safeguard our children and vulnerable adults
- Work in partnership with Essex Police and other agencies to tackle crime
- Actively promote healthy and active lifestyles for all
- Improve the life chances of our residents, especially our vulnerable children and adults, by working to reduce inequalities and social deprivation across our communities
- Ensure residents have access to high quality education to enable them to be lifelong learners and have fulfilling employment
- Work with and listen to our communities and partners to achieve better outcomes for all

##### **4.2 Financial Implications**

The Children and Young People's plan is delivered within the resources available for children's services within the Council and in partner agencies.

##### **4.3 Legal Implications**

None.

##### **4.4 People Implications**

None.

##### **4.5 Property Implications**

None.

##### **4.6 Consultation**

The Children and Young People's plan was devised through discussion and consultation with the agencies and organisations which constitute the Success for All Group. All partners have been consulted in the development of the annual report.

##### **4.7 Equalities and Diversity Implications**

The Children and Young People's plan helps to promote equalities by focussing on improving outcomes for all children and young people and narrowing the gap between those who do well and those who do not.

##### **4.8 Risk Assessment**

None.

- 4.9 Value for Money  
Agreeing key priorities and actions as part of the planning process ensures that resources available are targeted at those areas needing most improvement.
- 4.10 Community Safety Implications  
The Children and Young People's Plan includes delivery of a number of strategies and planned actions for keeping children and young people safe, for example, from abuse and exploitation, bullying and tackling substance misuse.
- 4.11 Environmental Impact  
None.
- 5. Background Papers**  
None.
- 6. Appendices**
- 6.1 Appendix 1 - Success for All Children Group Annual Report April 2017 – March 2018
- 6.2 Appendix 2 - Children and Young People's Plan

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**Success for all**

**Success for All Children Group  
Annual Report  
For the period  
April 2017 – March 2018**



**September 2018**

aspiration | achievement | inclusion | participation | excellence



**Success for all**

# Introduction

Simon Leftley  
Deputy Chief Executive and SFACG Chair



As a partnership it is clear to see we are having a positive impact and making a difference to the lives of many of Southend's children. Our children and young people continue to achieve great things with the support of their families and it is our role to support them to do so. This is what drives me as Director of Children's Services and chair of the Success for all Children Group.







**I am pleased to  
present the 2017/18  
Success for All  
Children Group  
Annual Report.**



The work of our Youth Council this year has been of significance. For example I can see that the mental health survey and report they lead is now having a direct impact on the shape of services in Southend following the session they facilitated with the members of our Health and Wellbeing Board.

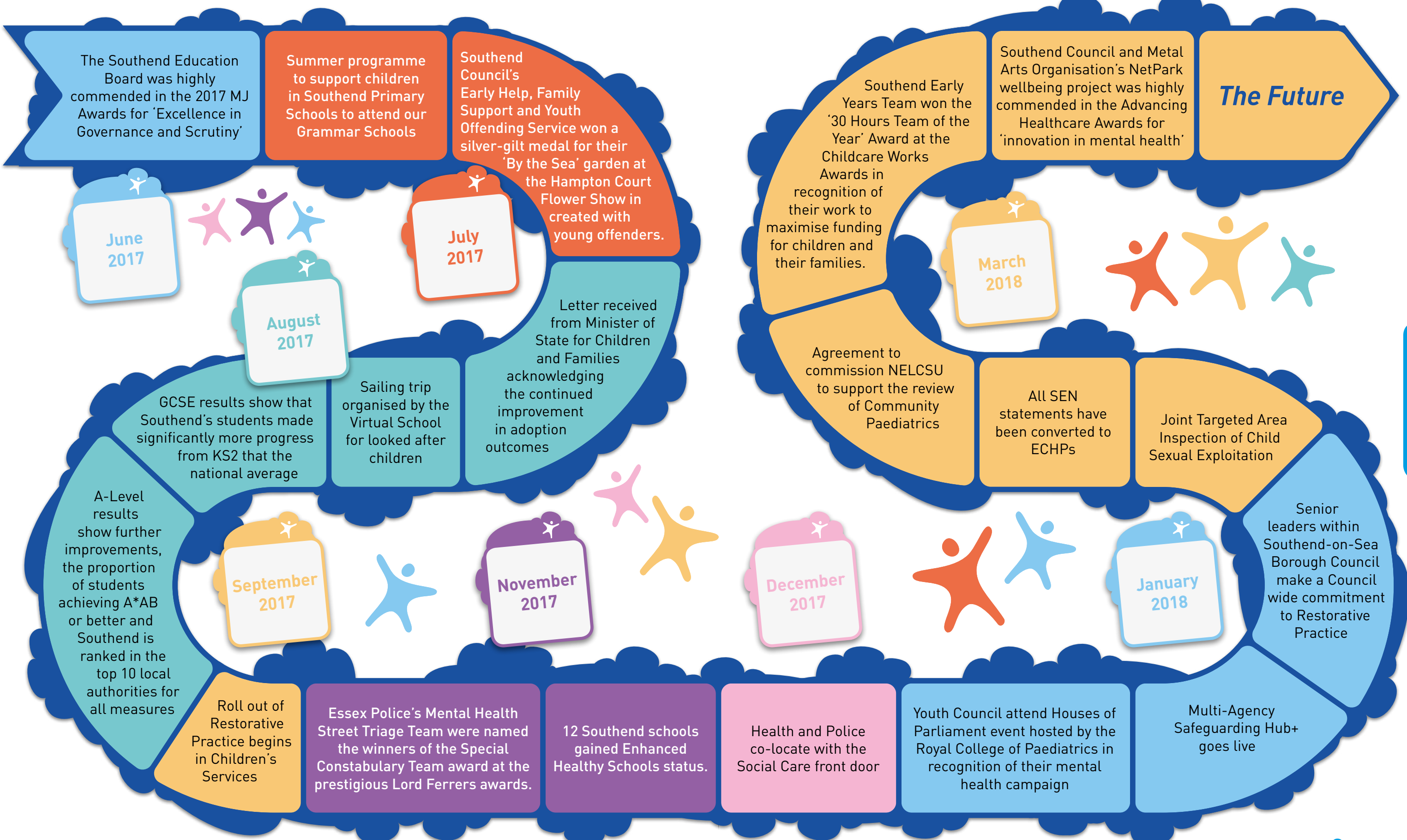
I am particularly pleased to see the impact that is taking place when we work together. The feedback from Ofsted, HMICFRS, HMP and CQC during the joint targeted area inspection in March 2018 is a good example of how well we can keep children safe when we work together.

During 2018/19 we will continue to work together and improve services so that all children will succeed. We will be refining our plans when we receive the feedback from Southend 2050 in the autumn. We will be in the privileged position to be able to pay particular attention to what children and young people are telling us about what Southend must be, and feel, like in 2050. We will work together to focus on safeguarding the most vulnerable, narrowing achievement gaps, supporting programmes which are closely linked to the communities they serve and ensuring developments are co-produced with our communities.

I would like to take this opportunity to thank everyone who has contributed to supporting and challenging our children in Southend to succeed.



# 2017/18 Timeline of achievements



The Southend Education Board was highly commended in the 2017 MJ Awards for 'Excellence in Governance and Scrutiny'

June 2017

Summer programme to support children in Southend Primary Schools to attend our Grammar Schools

Southend Council's Early Help, Family Support and Youth Offending Service won a silver-gilt medal for their 'By the Sea' garden at the Hampton Court Flower Show in created with young offenders.

July 2017

August 2017

GCSE results show that Southend's students made significantly more progress from KS2 that the national average

Sailing trip organised by the Virtual School for looked after children

Letter received from Minister of State for Children and Families acknowledging the continued improvement in adoption outcomes

September 2017

A-Level results show further improvements, the proportion of students achieving A\*AB or better and Southend is ranked in the top 10 local authorities for all measures

Roll out of Restorative Practice begins in Children's Services

Essex Police's Mental Health Street Triage Team were named the winners of the Special Constabulary Team award at the prestigious Lord Ferrers awards.

12 Southend schools gained Enhanced Healthy Schools status.

Health and Police co-locate with the Social Care front door

Youth Council attend Houses of Parliament event hosted by the Royal College of Paediatrics in recognition of their mental health campaign

January 2018

Multi-Agency Safeguarding Hub+ goes live

Agreement to commission NELCSU to support the review of Community Paediatrics

All SEN statements have been converted to ECHPs

Joint Targeted Area Inspection of Child Sexual Exploitation

Senior leaders within Southend-on-Sea Borough Council make a Council wide commitment to Restorative Practice

Southend Early Years Team won the '30 Hours Team of the Year' Award at the Childcare Works Awards in recognition of their work to maximise funding for children and their families.

March 2018

Southend Council and Metal Arts Organisation's NetPark wellbeing project was highly commended in the Advancing Healthcare Awards for 'innovation in mental health'

*The Future*

# What difference have we made:

**98%**

of PVI early years settings are 'good' or 'outstanding'



**96%**

of 3 and 4 year olds in free child care places attend 'good' or 'outstanding' provision



**78%**

of students at KS1 reached expected standard in reading



**96%**

of young people engaging with Team YP show significant progress against child in need metrics



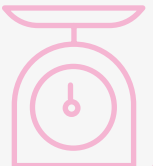
**92.4%**

of children with child protection plans visited in line with their plans in March



**250**

families successfully completed the Child Weight Management Programme



**70.9%**

of pupils achieve A\*-C and 9-4 at GCSE



**92%**

of referrals to social care have a decision made within one day in March



Southend youth re-offending rate is

**36%**

against a national rate of 42%



**16th**

out of 152 local authorities in Attainment 8

**100%**

of SEN statements converted to Education Health Care Plans



**8th**

out of 152 local authorities in students achieving three or more A\* - A at KS5



**30%**

of families with under 5s require additional support from the healthy child programme



**100%**

of EHCP are now completed within 20 weeks against a national comparison of 55.7%



**Top 25%**

of local authorities for attainment at KS2 across all measures and above the national average in all measures



**86%**

of students at KS1 reached expected standard in science



**88%**

of statutory social work cases audited in March 2018 are 'Requires Improvement' or better



**97%**

of children referred to the Fair Access Panel are placed in education within 20 days



**73%**

of eligible two year olds access free child care



## A year in numbers:

**1,300**

Children in Need in March 2018



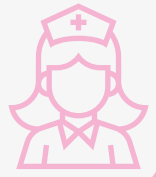
**10,456**

children registered with the health visiting service



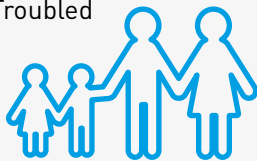
**28,714**

5-16 year olds open to the School Nursing service



**3,458**

children worked with Troubled Families Programme



**70**

families on the Family Nurse Partnership caseload



**55**

homeless young people receive support and accommodation from Southend YMCA

**23**

Family Group Conferences held between January and March

**296**

new children and pregnant women receive ABSS services



**180**

Children's Services staff trained in Restorative Practice

**733**

children receive ABSS communication and language screening



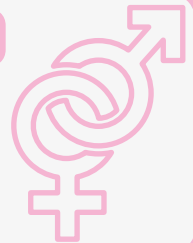
**281**

children and pregnant women engage in 'Let's Talk' activities with ABSS



**10,040**

young people seen by SHORE (sexual health services)



**1,737**

children respond to Youth Council mental health survey



**5,689**

11-18 year olds took part in the Make your Mark 2017 UK Youth Parliament ballot



**60**

children, including children in care, attending Team YP



**25-30**

school governors attend each training session offered



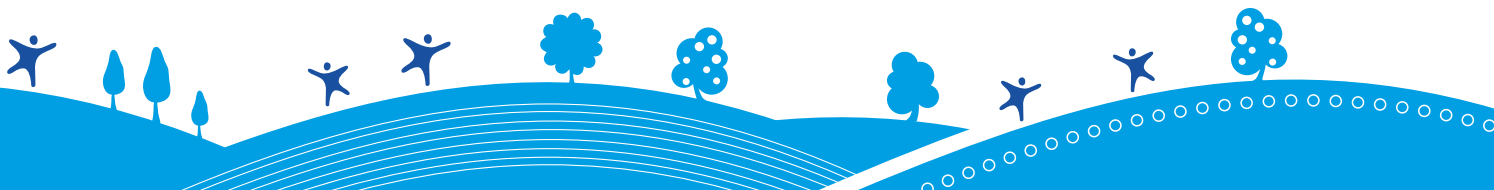
**786**

young people receive truancy visits



**5**

parents who have children previously adopted supported by the RISE pilot project



# The Future

The Success for All Children Group is a strategic partnership group made up of the following members; Southend Clinical Commissioning Group, A Better Start Southend, Primary, Secondary and Special Schools, Southend School Governors, Essex Police, Southend University Hospital Trust, EPUT, Southend-on-Sea Borough Council Department for People (Children's Services, Learning Services, Public Health, Integrated Commissioning) Third Sector (YMCA), Family Action, Southend Youth Council.

Our future plan focuses on the following overarching themes which have been identified by listening to children and families and in discussion across the partnership. It incorporates our learning from the findings of regulatory inspections:

- Children and Families are supported to have the best start in life
- Children and Families are at the heart of all we do
- Children and Young People are safe
- The health of Children and Young People improves
- Children are supported to be ambitious and exceed their goals

During 2018 the Council is asking local partners and residents, including children and young people what they want Southend-on-Sea to be like in the future. We will be creating a shared vision for the future of Southend which will help to shape the priorities the Success for All Children Group focus on in the years ahead.



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This document is published by Southend-on-Sea Borough Council  
in partnership with agencies and organisations who work with children and young people in Southend.

You can download this publication from:  
[www.southendchildren.org](http://www.southendchildren.org)



**Success for all**



Creating a better  
**Southend**  
[www.southend.gov.uk](http://www.southend.gov.uk)

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# SOUTHEND CHILDREN AND YOUNG PEOPLE'S PLAN 2018 – 2020



**Success for all**



## **Introduction**

The Southend Children and Young People's Plan (CYPP) has been developed to support the agencies in Southend to work together with children and families to improve outcomes for children. It is a plan which aligns to plans which are currently in place within agencies and which takes account of the improvement plans developed in response to the findings of regulatory inspections.

The plan will be revised in January 2019 in order to include any actions relating to the Ofsted inspection of SEND which took place in October 2018 and the Southend 2050 roadmap.

It is currently a two year plan but when revised will include a roadmap for the next 5 and 10 years.

Action owners will report on progress and impact to Success For All Children Group using the BRAG rating.

**OUTCOME 1: Children and Families are supported to have the best start in life**

**WHY THIS IS IMPORTANT TO US**

We know that the first 1000 days of a child’s life impacts on the whole of their lives. We know that there are opportunities for children’s emotional and physical health, relationships, learning and attainment to be improved during this stage of a child’s life. We know that parents who are confident to meet their children’s needs when they first appear are likely to meet their child’s developing needs throughout their minority

**HOW WE WILL KNOW WE ARE SUCCESSFUL**

The number of people accessing early years services in Southend increases, Increase the take up of 20 hours funding for child care for parents of 3 and 4 year olds and tax free child care for 0-12 year olds, improvement in the quality and timeliness of child in need plans, evaluation of ABSS programmes will demonstrate positive impact, children are school ready at age 5

**PLANS TO WHICH THIS OUTCOME ALIGNS** SBC Learning Service Plan 2018-19 , SBC Children’s Services Improvement Plan, Multi-agency JTAI action plan, ABSS strategy

Action	Due Date	Owner	Progress Rating (BRAG)	Impact Rating (BRAG)	Progress Narrative
'Let’s Talk’ suite of programmes to promote optimum communication and language development are delivered in the ABSS wards.	September 2019	Jeff Banks, Service Director, ABSS			
Programme for improving the development and	December 2018	Diane Keens , Head of			

progress of child in need plans to be designed and implemented		Placements and Resources, SCB			
Delivery and evaluation of diet and nutrition programmes in ABSS wards	September 2019	Jeff Banks, Service Director, ABSS			
Maximise the use of the Children's Centre buildings	April 2019	Elaine Hammans, Head of Early Years, SBC			

## **OUTCOME 2: Children and Families are at the heart of all we do**

### **WHY THIS IS IMPORTANT TO US**

We want to ensure that children and families are included in all areas of planning, intervention and service design, as they are the experts. We have learnt from the work of A Better Start Southend of the value of engaging with families when designing services. The Ofsted inspection in 2016 highlighted the need for the Council's Children's Services to improve how we engage children in service design and increase their influence on the service. The Council is committed to co-production.

### **HOW WE WILL KNOW WE ARE SUCCESSFUL**

Families are able to access services within their communities, communities are engaged in developing and delivering services to meet their own needs, all service design involves co-production with children and families

### **PLANS TO WHICH THIS OUTCOME ALIGNS**

SBC Children's Services Improvement Plan, ABSS, Multi-agency JTAI action plan

<b>Action</b>	<b>Due Date</b>	<b>Owner</b>	<b>Progress Rating (BRAG)</b>	<b>Impact Rating (BRAG)</b>	<b>Progress Narrative</b>
A plan to engage in co-production with children and families when designing any changes to SBC services to be developed	March 2019	Ruth Baker, Head of Children's Service			
Any proposed change to the design of SBC	March 2020	Transformation, SBC			

Children's Services includes co-production in the design phase					
All ABSS service design to continue to include co-production	September 2019	Jeff Banks, Service Director, ABSS			
Partnership model to enhance the 'community hub' model, developed in Cluny and by adult services, to integrate services for children and families within their communities	January 2019	Ruth Baker, Head of Children's Service Transformation, SBC			
Implementation of community hub model following pilot	December 2019	Ruth Baker, Head of Children's Service Transformation, SBC			
Guidance on ensuring the lived experience of children is evidenced in supervision to be developed and shared within programme of intensive training,	December 2018	Laurence Doe, Head of Quality Assurance, SBC			

workshops and practice assessment					
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**OUTCOME 3: Children are supported to be ambitious and exceed their goals**

**WHY THIS IS IMPORTANT TO US**

**HOW WE WILL KNOW WE ARE SUCCESSFUL** 95% of EHCPs are completed in timescale, improvements in educational outcomes for all children, reduction in children and young people not in education, employment and training, improvement in number of children attending Good and Outstanding schools

**PLANS TO WHICH THIS OUTCOME ALIGNS** SBC Learning Service Plan 2018-19, SBC Children’s Services Improvement Plan, SEN strategy

Action	Due Date	Owner	Progress Rating (BRAG)	Impact Rating (BRAG)	Progress Narrative
Work with providers to reduce number of all young people with SEND who are NEET and increase the offer and take up of supported internships, apprenticeships, traineeships and further education opportunities.	April 2020	Gary Bloom, Head of SEND, SBC			
Ensure residents have access to high quality education to enable them to be lifelong learners and have fulfilling employment	March 2019	Cathy Braun, Head of Inclusion, SBC			



Improve the educational outcomes for looked after children at KS1, KS2 and KS4	August 2019	Sarah Greaves, Head of the Virtual School, SBC			
SACC builds on its positive inspection outcome, providing good provision and outcomes	March 2019	Sue Hasty, Head of SACC			
Fully implement the school performance and improvement strategy and ensure that the Local Authority fulfils its remit (specified within to the strategy) providing support, challenge and intervention as necessary	March 2019	Amanda Champ, Head of School Improvement, SBC			
Coproduce and introduce clear transparent criteria for banding pupils with EHCPs in mainstream schools and specialist provisions. High Needs block redistributed in line with need	September 2019	Gary Bloom, Head of SEND, SBC			

<b>OUTCOME 4: Children and Young People are safe</b>					
<b>WHY THIS IS IMPORTANT TO US</b>					
We want to make sure we act swiftly to safeguard children and that we know as soon as is possible when children need to be safeguarded. It is the statutory responsibility of Southend Borough Council to safeguard children in our area together with our safeguarding partners.					
<b>HOW WE WILL KNOW WE ARE SUCCESSFUL</b>					
Improved timeliness of child protection investigations, confirmation that there are no delays in children becoming looked after when this is needed, consistent application of thresholds, engagement in safeguarding activity across the all agencies, children tell us they feel safe					
<b>PLANS TO WHICH THIS OUTCOME ALIGNS</b>					
Multi-agency JTAI action plan, SBC Children’s Services Improvement Plan, LSCB strategy					
<b>Action</b>	<b>Due Date</b>	<b>Owner</b>	<b>Progress Rating (BRAG)</b>	<b>Impact Rating (BRAG)</b>	<b>Progress Narrative</b>
Review the understanding and application of thresholds across Children’s Services with our safeguarding partners. This to include our thresholds for Early Help, Adolescent Intervention and Prevention, Child in Need, Child Protection and	December 2018	Carol Compton, Head of Early Help and Youth Offending Services, SBC			

children becoming Looked After					
Standard expectations of supervision within health services to be developed and shared	December 2018	Sharon Connell - Southend CCG Erin Brennan-Douglas - SBC Public Health			
Violence and Vulnerability Strategy completed and progressed	October 2018	Simon Leftley, Deputy Chief Executive, SBC			
Partnership Child Exploitation risk assessment tool to be developed and implemented in all agencies	December 2018	Carl Robinson, Director of Public Protection, SBC			
Review referrals to SBC Children's Services by Essex Police for children in custody and implement plan to address any identified concerns	October 2018	Jason Hendy - Essex Police			
Review of children who have become looked after to identify any delay, action	December 2019	Laurence Doe, Head of Quality Assurance SBC			

plan implemented and further review undertaken					
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<b>OUTCOME 5: The health of children and young people improves</b>
<b>WHY THIS IS IMPORTANT TO US</b>

The health and wellbeing of children impacts on all areas of their lives including their relationships, later lifestyle choices, education and employment.

Children and young people who are supported to be physically and emotionally healthy are more likely to make healthy choices as adults.

**HOW WE WILL KNOW WE ARE SUCCESSFUL**

Improved rates of breast feeding, reduced rates of teenage pregnancy, protection of children from serious disease through screening and immunisation; reduced childhood obesity, children report improved emotional wellbeing support within schools

**PLANS TO WHICH THIS OUTCOME ALIGNS**

ABSS Strategy, SCCG and CPR CCG operational plan

Action	Due Date	Owner	Progress Rating (BRAG)	Impact Rating (BRAG)	Progress Narrative
Findings from Youth Council report on mental health of children in Southend schools to be actions	September 2019	Youth Council and Deputy Chief Executive, SBC			
The ABSS Social and Emotional work stream will be mobilised	June 2019	Jeff Banks, Director, ABSS			
The 0-19s model to be brought in house to include Health Visiting, School Nursing, Early	April 2019	Caroline McCarron SCCG			

Years (including Children's Centres) and Early Help, delivered on a Locality-specific approach – together with input from ABSS, Children's Social Care and Maternity.					
0-19s model to be developed further improve integration with other children's services over the following two years, with particular focus on integration with SCCG services.	April 2021	Caroline McCarron SCCG			
Evaluation the impact of the Children and Young Peoples EWMHS service and the effectiveness of the Commissioning Collaborative Forum	September 2019	Angela Ejoh, Integrated Commissioning Team, SBC/SCCG			
Further develop plans for Community Paediatric Services in SCCG and	March 2019	Ross Gerrie SCCG			

CPRCCG based on the House of Care Model					
Implement first phase of Community Paediatric Services model	March 2020	Ross Gerrie SCCG			
Adoption of the self-harm management toolkit across schools and statutory services in Southend	July 2019	Angela Ejoh, Integrated Commissioning Team, SBC/SCCG			

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## BRAG RATING

<b>RED</b>	<p><b>Process:</b> Tasks not been completed or timescales slipped and need attention</p> <p><b>Impact</b> should start to be seen and measured, but are not met.</p> <p><b>Performance:</b> Target not achieved to deadline or not forecast to be achieved.</p>	<b>BLUE</b>	<p>Completed and impact evidenced, target achieved and this is likely to be sustained.</p>
<b>AMBER</b>	<p><b>Process:</b> Tasks are not fully on track but plans are in place to ensure progress by identifiable timescale</p> <p><b>Impact</b> can start to be measured but are yet to be demonstrable</p> <p><b>Performance:</b> Potential risk of not achieving target, either progress made and we will be very near to target, and remedial actions in place</p>	<b>GREY</b>	<p><b>Process:</b> Not started - action not scheduled to start in this period.</p> <p><b>Impact</b> not yet expected to be realised (i.e. actions in progress/not started).</p>
<b>GREEN</b>	<p><b>Process:</b> Tasks are progressing as expected and deemed to be on target</p> <p><b>Impact</b> of outcomes can be demonstrably measured</p> <p><b>Performance:</b> Target achieved, or on track to be achieved.</p>		

**Southend-on-Sea Borough Council**  
**Report of Deputy Chief Executive (People)**  
**to**  
**Cabinet**  
**on**  
**6<sup>th</sup> November 2018**

Report prepared by:  
Sarah Baker - Head of Service Transformation  
Emma Baldock – Planning Officer

**Agenda  
Item No.**

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**A Local Account of Adult Social Care Services in Southend 2017-18**  
**People Scrutiny Committee – Cabinet Member: Councillor Cox**

***A Part 1 Public Agenda Item***

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**1. Purpose of Report**

- 1.1 To present a draft of the Local Account of Adult Social Care in 2017-18.
- 1.2 The Local Account describes the achievements and challenges faced by adult social care as we continue to transform our approach of how we support local people. It is the Council's self-assessment of how it provided support during 2017-18, together with plans for the future which contribute to the overall health and wellbeing of the local community.

**2. Recommendation**

- 2.1 That the draft Local Account be noted as the Council's self-assessment for these services

**3. Background**

- 3.1 The Local Account is produced as a self-assessment which summarises what adult Social care has achieved over the past year, how successful The Council has been in supporting people and what the future priorities are. The Local Account includes the most recent Adult Social Care Outcomes Framework (ASCOF) data for 2017-2018.
- 3.2 The intention of the Local Account is to promote transparency and enable local people to have a stronger voice. The Local Account provides updates on the key issues people have told us are important to them and we also tell them about the new things we have been developing and are working on.
- 3.3 The feedback we received has led us to change the look of the latest Local Account; we wanted to make it more accessible and easier to read. This year's version is shorter and more visual but more detailed information is available through links embedded in the document.

#### **4. Other Options**

4.1 No other options are presented

#### **5. Reasons for Recommendation**

5.1 The publication of the Local Account of adult social care services for 2017-18 ensures the continuity of information for the public about how we are doing. It also sets out our vision for the future.

#### **6. Corporate Implications**

6.1 Contribution to the Council's Vision & Corporate Priorities

HEALTHY – Continue to improve outcomes for vulnerable adults and older people

PROSPEROUS – Reduce inequalities and increase the life chances of people living in Southend.

EXCELLENT – Deliver strong, relevant and targeted services that meet the needs of our community.

6.2 Financial Implications

The cost of planning the production of future Local Accounts will be met within the existing resources for consultation on adult social care. Any new costs arising from the Local Account for adult social care for 2018-19 and future years will need to be considered as part of the relevant annual budget process for the Council.

6.3 Legal Implications

None; although the production of a Local Account allows us to be transparent regarding our adult social care support and allows us to be held to account.

6.4 People Implications

The Local Account demonstrates how our staff are working in a partnership with residents and public and voluntary organisations within Southend.

6.5 Property Implications

Not applicable

6.6 Consultation

Residents, partners and commissioned service providers were consulted on the content of the draft local account.

6.7 Equalities and Diversity Implications

Policies for developing adult social care are subject to equality impact analysis.

6.8 Risk Assessment

The Local Account of adult social care in 2017-18 is a report to which risk assessments were applied as part of the service planning.

- 6.9 Value for Money  
Financial and performance information has been included within the Local Account as well as how well we are using our joint resources with health more effectively.
- 6.10 Community Safety Implications  
Safeguarding information is included within the Local Account. In addition a safeguarding annual report is produced by the Safeguarding Adults Board.
- 6.11 Environmental Impact  
Not applicable
- 7. **Background Papers**  
None
- 8. **Appendices**
- 8.1 Appendix: A Local Account of adult social care in Southend 2017-18

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**“The year 2050 can seem like a long way away** when you’re working hard to meet the challenges of today.

An important conversation is happening right across Southend-on-Sea called ‘Southend 2050’, it’s about the future of the borough and how it affects the everyday lives of the people that live, work and visit here.



As we look forward to the future, and developing a shared community vision for Southend 2050, we are working closely with our local community and partners to map out our journey and to promote a preventative approach that is empowering and facilitates people to take control of their own lives rather than being told what to do “

*Simon Liffley, Deputy Chief Executive (People)  
Southend-on-Sea Borough Council*



The Locality Approach supports communities by joining up professionals across a range of areas, including health, housing, the voluntary sector and other community providers.

Positioning teams directly in the heart of our community instead of council offices has opened up different conversations with people.



“The adult social care transformation programme in Southend is changing our approach to supporting individuals, families, carers and the community looking at positives by focussing on people’s strengths rather than the things they can’t do”



*Sharon Houlton, Director of Adult Services & Housing  
Southend-on-Sea Borough Council*

## Moving in the right direction

In 2016/17 we pledged to position ourselves in the heart of Southend’s communities as an integral drive to hear citizen voices and understand each part of our vibrant Town. So what has gone well since our last Local Account?

### Integrated working

Last year we worked together with partners to join up support for residents so people only have to tell their story once. We continue to locate social workers in GP surgeries across the Borough to bring health and social care together.

### Community engagement

Our drive continues to make sure we are having meaningful engagement with the people of Southend.

### Robotics

This year Pepper the robot has been working with people to drive forward the potential to increase their independence and reduce social isolation.

### Community hub project

Social workers and other professionals are now located in 6 sites spanning across each geographical locality in Southend with 2 more hubs in development for the end of summer 2018.

We supported

**2,642**

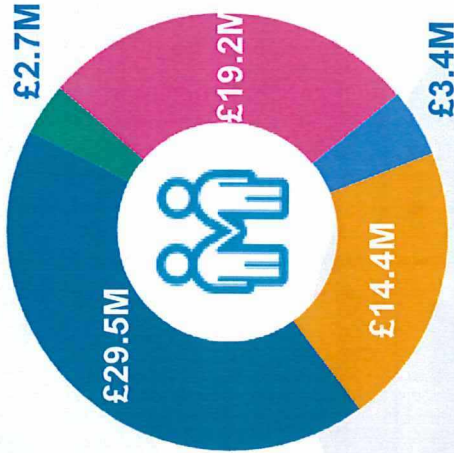
people over **65** years old in Adult Social Care with long term needs

2,699 in 2016/17

For more about statistics and for other information about the quality of local care and support go to :

[www.southend.gov.uk](http://www.southend.gov.uk)





## How we spent our money

- Physical and/or Sensory Support
- Learning Disability Support
- Other Adult Social Care Support
- Mental Health Support
- Support with Memory and Cognition

Compared to 2016/17, a higher proportion of older people were living at home as a result of reablement after being in hospital

In 2017/18, there was a higher proportion of people in paid employment with learning disabilities than the national average

Overall, we have improved performance in delaying and reducing the need for care and support since 2016/17

## Challenges ahead

Southend has a growing and ageing population with more complex long term health conditions

Financial pressures mean local authorities need to find more innovative and creative ways of supporting people to have a good quality of life.

We want to work more closely with citizens and communities to find the best ways to meet these challenges.

## ADULTS ASSET MAP

People have told us that the don't always know what is available locally and how it can be difficult to find information, so we have now developed an interactive asset map..**search and discover places near you!**

Visit >> [southend.maps.arcgis.com/apps/webappviewer](https://southend.maps.arcgis.com/apps/webappviewer)

## Future plans

So what do we need to do to get better to move ahead in the future?

Wherever possible, we want people to be able to enjoy their lives in their own homes

We want to work with our health colleagues to enhance the offer of health and social care support in the community

People want to have more of a say in the type of support they need

We want to offer easy to understand advice and information to everyone



# Southend-on-Sea Borough Council

**Report of Strategic Director (Finance & Resources)  
to  
Cabinet  
on  
6 November 2018**

**Agenda  
Item No.**

Report prepared by:  
Ian Ambrose, Head of Corporate Finance  
Caroline Fozzard, Group Manager for Financial Planning and  
Control

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## **Revenue and Capital Budget Monitoring 2018/19 – September 2018**

### **All Scrutiny Committees**

**Executive Councillor: Councillor John Lamb**

### ***A Part 1 Public Agenda Item***

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## **1 Purpose of Report**

The budget monitoring report is a key tool in scrutinising the Council's financial performance. It is designed to provide an overview to all relevant stakeholders. It is essential that the Council monitors its budgets throughout the year to ensure that it is meeting its strategic objectives and that corrective action is taken where necessary.

## **2 Recommendations**

That, in respect of the 2018/19 Revenue Budget Monitoring as set out in appendix 1 to this report, Cabinet:

- 2.1 Note the forecast outturn for the General Fund and Housing Revenue Account, as at September 2018;
- 2.2 Note the planned management actions of £3,230,000 to achieve that forecast outturn;
- 2.3 Approve the planned budget transfers (virements) of £2,610,170
- 2.4 Note the potential transfer of £1,293,000 from the Business Transformation Reserve in respect of the forecast General Fund overspend unless further management action and savings are identified to rebalance the budget; and
- 2.5 Note the potential transfer of £93,000 to the HRA Capital Investment Reserve in respect of the forecast HRA underspend.

That, in respect of the 2018/19 Capital Budget Monitoring as set out in appendix 2 of this report, Cabinet:

2.6 Note the expenditure to date and the forecast outturn as at September 2018 and its financing;

2.7 Approve the requested changes to the 2018/19 capital programme as set out in Section 2 of Appendix 2;

### **3 Background and Summary**

#### **Revenue**

3.1 The forecast overall position at the end of September is a net overspend of £1,293,000 (1.1% of net expenditure) compared to £1,679,000 at the end of August.

3.2 In February 2018 the Council agreed for 2018/19 a General Fund revenue budget of £123.036M and a balanced Housing Revenue Account revenue budget. This report details the projected outturn position for 2018/19 based on information as at the end of September (period 6). The report includes details of

- General Fund Revenue Budget position;
- Progress in delivering the 2018/19 revenue savings ;
- Housing Revenue Account Revenue Budget position.

3.3 As at the end of September, the initial General Fund outturn is suggesting a net overspend of £4,829,000 (3.9% of net expenditure), being a projected portfolio overspend of £5,338,000 being partly offset by a £509,000 underspend on non-portfolio services. In the absence of any management action to bring the budget back into line, this sum would fall to be met from the General Reserves. That would reduce General Reserves below the optimal level set by the Council's Section 151 Officer in his adequacy of balances statement to the Council in setting the 2018/2019 budget. The cause of the overspend lies entirely within portfolios, with the most significant budget issues being within Adults and Housing, Children & Learning and Infrastructure.

3.4 Directors are proposing some management actions, totalling £3,230,000, which reduces the overspend of portfolio services to £2,108,000. In line with previous custom and practice, unless further management action and savings are identified to rebalance the budget, it is assumed that the residual overspend will be drawn down from earmarked reserves rather than impacting on the General Reserve.

3.5 There is also a proposal to utilise planned earmarked reserves totalling (£306,000), which alongside the (£509,000) non portfolio service underspend, results in the net overspend of £1,293,000.

3.6 The forecast for the Housing Revenue Account indicates that the HRA will have an income surplus of £562,000 in 2018/19. This is because early predictions are showing higher rental income than budgeted for. Offsetting this is a £469,000 increase in repairs, leaving a net forecast underspend of £93,000.

3.7 Full details of the budget issues facing each portfolio, together with an outline of the management action being undertaken and the residual pressures can be

found in the revenue budget monitor at appendix 1. That appendix also sets out the RAG status of the savings targets for each portfolio.

## **Capital**

3.8 In February 2018 the Council agreed a capital programme budget for 2018/19 of £92.984M. This budget was revised at June Cabinet to £77.689M following approved re-profiles and other amendments. This report details the projected outturn position for 2018/19 based on information as at the end of September (period 6). The report includes details of progress in delivering the 2018/19 capital programme and in receiving external funding relating to that year.

3.9 Capital challenge meetings have been held with each department, led by the Leader and the Strategic Director for Finance and Resources. This was to ascertain whether:

- Any scheme or reduction in funding of a scheme could be withdrawn from the programme;
- Any schemes that could move on a year or two in the programme;
- Any schemes funded by borrowing that could be alternatively financed;
- The actual physical progress of each scheme (e.g. out to tender, site assembly, on site, etc.) and whether the current budget will be spent in 2018/19.

3.10 The outcomes of these capital challenge meetings are detailed in section 1 of Appendix 2 with Section 2 setting out the resulting requests to:

- Carry forward £18,546,000 of 2018/19 scheme budgets into future years;
- Bring forward £263,000 of budget from future years into 2018/19;
- Add scheme budgets totalling £1,172,000 into 2018/19 where new external funding has been received;
- Remove scheme budgets totalling £664,000 from 2018/19;

3.11 As at the end of September the expected capital outturn is £59,914,000.

## **4 Other Options**

The Council could choose to monitor its budgetary performance against an alternative timeframe but it is considered that the reporting schedule provides the appropriate balance to allow strategic oversight of the budget by members and to manage the Council's exposure to financial risk. More frequent monitoring is undertaken by officers and considered by individual service Directors and the Council's Corporate Management Team (CMT) including approval of management action.

To the extent that there are options for managing the issues identified these are highlighted in the report in order to ensure that members have a full picture of the issues and proposed solutions as part of their decision making

## **5 Reasons for Recommendations**

The regular reporting of Revenue and Capital Budget Monitoring information provides detailed financial information to members, senior officers and other interested parties on the financial performance of the Council. It sets out the key variances being reported by budget holders and the management action being implemented to address the identified issues.

Set alongside relevant performance information contained within the monthly performance report (MPR) pack it also informs decision making to ensure that Members' priorities are delivered within the agreed budget provision.

It is important that issues are addressed to remain within the approved budget provision or where they cannot be contained by individual service management action, alternative proposals are developed and solutions proposed which address the financial impact; Members have a key role in approving such actions as they represent changes to the budget originally set and approved by them.

## **6 Corporate Implications**

### **6.1 Contribution to Council's Vision & Critical Priorities**

The robustness of the Councils budget monitoring processes and the successful management of in-year spending pressures are key determinants in maintaining the Council's reputation for financial probity and financial stewardship.

### **6.2 Financial Implications**

As set out in the body of the report and accompanying appendices.

### **6.3 Legal Implications**

The report provides financial performance information. It is consistent with good administration for the Council to consider monitoring information in relation to plans and budgets that it has adopted.

Section 3 of the Local Government Act 1999 requires the Council as a best value authority to "make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness". Monitoring of financial and other performance information is an important way in which that obligation can be fulfilled.

The Council is required by section 151 of the Local Government Act 1972 to make arrangements for the proper administration of its financial affairs. The Council is also required by section 28 of the Local Government Act 2003 to monitor its budget, and take corrective action as necessary. The Council's chief finance officer has established financial procedures to ensure the Council's proper financial administration. These include procedures for budgetary control.

It is consistent with these arrangements for the Cabinet to receive information about the revenue and capital budgets as set out in the report.

#### 6.4 People Implications

None arising from this report

#### 6.5 Property Implications

None arising from this report

#### 6.6 Consultation

None arising from this report

#### 6.7 Equalities Impact Assessment

None arising from this report

#### 6.8 Risk Assessment

Sound budget monitoring processes underpin the Council's ability to manage and mitigate the inherent financial risks associated with its budget, due to the volatility of service demand, market supply and price.

The primary mitigation lies with the expectation on CMT and Directors to continue to take all appropriate action to keep costs down and optimise income (e.g. through minimising spending, managing vacancies wherever possible). Adverse variances will require remedial in-year savings and budget reductions. The back-stop mitigation would be to draw on reserves to rebalance the budget, but this will only be done at year end should other measures fail.

With the likely scale of funding pressures and future resource reductions, it is important that the Council holds a robust position on reserves and maintains the ability to deal with issues that arise during the financial year.

#### 6.9 Value for Money

The budget set reflects the Council's drive to improve value for money and to deliver significant efficiencies in the way it operates. Monitoring the delivery of services within the budget set helps to ensure that the planned value for money is achieved.

#### 6.10 Community Safety Implications

None arising from this report

#### 6.11 Environmental Impact

None arising from this report

## **7 Background Papers**

None

## **8 Appendices**

Appendix 1 Revenue Budget Monitoring 2018/19 – September 2018

Appendix 2 Capital Programme Budget Monitoring 2018/19 – September 2018





# Revenue Budget Monitor 2018/2019 - September 2018



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## General Fund

## Portfolio Summary

Portfolio	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Leader	13,384	(2,448)	10,936	454	13,769	(2,379)	11,390	11,260	0	11,260	(130)	↓
Growth	8,880	(5,799)	3,081	(122)	9,856	(6,897)	2,959	2,806	0	2,806	(153)	↓
Adult and Housing	69,994	(27,117)	42,877	(1,482)	68,798	(27,403)	41,395	43,240	(1,775)	41,465	70	↑
Children and Learning	108,037	(74,481)	33,556	3,061	111,035	(74,418)	36,617	38,393	(1,151)	37,242	625	↓
Healthy Communities and Wellbeing	119,551	(105,915)	13,636	638	102,378	(88,104)	14,274	14,567	(15)	14,552	278	↓
Infrastructure	28,408	(14,235)	14,173	558	28,966	(14,235)	14,731	17,039	(200)	16,839	2,108	↑
Public Protection	17,515	(3,733)	13,782	229	17,744	(3,733)	14,011	13,410	(89)	13,321	(690)	↑
<b>Portfolio Net Expenditure</b>	<b>365,769</b>	<b>(233,728)</b>	<b>132,041</b>	<b>3,336</b>	<b>352,546</b>	<b>(217,169)</b>	<b>135,377</b>	<b>140,715</b>	<b>(3,230)</b>	<b>137,485</b>	<b>2,108</b>	<b>↑</b>
Reversal of Depreciation	(39,074)	10,793	(28,281)	0	(39,074)	10,793	(28,281)	(28,281)	0	(28,281)	0	↔
Levies	638	0	638	0	638	0	638	638	0	638	0	↔
Financing Costs	8,542	0	8,542	(308)	8,234	0	8,234	7,725	0	7,725	(509)	↓
Contingency	5,716	0	5,716	(1,598)	4,118	0	4,118	4,118	0	4,118	0	↔
Pensions Upfront Funding	(3,734)	0	(3,734)	0	(3,734)	0	(3,734)	(3,734)	0	(3,734)	0	↔
<b>Non Portfolio Net Expenditure</b>	<b>(27,912)</b>	<b>10,793</b>	<b>(17,119)</b>	<b>(1,906)</b>	<b>(29,818)</b>	<b>10,793</b>	<b>(19,025)</b>	<b>(19,534)</b>	<b>0</b>	<b>(19,534)</b>	<b>(509)</b>	<b>↓</b>
<b>Net Operating Expenditure</b>	<b>337,857</b>	<b>(222,935)</b>	<b>114,922</b>	<b>1,430</b>	<b>322,728</b>	<b>(206,376)</b>	<b>116,352</b>	<b>121,181</b>	<b>(3,230)</b>	<b>117,951</b>	<b>1,599</b>	<b>↓</b>
General grants	0	(2,380)	(2,380)	0	0	(2,380)	(2,380)	(2,380)	0	(2,380)	0	↔
Revenue Contribution to Capital	5,058	0	5,058	(2,475)	2,583	0	2,583	2,583	0	2,583	0	↔
Contribution to / (from) Earmarked Reserves	5,436	0	5,436	1,045	6,481	0	6,481	6,481	(306)	6,175	(306)	↑
Contribution to / (from) General Reserves	0	0	0	0	0	0	0	(4,829)	4,829	0	0	↔
<b>Net Expenditure / (Income)</b>	<b>348,351</b>	<b>(225,315)</b>	<b>123,036</b>	<b>0</b>	<b>331,792</b>	<b>(208,756)</b>	<b>123,036</b>	<b>123,036</b>	<b>1,293</b>	<b>124,329</b>	<b>1,293</b>	<b>↓</b>

## Overall Budget Performance

This report outlines the budget monitoring position for the General Fund and Housing Revenue Account for 2018/2019, based on the views of the Directors and their Management Teams, in light of expenditure and income to 30 September 2018.

The starting point for the budget monitoring is the original budget as agreed by Council in February 2018.

The forecast overall position as at the end of September is a net overspend of £1,293,000 (1.1% of net expenditure) compared to £1,679,000 at the end of August.

The resultant position arises from a net overspend of £4,829,000 (a projected portfolio overspend of £5,338,000 being partly offset by a £509,000 underspend on non-portfolio services). In the absence of any management action to bring the budget back into line, this sum would fall to be met from the General Reserves. That would reduce General Reserves below the optimal level set by the Council's Section 151 Officer in his adequacy of balances statement to the Council in setting the 2018/2019 budget. The cause of the overspend lies entirely within portfolios, with the most significant budget issues being within Adult & Housing, Children & Learning and Infrastructure.

However, Directors are proposing some management actions, totalling £3,230,000, which reduces the overspend of portfolio services to £2,108,000. In line with previous custom and practice, unless further management action and savings are identified to rebalance the budget, it is assumed that the residual overspend will be drawn down from earmarked reserves rather than impacting on the General Reserve.

There is also a proposal to utilise planned earmarked reserves totalling (£306,000), which alongside the (£509,000) non portfolio service underspend, results in the net overspend of £1,293,000

This represents an improved position compared to August 2018.

Portfolio	Latest Budget 2018/19 £000	Projected Outturn 2018/19 £000	September Forecast Variance £000	August Forecast Variance £000	Trend
Leader	11,390	11,260	(130)	(110)	↓
Growth	2,959	2,806	(153)	(126)	↓
Adult and Housing	41,395	41,465	70	61	↑
Children and Learning	36,617	37,242	625	634	↓
Healthy Communities and Wellbeing	14,274	14,552	278	286	↓
Infrastructure	14,731	16,839	2,108	1,993	↑
Public Protection	14,011	13,321	(690)	(779)	↑
Total Portfolio	135,377	137,485	2,108	1,959	↑
Non-Service Areas	(18,822)	(19,331)	(509)	(280)	↓
Earmarked Reserves	6,481	6,175	(306)	0	↓
<b>Net Expenditure / (Income)</b>	<b>123,036</b>	<b>124,329</b>	<b>1,293</b>	<b>1,679</b>	<b>↓</b>

### Performance against Budget Savings Targets

As part of setting the Council budget for 2018/2019, a schedule of Portfolio and Corporate savings was approved totalling £7.594 million. These are required to achieve a balanced budget.

A monthly exercise is in place to monitor the progress of the delivery of these savings. A breakdown, by RAG status, of the Portfolio Savings is shown below:

	a	b	c	b+c	d	e	a-(b+c+e)
	Target	Green	Amber	Expected	Red -	Saving	a-(b+c+e)
	Saving	Green	Amber	Delivery of	Estimated not	mitigated	Residual
	£000	£000	£000	Savings	Deliverable	in year	Under /
				£000	£000	£000	(Over)
							Delivery
							£000
Leader	80	0	0	0	80	80	0
Growth	509	509	0	509	0	0	0
Adults and Housing	2,325	550	1,775	2,325	0	0	0
Children and Learning	840	99	741	840	0	0	0
Healthy Communities and Wellbeing	504	355	0	355	149	149	0
Infrastructure	1,006	206	800	1,006	0	0	0
Public Protection	30	12	0	12	18	18	0
	<b>5,294</b>	<b>1,731</b>	<b>3,316</b>	<b>5,047</b>	<b>247</b>	<b>247</b>	<b>0</b>
Non-Portfolio	2,300	2,300	0	2,300	0	0	0
	<b>7,594</b>	<b>4,031</b>	<b>3,316</b>	<b>7,347</b>	<b>247</b>	<b>247</b>	<b>0</b>

The current forecast is showing £247,000 of savings as being undeliverable in year. These savings are

<b>£000</b>			
<b>Leader</b>			
PL18	80	Print Contract Savings	Saving not deliverable due to on-going management fee funding requirements with new provider
<b>Public Health</b>			
PH1	54	Sexual Health	These contracts are being retendered in year, with no expected savings accruing in year, although it is anticipated that the full saving will be achieved for 2019/20. Funding has been drawn down from the Public Health reserve to meet the 2018/19 shortfall
PH2	95	0 - 5 Children's Public Health Service	
<b>Public Protection</b>			
PL9	15	Trade Licence to use Public Highway	Charging arrangements not in place for 2018/19; will be delivered in 2019/20
PL11	3	Food Hygiene Rating Scheme Re-assessment	
<b>247</b>			

Against these undeliverable savings, in year mitigations of £247,000 have been identified against the required savings total of £7.594 million.

**Portfolio Performance – Leader**

<b>Current Budget</b>	<b>Initial Outturn</b>	<b>Management Actions</b>	<b>Expected Outturn</b>	<b>Forecast Variance</b>
<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
11,390	11,260	0	11,260	(130)

There is currently a forecast underspend of (£130,000) in the Leader's Portfolio which equates to 1.1% of the £11.390M net budget allocation. The key variances are underspends against the Corporate Initiatives and Internal Audit budgets.

Services within the Leader's Portfolio tend to be dominated by staffing costs which are generally stable in nature. There are currently a number of restructures in progress which will result in service redesign and the transfer of some duties to other Departments and Portfolios across the Council. A number of vacancies in the internal audit team will result in a staffing underspend of (£50,000). Due to the proximity of Southend to London, it can be difficult to recruit to some positions making it necessary for the Council to pay at the higher scale points in order to recruit to the posts. During this financial year, a number of roles have been subject to Job Evaluation which has resulted in higher salaries being awarded with more staff joining the pension scheme creating additional pressure. Time limited Transformation Funding has been invested to fund various projects across the Portfolio with a view to improving business processes, adding long term value and supporting the vision for Southend 2050.

The residual saving for the Print Contract (PL19) totalling £80,000 is reflected within "Infrastructure" savings. At budget setting it was removed from the Corporate Core budget although the expenditure is ongoing. It is unlikely that the saving can be met although it is expected to be mitigated by other corporate underspends for this year.

A Treasury Management in-year saving of (£25,000) is forecast resulting from lower short-term borrowing and Money Market Fund brokerage fees. In previous years, the Corporate Initiatives budget has not been fully utilised and based on the profile of spend to date, it seems likely that this will be the case at the end of the current year; meaning that an underspend of (£50,000) has been forecast.

The budget for the post of Director of Legal & Democratic Services will not be fully utilised due to vacant hours. This is expected to result in a further (£25,000) underspend at year-end.

The methodology for allocating Merchant Fees relating to Card Payments has changed and is creating a potential £20,000 pressure in the Accounts Receivable team. This is being compounded by the removal of credit card surcharge payments which were previously charged to customers when settling their bills.

Court Costs and Barristers Fees relating to Child Protection have escalated in recent years with 32 active cases in Southend at the beginning of September. As yet a Children's Solicitor has not been appointed so it is not possible to ascertain whether the investment made in the 2017/18 budget can alleviate the additional pressure from Barrister Fees. The staffing underspend in the team is currently partly offsetting these additional fees but in no way

mitigating them. This resulted in £170,000 being transferred from Contingency to offset the pressure.



**Portfolio Performance – Growth**

<b>Current Budget</b>	<b>Initial Outturn</b>	<b>Management Actions</b>	<b>Expected Outturn</b>	<b>Forecast Variance</b>
<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
2,959	2,806	0	2,806	(153)

The forecast underspend of (£153,000) in the Growth Portfolio is 5.2% of the £2.959M net budget allocation.

**Asset and Facilities Management**

Over recent years, the Council has adopted a commercial strategy to property investments which is yielding additional income. The acquisition of retail units at Fossets Farm and rent increases on existing leases mean that an underspend of (£260,000) has been forecast at year-end.

The cost of the cleaning and security contract for the Civic Centre continues to exceed the budget. A saving of £75,000 was agreed in 2017/18 but this hasn't materialised and the current pressure is now £120,000. Attempts have been made to reduce the service without a noticeable impact but this hasn't been possible.

A wide range of responsive repairs and maintenance tasks have been completed in the Civic Centre this year, ranging from boiler repairs and emergency lighting servicing, to door security systems and electrical testing. The number of works which have taken place means that the budget provision is expected to be exceeded by £40,000.

Due to the conversions of schools to academies, a number of trusts have opted out of the schools property service run by the property and regeneration team and utilising their own contractors to deliver works. This is resulting in an income shortfall of £20,000. A number of staff in the property team are employed on the basis of delivering elements of the capital programme. However, due to slippage in the programme there are not as many hours spent on these projects as expected.

**Economic Development and Regeneration**

In December 2017, the 60 Minute Mentor Programme, funded by The Careers & Enterprise Company was extended in Southend due to its success. As a result, additional funding was received in 2017/18 and the balance of this was transferred to reserves in line with accounting practice in order to fund the expenditure incurred in 2018/19. The request to transfer this funding back to the Economic Development service is made at the end of this report.

**Planning**

Applications have been made for 4 significant development projects this year and as a result the income received in the Development Control team has been greater than expected. The current forecast is that an additional (£130,000) will have been received by the end of the financial year. In order to cope with the increased demand of these projects, some agency staff support is in place, and staffing supplements have been agreed to retain talented employees. This is expected to resulting in additional staffing costs of £63,000

**Portfolio Performance – Adults and Housing**

<b>Current Budget</b>	<b>Initial Outturn</b>	<b>Management Actions</b>	<b>Expected Outturn</b>	<b>Forecast Variance</b>
<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
41,395	43,240	(1,775)	41,465	70

The Adults and Housing Portfolio are forecasting a year end overspend variance of £70,000 as at the end of period 6, and this is less than 1% of the current net budget allocation of £41.395M. This forecast is assuming the delivery of all the £1.775M management actions.

The (£1.775M) management actions reflect the outstanding 2018/19 budget savings, which are currently being reported amber because they are yet to be delivered or are at risk of not being delivered. It must be noted that this forecast is being closely monitored because of the volatility of Adult Social Care budgets.

**Adult Social Care**

Adult Services are reporting a break even position on all external purchasing budgets, which is currently based on last year's commitment plus the 18/19 rate increase, assuming that planned savings will be delivered. The forecast has been based on last year's commitment because of the recent system change from Carefirst to Liquid Logic and Controcc, where the implementation project are finalising the opening financial forecasting commitment reports. There is therefore a degree of risk to the accuracy of these projections at this time.

The £70,000 pressure is on Social Work teams budgeted vacancy factor, which assumes a certain level of staffing turnover. At present it appears this will not be achieved because agency staff are being used to cover vacancies and manage current workloads.

**Housing and Homelessness**

General fund housing is forecasting a breakeven position at the end of period 6. Homelessness continues to be an issue in Southend and the hostels have been at full capacity, with some families placed in B&B accommodation.

Southend's bid for the Rough Sleeper Initiative Grant was successful and there is now a further £425,000 available in 2018/19. The service is now working on finalising the service level agreements with the partners to deliver the intended outcomes, which will focus on prevention and intervention. We also have £195,000 Flexible Homelessness Support Grant and £91,000 New Burdens Grant (Homelessness Reduction Act). Since the introduction of the Homelessness Reduction Act in April, we have seen a 51% increase in active homeless cases compared to same period last year. These grants are helping meet the existing demands and pressures, as well as investment in a drive towards further homelessness prevention.

**Portfolio Performance – Children and Learning**

<b>Current Budget</b>	<b>Initial Outturn</b>	<b>Management Actions</b>	<b>Expected Outturn</b>	<b>Forecast Variance</b>
<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
36,617	38,393	(1,151)	37,243	625

The Portfolio of Children and Learning are currently anticipating a final year end forecast overspend variance of £625,000 or equivalent 1.7% compared to the latest net budget allocation of £36.651M, and this is after the expectation that all current in year management actions of (£1.151m) to reduce the initial outturn forecasts are delivered.

The management actions of (£1.151m) therefore reflect any outstanding amber budgeted 2018/19 saving allocations targets which are either yet to be delivered or at risk of non-delivery, and these are identified as (£741,000) for this portfolio, alongside a further outstanding (£300,000) targeted savings against the Dedicated Schools Grant High Needs block, and a further targeted (£110,000) troubled families' payment by results income.

The final forecast overspend variance, after assuming the delivery of all management actions is £625,000, and is entirely attributable to financial pressures within Children Social Care. It must be noted, financial pressures within Children Social Care is now recognised as a national local authority issue as well as our own local authority position.

**Children's Social Care**

As previously reported and recognised, our local financial pressure, is due to both an increased demand for children's social care has which emerged since the middle of 2016/17, alongside an OFSTED inspection in July 2016 that has resulted in Children Social Care itself being under a transformational journey for the last 2 years.

To further explain, whilst additional social work capacity, training and development has been required to support child in need (an attributable budget pressure of £145,000 in totality). Southend has also experienced an increase in the numbers of children who have been taken into care including the complexity of the needs for some of those children.

Southend's current locally employed foster carers are also at maximum capacity. This combined with a private external care market that has reduced capacity regionally, has seen children social care experience higher average costs in external care placements since 2016/17, and this is practically apparent in the external residential care market (an attributable budget pressure of £290,000).

It also needs to be noted that once a child turns 16, they are transitioned over to the leaving care team, who will then fully support the costs of a child from 16 to 18 if they are in supported accommodation type placement. Therefore due to the increase in the numbers of looked after children and a private market that has reduced capacity, this has added to increased cost pressures (an attributable budget pressure of £190,000).

The directorate continues to look towards reducing these financial pressures on a longer term basis, but given the current known forecast, this is now very unlikely to be able to reduce this year's final total overspend position of £625,000.

It also needs to be noted, that in accordance with agreed budgeted savings for 2018/19, children Social care, are also still anticipating the full deliver of current outstanding budgeted savings of (£465,000), although these savings are either yet to be achieved or currently at risk of delivery in full.

Whilst in year financial pressures are now present, it must be recognised that the local authority both recognised and planned for this financial risk, and agreed the creation of the Children Social Care reserve at start of 2017/18. Whilst, any use of funding from a reserve is one off, its implementation can be used to aid financial pressures within in financial years and or cover unexpected events. The level and appropriateness of use for this reserve is considered annually as part of the Council's annual budget planning strategy.

### **Youth and Family Support**

Youth and Family Support, is forecasting a final net expenditure position on-line to budget, but this is dependent upon the anticipated full delivery of (£210,000) management actions. The management action is entirely attributable to targeted additional troubled families' payment by results income levels compared to last financial year. (£100,000) relates to the additional 2018/19 budgeted targeted income, and a further (£110,000) covering the reduction in the fixed amounts of troubled families grants for both the attachment fees and service transformation grant, which are all distributed from the MHCLG.

### **Education and Schools**

Education and Schools is forecasting a final net expenditure position on-line to budget, but this is also dependent upon the anticipated full delivery of (£476,000) management actions to reduce current spend forecasts.

(£300,000) of the management actions, is set against the High Needs budget which is funded through the Dedicated School Grants. If the (£300,000) is not achieved, this deficit will fall due to Dedicated Schools Grant reserve.

From the autumn term of 2016/17, the High Needs budget which is funded through the dedicated schools grant (DSG) has experienced considerable increase in costs associated to special school placements and funding awarded to mainstream schools. Independent provider placements have also increased where the high need budget is required to fund the education element of any looked after child placement.

There is significant demand on high needs budgets, and this is again both a local and national issue. Southend has also experienced an increase in the complexity of children cases, requiring an Educational, health and care plan and therefore this had pushed up the associated cost associated with those placements. This was particularly apparent within our local special schools and independent provider placements.

In response to the high need funding pressures and as presented and agreed through the Education Board, the High Needs dedicated schools grant budget has been constrained for the last two financial years and savings delivered to mitigate further spend pressures.

Further in year savings, are targeted from 2018/19 of £300,000 compared to 2017/18 spend levels, but will remain a challenge to deliver. If this was achieved, it would also allow a targeted pay back of £0.200mil to depleted DSG reserves.

Under the national funding formulae, Southend is also recognised as significantly underfunded on its high need block allocation and will therefore be receiving additional much needed funding towards its high needs block in 2019/20. However, as funding caps are applied on any gains from DSG funding distributions, it is currently unknown from what financial year Southend will receive its expected full funding allocation.

The remaining (£176,000) of required management actions, falls within the Council's Learning department. This is in line with the budgeted saving targets for 2018/19, which are therefore either outstanding or subject to risk of full delivery.

### **Maintained Schools Delegated**

Forecast on line to budget. This reflects revenue funding that the department for education passports through to the local authority to support our maintained schools, and the enhanced pupil premium funding attached to our local looked after children.

**Portfolio Performance – Healthy Communities and Wellbeing**

<b>Current Budget</b>	<b>Initial Outturn</b>	<b>Management Actions</b>	<b>Expected Outturn</b>	<b>Forecast Variance</b>
<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
14,274	14,567	(15)	14,552	278

The forecast overspend of £278,000 in the Healthy Communities and Wellbeing Portfolio is 1.9% of the £14.274M net budget allocation.

**Culture**

The final costs relating to the Cultural Destinations project which was delivered by the Focal Point Gallery have been incurred in the 2018/19 financial year and primarily relate to the publication of the Radical Essex book. The grant to fund this publication was transferred to reserves at the end of 2017/18 and a request is made at the end of this report to transfer this funding back from reserves to fund these costs totalling £40,000.

The delivery partner of Twenty One have terminated their agreement with us and as a result, the venue is now only open for any events which were arranged prior to its closure. These events continue up until the end of October and most of them do not pay a hire charge for the venue. At this moment there is no agreed course of action for the future of the venue and therefore we remain liable for the Business Rates and running costs of the site resulting in an overspend of £18,000.

The costs incurred by the Focal Point Gallery in producing the Radical Essex publication which concludes the Cultural Destinations project have been incurred in 2018/19 rather than last year as originally anticipated. The balance of the grant funding was transferred to reserves and a request is now being made to release this ring-fenced grant funding.

The entire Grounds Maintenance service was brought in-house in January 2016 and after a period of time, the service have been able to understand their staffing requirements and the savings attached to this move have been delivered. One of the biggest challenges this year has been income generation. The service lost a number of contracts in 2017 which it has struggled to replace but the cost base has not been reduced to compensate for this. The current shortfall in income is forecast at £120,000.

The income received from outdoor sports teams and the Belfairs Golf Course has reduced considerably over the last 5 years. After a review to understand where this has taken place and the sports mostly affected by this, it is believed that the increase in budget gyms and the uptake of cycling has had an impact on organised team sports which subsequently has reduced the income this generates within our parks by £210,000.

The mobile library has been off of the road for over two months due to maintenance problems. Alternative service provision has been put in place and this revised service is reaching more people who have limited mobility themselves. We are using standard vehicles rather than a bespoke mobile library which is also proving cost effective. Any such proven savings can be built into the permanent budget for 2019/20.

## Customer Services

During the period April to September, the Registrations team have recorded 10% fewer births (from 1,918 in 2017/18 to 1,725 in 2018/19) and 10% higher deaths (from 1,285 to 1,416). Notice of Marriages are 14% higher than the same period last year (from 587 to 671) but this trend is not reflected in the number of Weddings which are 19% lower than last year (from 355 to 288). Team leaders believe that more could be done to promote and market weddings in Council venues and that the organisation could capitalise on the interest shown by members of the public to get married at some of the more niche venues in the Borough (e.g. the pier, Southchurch Hall, Porters) if they were to be more widely available.

The Group Manager of the Customer Service team is leading the “Channel Shift” Project meaning that part of her salary costs can be capitalised. This, along with other staff vacancies, have resulted in an underspend of (£40,000) being forecast in the Customer Service team.

## Revenues and Benefits

Council Tax collections are on target at 52.5% with Business Rates (NDR) collections being 54.5% against a target of 55%. NDR collections of arrears are significantly higher than budget partly due to settlement by Southend Borough Council of its share of the 2013 and 2014 charge for the Forum building. The collection of Council Tax Arrears is 0.9% below target at 23.4% however this situation is improving month on month, with the team hoping to meet the target at the end of the year. The collection of Council Tax from those in receipt of Council Tax Reduction (CTR) discounts remains strong and compares favourably to other areas in Essex, where collection rates are lower. Council Tax Baseline continues to increase with 450 properties more than when the base was set. This is in contrast to the NDR retained yield which continues to reduce despite the number of properties increasing.

Income from Court Costs is currently higher than anticipated when the budget was set and an underspend of (£50,000) is expected.

At the end of September there were 2,100 people receiving Housing Benefit or Council Tax Reduction (CTR) with Universal Credit (UC) as their income. 64 Housing Benefit claims were closed in September and migrated to UC (total since going live in July 2017 is 1,410) and the rate of Housing Benefit claims closure is slowing each month since the peak of 187 in November. The level of work outstanding is 5 days for both new claims and changes; with the error level remaining at 2% (from 4% at this stage in 2017-18). The introduction of Universal Credit means that the thresholds have reduced in line with the reduction in Subsidy.

As the volume of the Council's future Housing Benefit responsibilities is unknown, the core team is supplemented with outsourced services which, although more costly, will avoid possible future redundancy costs. The overspend on these contractors is offset by vacancies and additional transitional income awarded by the Department for Work and Pensions (DWP) resulting in a (£50,000) forecast underspend for the year.



**Public Health**

Public health is forecasting an online position as at the end of period 6. As with all activity driven services, it is challenging to predict an accurate outturn on some of the services like Smoking cessation and NHS Health Checks. However, based on current forecasts, Public health will be online. It should be noted that the Council are going out to tender the Sexual Health contract, and the 0-5 contract is currently under review.

**Voluntary and Community Services**

The Community Hub service which offers financial advice and support to has been commissioned for three years and will be delivered via the South Essex Community Hub. This is funded through a voluntary grant from the Council. Under the terms of the property lease, the Council remains liable for accommodation costs so the grant is reduced accordingly. There is a £15,000 pressure due to backdated rent which was not accounted for at the end of last year.

**Portfolio Performance – Infrastructure**

<b>Current Budget</b>	<b>Initial Outturn</b>	<b>Management Actions</b>	<b>Expected Outturn</b>	<b>Forecast Variance</b>
<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
14,731	17,039	(200)	16,839	2,108

The forecast overspend of £2.108M in the Infrastructure Portfolio is 14.3% of the £14.731M net budget allocation. The key variances are £733,000 within the highways maintenance budget, £418,000 for decriminalised parking, £497,000 relating to car parking and a £263,000 shortfall in streetworks regulation & compliance income.

**Transport**

As a result of the poor weather conditions in late February / early March labelled as the “Beast from the East”, the condition of the road network deteriorated and as a result there was a large increase in the number of defects on the highways and footways. An increase in the number of Highway Inspectors has also resulted in a greater area being inspected more frequently which is also identifying more defects than usual. The launch of MySouthend is giving residents the opportunity to report defects and these are focussing the Inspectors on verifying MySouthend calls which will ultimately result in more works to the Highway. All of these factors are resulting in a pressure of approximately £400,000 although over a period of time we will be able to understand better if this is a current spike in identification of defects, or the new norm under an enhanced inspection regime. There is a management action in place to review the categorisation of defects raised by Highways Inspectors to ensure that the correct timeframe is applied to the urgency of repairs.

There have been a number of incidents across the Borough which has resulted in damage to street furniture. Unfortunately due to a lack of evidence to identify the culprit the cost to rectify this damage has been met by the service area. With regards to street lighting, this is expected to result in an additional £100,000 of repairs and maintenance expenditure which with more information as to how the incident occurred, could have been recharged to the offender.

Income from rechargeable works has historically been low and based on current income a shortfall of £120,000 is likely. However the service area are engaging with an external insurance specialist on a payment by results trial basis in an attempt to pursue claims for damage to the Highway.

In order to deliver a number of projects within the Traffic Management team, a project manager has been employed on a fixed term contract until March 2019 for which there is no budget provision. This, alongside a reduction in the amount of staff time being spent on schemes within the capital programme and therefore being transferred from revenue to capital, is resulting in a forecast pressure of £115,000.

There has been on average a 14% increase in the number of PCN's issued against the same time period last year and a £69,000 increase in the income collected for those tickets as at the end of September. However there is still an anticipated shortfall in the income budget of £190,000. Although the value of old debt is reducing year on year, the anticipated bad debt provision is still £115,000 more than the budget provision. The number of PCN's

registered with the Traffic Enforcement Centre has also increased in 2018/19 in an attempt to collect old, outstanding debts. Although there is a cost associated with this registration, estimated at £58,000 for this financial year, it allows further opportunities for the debt to be collected. The implementation of a CCTV vehicle is expected to result in an increase in the number of PCN's issued, however there are start-up costs associated with this in year one.

The rollout from the parking and enforcement contract had a number of improvements and efficiencies over a number of years and savings were agreed in the budget to reflect these. Unfortunately, due to delays in the ICT infrastructure from third parties some of these efficiencies are yet to be implemented. This is resulting in an overspend of £55,000 in decriminalised parking and £53,000 in car parking.

As part of the 2018/19 budget, an increase of £700,000 in the income budget for car parking was agreed after independent advice from Steer Davies Gleave (SDG) which modelled the impact of removing the 1, 3 and 5 hour parking rates in a number of car parks. As at period 6, car parking income has increased significant, especially in June and July when we enjoyed a very dry spell and a heatwave. Within that, there has been an 11% shift in usage from on street car parks to off street surface car parks. From an analysis of 7 town centre car parks which have retained the same machines over this period, projections suggest that the off street car parks will perform even better than SDG suggested. However, due to the shift from on street to off street (where VAT is payable) the additional income from the removal of 1, 3 and 5 hour parking charges is currently being negated by the loss in on street parking income (where no VAT is payable). The total effect of this is an anticipated shortfall in income of £250,000. Of these 7 off street car parks, there has been a reduction in the number of transactions in all of them with the exception of Tylers / York Road, which is the only town centre car park which retained a 1 hour price band. Security at the University Square car park has been increased to 24 hours which increases the pressure on this budget to £120,000 and an additional £60,000 has been spent on upgrades to the pay & display machines within the borough.

The management system used to log and inspect streetwork permits had a number of changes made to it towards the end of the last financial year. These changes resulted in works which overran the length of their permits not being correctly categorised, and therefore the financial penalties which have been levied were not correct which is currently resulting in an income shortfall of £250,000. Work is currently underway to revisit these cases to charge the correct amount, but in the meantime, the system has been corrected and works are now being charged for correctly.

As a partner in the TRACE project (Walking and Cycling Tracking Services) funded by the EU, we were provided with grant funding at the beginning of the project to fund the expenditure incurred. This project has now ended and the balance of the funding has been paid back, this is due to less staff resources being needed than expected. This funding is currently in reserves and therefore a request is made to draw this funding to the service area to fund this payment.

**Portfolio Performance – Public Protection**

<b>Current Budget</b>	<b>Initial Outturn</b>	<b>Management Actions</b>	<b>Expected Outturn</b>	<b>Forecast Variance</b>
<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
14,011	13,410	(89)	13,321	(690)

The forecast underspend of (£690,000) in the Public Protection Portfolio is 4.9% of the £14.011M net budget allocation.

**Cemeteries and Crematorium**

Burials are higher in the first six months of the year at 242 compared to last year at 235. This is mirrored in Cremations (1,299 in the current year compared to 1,172 at the same time last year). Income of £1,258,000 achieved at Period 6 is over £129,000 higher than for the same period last year meaning that an underspend of (£80,000) has been forecast at year-end. This includes an anticipated £20,000 pressure due to the hospital processing more Public Health Act funerals. As at Period 6, only 4 of the 246 Mini Graves have been sold.

**Flooding**

There are a number of engineering vacancies within the Flood Defences section which are yet to be filled. Recruitment is ongoing, but until the posts are filled there will be an underspend on staffing costs within this team. No additional consultancy or contractor costs have been incurred during this time, and due to a lack of engineers, the expected contractor costs have reduced significantly due to no works being identified and this is resulting in a forecast underspend of (£210,000).

**Regulatory Services**

An element of licensing income relating to this year was received in 2017/18 when the license was renewed. In order to account for this correctly, the 2018/19 element of this income was transferred to reserves. A request is now being made to draw down this £203,000 down from reserves and into the service area. Due to internal promotions there is currently a vacancy within the team which will result in a staffing underspend of approximately (£50,000)

Income generated through the Building Control Trading Account is significantly less than in previous years. Currently the levels of income received are at their lowest levels since 2012/13. It is felt that this is due to increased levels of competition from private businesses, and the level of service provided by the contact centre who deal with a range of queries rather than specialising in Building Control.

**Waste and Street Scene**

Due to the Mechanical Biological Treatment plant (MBT) in Basildon continuing to fail to meet the performance requirements of the original specification, the reduced gate fee during the commissioning phase is still in place. This is allowing SBC to dispose of residual waste at a lower rate than the original business case. However, due to poor performance at the facility, the average cost per tonne for disposal this year has increased to £122, whereas the cost of landfill is £102. This, along with a change in the disposal of food waste which now

provides us with an income, is resulting in a forecast underspend of (£420,000). There is an opportunity to source a short term agreement for our waste disposal requirement from January 2020 up until October 2023 when the Waste Collection contract will expire with a view to procuring a joint waste collection and disposal contract from October 2023 onwards.

As a result of the revised agreement with Essex County Council relating to the waste Joint Working Agreement, we are continuing to receive a share of the Waste Infrastructure Grant in relation to the MBT. The value of this income in 2018/19 is forecast to be (£135,000).

**Non Portfolio Performance**

<b>Current Budget</b>	<b>Initial Outturn</b>	<b>Management Actions</b>	<b>Expected Outturn</b>	<b>Forecast Variance</b>
<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
(19,025)	(19,534)	0	(19,534)	(509)

**Financing Costs**

The (£509,000) favourable variance is due to investment income from Property Funds (£350,000), interest from Schools (£152,000), in-house investments (£19,000), short-term borrowing interest (£26,000) partly offset by an overspend on short-dated bond funds £38,000.

**Contingency**

The Strategic Director of Finance and Resources has delegated authority to release funds held as contingencies within the approved budget. As at Period 6 the following drawdowns have been approved

Drawdowns agreed as at period 5	£000 868
New for period 6	
Inflationary increase and realignment of Business Rates	156
Inflationary increase for the Waste Collection Contract	209
Inflationary increase for the Concessionary Fares Contract	92
Inflationary increase for street lighting energy costs	233
Funding for contamination surveys	13
Funding to support planning applications	7
Funding to support the Special Educational Needs and Disability (SEND) inspection	20
<b>Total</b>	<b>1,598</b>

## Revenue Contribution to Capital

The original budget for 2018/19 included planned revenue contributions for capital investments, via the use of Earmarked Reserves, of £5,058,000. Due to slippage from 2018/19 into 2019/20 agreed at Cabinet in June 2018, this budget has now decreased to £2,583,000. The Capital Reserve will fund £2,129,000 of this, £238,000 is funded from the Agresso Reserve and the remaining £216,000 is funded from the People Workforce Strategy Team and energy savings generated from energy efficiency projects.

## Transfers to / (from) Earmarked Reserves

Net transfers to Earmarked Reserves totalling £5,436,000 were agreed by Council when setting the 2018/19 budget in February 2018. The current outturn position allows for further in-year net transfers to reserves totalling £1,045,000. Total net transfers to reserves for 2018/19 are therefore forecast to be £6,481,000.

The net change of £1,045,400 comprises the following agreed additional transfers

### Transfers to Earmarked Reserves

- £2,547,000 to the Capital Reserve - due to capital programme re-profiling

### Transfers from Earmarked Reserves

- (£1,095,000) from the Children's Social Care Reserve – for supporting the OFSTED improvement programme, edge of care team, and secured looked after children placements.
- (£113,600) from the Business Transformation Reserve – for specific projects agreed by CMT.
- (£22,000) from the Troubled Families Reserve – for supporting the targeting of additional troubled families payment by results income.
- (£11,000) from the Children Social Care Reserve – for the Children's local Safeguarding board
- (£20,000) from the Adult Social Care Reserve – for the Adult's safeguarding board
- (£240,000) from the Public Health Reserve – for the Interim Director of Public Health and unachieved 2018/19 Sexual health and 0-5 Contract savings.

However as part of the proposed management actions, there is a request to transfer a further £306,000 of earmarked reserves; namely

- (£203,000) from the Licensing Reserve to recognise income received in 2017/18 relating to part of 2018/19
- (£40,000) from the Grants Reserve to fund the final cost of the Cultural Destinations project, funded by the Arts Council
- (£23,000) from the Grants Reserve to fund 2018/19 costs relating to the 60 Minute Mentor programme, which has been extended in Southend.
- (£40,000) from the Grants Reserve to fund the reimbursement of the remainder of the TRACE (Walking and Cycling Tracking Services) grant



Finally unless further management action and savings are identified to rebalance the budget, there will be the need to transfer a further £1,599,000 from the Business Transformation Reserve for the projected residual overspend at year end.

Housing Revenue Account

	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Employees	210	0	210	0	210	0	210	210	0	210	0	↔
Premises (excluding repairs)	790	0	790	0	790	0	790	790	0	790	0	↔
Repairs	4,930	0	4,930	0	4,930	0	4,930	5,399	0	5,399	469	↑
Supplies and Services	69	0	69	0	69	0	69	69	0	69	0	↔
Management Fee	5,579	0	5,579	38	5,617	0	5,617	5,617	0	5,617	0	↔
MATS	1,146	0	1,146	0	1,146	0	1,146	1,146	0	1,146	0	↔
Provision for Bad Debts	394	0	394	0	394	0	394	394	0	394	0	↔
Depreciation	6,284	0	6,284	0	6,284	0	6,284	6,284	0	6,284	0	↔
Capital Financing Charges	3,515	0	3,515	0	3,515	0	3,515	3,515	0	3,515	0	↔
<b>Gross Expenditure</b>	<b>22,917</b>	<b>0</b>	<b>22,917</b>	<b>38</b>	<b>22,955</b>	<b>0</b>	<b>22,955</b>	<b>23,424</b>	<b>0</b>	<b>23,424</b>	<b>469</b>	<b>↑</b>
			0									
Fees and Charges	0	(349)	(349)	0	0	(349)	(349)	(349)	0	(349)	0	↔
Dwelling Rents	0	(24,900)	(24,900)	(38)	0	(24,938)	(24,938)	(25,500)	0	(25,500)	(562)	↑
Other Rents	0	(1,372)	(1,372)	0	0	(1,372)	(1,372)	(1,372)	0	(1,372)	0	↔
Other Income	0	(27)	(27)	0	0	(27)	(27)	(27)	0	(27)	0	↔
Interest	0	(250)	(250)	0	0	(250)	(250)	(250)	0	(250)	0	↔
Recharges	0	(566)	(566)	0	0	(566)	(566)	(566)	0	(566)	0	↔
<b>Non Department Net Expenditure</b>	<b>0</b>	<b>(27,464)</b>	<b>(27,464)</b>	<b>(38)</b>	<b>0</b>	<b>(27,502)</b>	<b>(27,502)</b>	<b>(28,064)</b>	<b>0</b>	<b>(28,064)</b>	<b>(562)</b>	<b>↑</b>
<b>Net Operating Expenditure</b>	<b>22,917</b>	<b>(27,464)</b>	<b>(4,547)</b>	<b>0</b>	<b>22,955</b>	<b>(27,502)</b>	<b>(4,547)</b>	<b>(4,640)</b>	<b>0</b>	<b>(4,640)</b>	<b>(93)</b>	<b>↑</b>
Revenue Contribution to Capital	1,925	0	1,925	(1,515)	410	0	410	410	0	410	0	↔
Contribution to/ (from) Earmarked Reserves	2,622	0	2,622	1,515	4,137	0	4,137	4,137	0	4,137	0	↔
Contribution to/ (from) General Reserves	0	0	0	0	0	0	0	0	0	0	0	↔
<b>Net Expenditure/ (Income)</b>	<b>27,464</b>	<b>(27,464)</b>	<b>0</b>	<b>0</b>	<b>27,502</b>	<b>(27,502)</b>	<b>0</b>	<b>(93)</b>	<b>0</b>	<b>(93)</b>	<b>(93)</b>	<b>↑</b>

Use of general Reserves	
Balances as at 1 April 2018	3,502
(Use)/ contribution to in Year	0
<b>Balance as at 31 March 2019</b>	<b>3,502</b>

3,502	3,502	0	3,502	0	↔
0	0	0	0	0	↔
<b>3,502</b>	<b>3,502</b>	<b>0</b>	<b>3,502</b>	<b>0</b>	<b>↔</b>

## Overall Budget Performance

The HRA budget was approved by Council in February 2018 and anticipated an operating surplus of £4,547,000.

The closing HRA balance as at March 2018 was £3,502,000.

The latest forecast as at September 2018 indicates that the HRA will have an income surplus of (£93,000) in 2018/19. The main reasons are as follows:

- (£562,000) over recovery of rental income - This is because predictions as at the end of period 6 are showing higher rental income than budgeted for. The estimate assumes a 4% void allowance across all properties and the actual up to end of September has been less. Rather than increase the HRA balance, normal custom and practice would see this surplus transferred to the HRA Capital Investment Reserve.
- £469,000 revenue repairs overspend – This is due to the 18/19 contractual uplift of the main responsive repairs contract with Kiers.

Rather than increase the HRA balance, normal custom and practice would see this surplus transferred to the HRA Capital Investment Reserve.

## Revenue Contribution to Capital Expenditure

The original budget for 2018/19 included planned revenue contributions for capital investments, via the use of Earmarked Reserves, of £1,925,000. Due to a reconsideration of the most appropriate way to finance the HRA capital programme this year, the level of RCCO has fallen to £410,000.

## Transfers to / (from) Earmarked Reserves

Net transfers to Earmarked Reserves totalling £2,622,000 were agreed by Council when setting the 2018/19 budget in February 2018. The current outturn position allows for further in-year net transfers to reserves totalling £1,515,000. Total net appropriations to reserves for 2018/19 are therefore forecast to be £6,798,000.

The net change of £1,515,000 comprises the following planned appropriations

Transfers to Earmarked Reserves

- £1,515,000 to the Capital Investment Reserve due to programme re-financing

Finally based on the current forecasts, there will be the need to transfer a further £93,000 to the HRA Capital Investment Reserve in respect of the projected residual underspend at year end

## Budget Transfers

In line with the approved financial procedure rules all budget transfers (Virements) over £50,000 between portfolio services or between pay and non-pay budgets are to be approved by Cabinet. Below is a table showing the transfers which fall within these parameters

	DR £000	CR £000
Transfers approved under delegated authority	143	(143)
Transfers over £50,000 previously reported	8,627	(8,627)
Transfers over £50,000 in this period for approval	2,610	(2,610)
<b>Total Budget Transfers</b>	<b>11,380</b>	<b>(11,380)</b>

The budget transfers for Cabinet approval this period are:

	£000
1) Merge of Support Teenage Pregnancy budget into Connexions team.	67
2) Correction to the Growth Hub (BEST) budget in line with agreed funding and resultant change in the South East Business Boost (SEBB) budget.	2,391
3) Final budget alignment of the Connexions team and saving delivered.	77
4) Final budget alignment of the Early Help team and saving delivered.	75
<b>Total</b>	<b>2,610</b>

## Decisions Required

Members are asked to

- Note the forecast outturn for the General Fund and Housing Revenue Accounts as at September 2018
- Note the planned management actions of £3,230,000 to achieve that forecast outturn;
- Agree the planned budget transfers (Virements) of £2,610,170;
- Note the potential transfer of £1,293,000 from the Business Transformation Reserve in respect of the forecast General Fund overspend unless further management action and savings are identified to rebalance the budget; and
- Note the potential transfer of £93,000 to the HRA Capital Investment Reserve in respect of the forecast HRA underspend

## General Fund

## Leader Portfolio

Leader : Cllr John Lamb

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
<b>Corporate Planning and Policy</b>												
a. Corporate and Non-Distributable Costs	1,919	(184)	1,735	47	1,966	(184)	1,782	1,707	0	1,707	(75)	↑
<b>Corporate Services</b>												
b. Department of the Chief Executive	634	0	634	(2)	632	0	632	607	0	607	(25)	↔
<b>Financial Services</b>												
c. Accountancy	2,131	(295)	1,836	0	2,131	(295)	1,836	1,836	0	1,836	0	↔
d. Accounts Payable	119	(4)	115	0	119	(4)	115	115	0	115	0	↔
e. Accounts Receivable	190	(77)	113	0	190	(77)	113	133	0	133	20	↑
f. Insurance	162	(247)	(85)	0	162	(247)	(85)	(85)	0	(85)	0	↔
g. Internal Audit	774	(271)	503	0	705	(202)	503	453	0	453	(50)	↓
h. Corporate Fraud	225	(52)	173	1	226	(52)	174	174	0	174	0	↔
i. Corporate Procurement	621	0	621	61	682	0	682	682	0	682	0	↔
<b>Human Resources &amp; Organisational Development</b>												
j. Human Resources	1,815	(505)	1,310	29	1,844	(505)	1,339	1,339	0	1,339	0	↔
k. People and Organisational Development	414	(115)	299	(1)	413	(115)	298	298	0	298	0	↔
l. Tickfield Training Centre	370	(156)	214	2	372	(156)	216	216	0	216	0	↔
<b>Legal and Democratic Services</b>												
m. Democratic Services Support	371	0	371	0	371	0	371	371	0	371	0	↔
n. Mayoralty	191	0	191	6	197	0	197	197	0	197	0	↔
o. Member Support	730	0	730	0	730	0	730	730	0	730	0	↔
p. Elections and Electoral Registration	354	0	354	0	354	0	354	354	0	354	0	↔
q. Local Land Charges	197	(297)	(100)	0	197	(297)	(100)	(100)	0	(100)	0	↔
r. Legal Services	1,308	(245)	1,063	218	1,526	(245)	1,281	1,281	0	1,281	0	↔
<b>Other Services</b>												
s. Emergency Planning	82	0	82	0	82	0	82	82	0	82	0	↔
t. Corporate Subscriptions	85	0	85	0	85	0	85	85	0	85	0	↔
u. Strategy and Performance	692	0	692	93	785	0	785	785	0	785	0	↔
<b>Total Net Budget for Department</b>	<b>13,384</b>	<b>(2,448)</b>	<b>10,936</b>	<b>454</b>	<b>13,769</b>	<b>(2,379)</b>	<b>11,390</b>	<b>11,260</b>	<b>0</b>	<b>11,260</b>	<b>(130)</b>	<b>↓</b>

## General Fund

## Growth Portfolio

Growth : Cllr James Courtenay

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
<b>Asset and Facilities Management</b>												
a. Asset Management	416	(16)	400	0	416	(16)	400	400	0	400	0	↔
b. Corporate and Industrial Estates	177	(3,319)	(3,142)	301	170	(3,011)	(2,841)	(3,101)	0	(3,101)	(260)	↓
c. Property Management and Maintenance	469	(111)	358	(11)	458	(111)	347	392	0	392	45	↔
d. Buildings Management	2,543	(110)	2,433	89	2,632	(110)	2,522	2,682	0	2,682	160	↔
<b>Economic Development and Regeneration</b>												
e. Economic Development	1,004	(578)	426	(68)	2,342	(1,984)	358	374	0	374	16	↑
f. Town Centre	206	(59)	147	(1)	205	(59)	146	129	0	129	(17)	↓
g. Better Queensway	0	0	0	0	0	0	0	0	0	0	0	↔
<b>Planning</b>												
h. Development Control	895	(631)	264	0	895	(631)	264	197	0	197	(67)	↔
i. Regional and Local Town Plan	284	0	284	0	284	0	284	284	0	284	0	↔
<b>Tourism</b>												
j. Resorts Services Pier and Foreshore	2,828	(957)	1,871	(431)	2,397	(957)	1,440	1,410	0	1,410	(30)	↔
k. Tourism	58	(18)	40	(1)	57	(18)	39	39	0	39	0	↔
<b>Total Net Budget for Department</b>	<b>8,880</b>	<b>(5,799)</b>	<b>3,081</b>	<b>(122)</b>	<b>9,856</b>	<b>(6,897)</b>	<b>2,959</b>	<b>2,806</b>	<b>0</b>	<b>2,806</b>	<b>(153)</b>	<b>↓</b>

## General Fund

## Adults and Housing Portfolio

## Adults and Housing : Cllr Tony Cox

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
<b>Adult Social Care</b>												
a. Adult Support Services and Management	298	0	298	213	511	0	511	511	0	511	0	↔
b. Business Support Team	1,776	(184)	1,592	(1)	1,775	(184)	1,591	1,591	0	1,591	0	↔
c. Strategy, Development and Commissioning	2,228	(590)	1,638	26	2,254	(590)	1,664	1,664	0	1,664	0	↔
d. People with a Learning Disability	14,427	(1,922)	12,505	(18)	14,409	(1,922)	12,487	12,912	(425)	12,487	0	↔
e. People with Mental Health Needs	3,653	(198)	3,455	(29)	3,624	(198)	3,426	3,426	0	3,426	0	↔
f. Older People	29,566	(16,464)	13,102	(2,085)	29,630	(18,613)	11,017	12,217	(1,200)	11,017	0	↔
g. Other Community Services	5,877	(4,574)	1,303	601	4,294	(2,390)	1,904	1,974	0	1,974	70	↑
h. People with a Physical or Sensory Impairment	4,614	(1,222)	3,392	1	4,650	(1,257)	3,393	3,393	0	3,393	0	↔
i. Service Strategy and Regulation	124	(69)	55	(1)	123	(69)	54	54	0	54	0	↔
<b>Council and Private Sector Housing Investment</b>												
j. Private Sector Housing	3,780	(1,119)	2,661	0	3,780	(1,119)	2,661	2,711	(50)	2,661	0	↔
k. Supporting People	2,433	0	2,433	(188)	2,245	0	2,245	2,345	(100)	2,245	0	↔
<b>Homelessness</b>												
l. Housing Needs and Homelessness	994	(658)	336	(1)	1,279	(944)	335	335	0	335	0	↔
<b>Strategy and Advice</b>												
m. Strategy and Planning for Housing	224	(117)	107	0	224	(117)	107	107	0	107	0	↔
<b>Total Net Budget for Department</b>	<b>69,994</b>	<b>(27,117)</b>	<b>42,877</b>	<b>(1,482)</b>	<b>68,798</b>	<b>(27,403)</b>	<b>41,395</b>	<b>43,240</b>	<b>(1,775)</b>	<b>41,465</b>	<b>70</b>	<b>↑</b>



## General Fund

## Children and Learning Portfolio

Children and Learning : Cllr Helen Boyd

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
<b>Childrens Social Care</b>												
a. Children Fieldwork Services	4,379	(5)	4,374	896	5,275	(5)	5,270	5,415	0	5,415	145	↔
b. Children with Disabilities	1,175	(183)	992	0	1,175	(183)	992	992	0	992	0	↔
c. Childrens Specialist Support and Commissioning	2,624	(164)	2,460	151	2,775	(164)	2,611	2,876	(265)	2,611	0	↓
d. Inhouse Fostering and Adoption	4,911	(236)	4,675	98	5,009	(236)	4,773	4,773	0	4,773	0	↔
e. Leaving Care Placements and Resources	1,104	(232)	872	501	2,042	(669)	1,373	1,613	(50)	1,563	190	↔
f. Private Voluntary Independent Provider Placements	3,825	(120)	3,705	1,190	5,015	(120)	4,895	5,335	(150)	5,185	290	↔
<b>Youth and Family Support</b>												
g. Early Help and Family Support	1,723	(1,201)	522	261	1,984	(1,201)	783	993	(210)	783	0	↔
h. Youth Offending Service	1,894	(632)	1,262	(2)	1,834	(574)	1,260	1,260	0	1,260	0	↔
i. Youth Service	597	(96)	501	(29)	518	(46)	472	472	0	472	0	↔
<b>Educational and Schools</b>												
j. School Support and Education Transport	23,116	(11,213)	11,903	(14)	23,152	(11,263)	11,889	12,155	(166)	11,989	100	↑
k. Early Years Development and Child Care Partnership	12,023	(10,825)	1,198	(11)	11,569	(10,382)	1,187	1,197	(10)	1,187	0	↔
l. High Needs Educational Funding	11,906	(11,028)	878	20	11,927	(11,029)	898	1,098	(300)	798	(100)	↓
m. Southend Adult Community College	3,400	(3,186)	214	0	3,400	(3,186)	214	214	0	214	0	↔
<b>Maintained Schools Delegated</b>												
n. Maintained Schools Delegated Budgets	32,454	(32,454)	0	0	32,454	(32,454)	0	0	0	0	0	↔
o. Pupil Premium	2,906	(2,906)	0	0	2,906	(2,906)	0	0	0	0	0	↔
<b>Total Net Budget for Department</b>	<b>108,037</b>	<b>(74,481)</b>	<b>33,556</b>	<b>3,061</b>	<b>111,035</b>	<b>(74,418)</b>	<b>36,617</b>	<b>38,393</b>	<b>(1,151)</b>	<b>37,242</b>	<b>625</b>	<b>↓</b>

## General Fund

## Healthy Communities and Wellbeing Portfolio

## Healthy Communities and Wellbeing : Cllr Lesley Salter

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
<b>Community Resilience and Cohesion</b>												
a. Partnership Team	231	0	231	(1)	230	0	230	230	0	230	0	↔
b. Community Centres and Club 60	93	(1)	92	(9)	84	(1)	83	83	0	83	0	↔
<b>Culture</b>												
c. Arts Development	499	(233)	266	38	537	(233)	304	362	0	362	58	↑
d. Amenity Services Organisation	3,673	(683)	2,990	73	3,746	(683)	3,063	3,213	(15)	3,198	135	↑
e. Culture Management	146	(6)	140	0	146	(6)	140	140	0	140	0	↔
f. Library Service	3,378	(397)	2,981	1	3,379	(397)	2,982	2,982	0	2,982	0	↔
g. Museums and Art Gallery	1,995	(80)	1,915	15	2,010	(80)	1,930	1,930	0	1,930	0	↔
h. Parks and Amenities Management	1,812	(786)	1,026	141	1,953	(786)	1,167	1,377	0	1,377	210	↔
i. Sports Development	54	0	54	(1)	53	0	53	53	0	53	0	↔
j. Sport and Leisure Facilities	589	(304)	285	34	623	(304)	319	319	0	319	0	↔
k. Southend Theatres	647	(27)	620	26	673	(27)	646	646	0	646	0	↔
<b>Customer Services</b>												
l. Registration of Births Deaths and Marriages	330	(378)	(48)	0	330	(378)	(48)	(48)	0	(48)	0	↔
m. Customer Services Centre	1,976	(295)	1,681	34	2,010	(295)	1,715	1,675	0	1,675	(40)	↓
<b>Revenues and Benefits</b>												
n. Council Tax Collection	869	(607)	262	0	869	(607)	262	212	0	212	(50)	↓
o. Non Domestic Rates Collection	199	(306)	(107)	0	199	(306)	(107)	(107)	0	(107)	0	↔
p. Housing Benefit Administration	1,801	(1,195)	606	8	1,809	(1,195)	614	564	0	564	(50)	↓
q. Rent Benefit Payments	91,582	(91,685)	(103)	0	73,771	(73,874)	(103)	(103)	0	(103)	0	↔
<b>Health</b>												
r. Public Health	6,323	(6,480)	(157)	241	6,564	(6,480)	84	84	0	84	0	↔
s. Drug and Alcohol Action Team	2,270	(2,187)	83	24	2,294	(2,187)	107	107	0	107	0	↔
t. Young Persons Drug and Alcohol Team	273	(265)	8	(1)	272	(265)	7	7	0	7	0	↔
<b>Voluntary and Community Services</b>												
u. Support to Voluntary Sector	811	0	811	15	826	0	826	841	0	841	15	↔
<b>Total Net Budget for Department</b>	<b>119,551</b>	<b>(105,915)</b>	<b>13,636</b>	<b>638</b>	<b>102,378</b>	<b>(88,104)</b>	<b>14,274</b>	<b>14,567</b>	<b>(15)</b>	<b>14,552</b>	<b>278</b>	<b>↓</b>

## General Fund

## Infrastructure Portfolio

Infrastructure : Cllr Andrew Moring

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
<b>Transport</b>												
a. Highways Maintenance	10,956	(1,708)	9,248	438	11,394	(1,708)	9,686	10,619	(200)	10,419	733	↑
b. Bridges and Structural Engineering	414	0	414	0	414	0	414	402	0	402	(12)	↓
c. Decriminalised Parking	1,171	(1,699)	(528)	(1)	1,170	(1,699)	(529)	(111)	0	(111)	418	↓
d. Car Parking Management	1,170	(7,222)	(6,052)	107	1,277	(7,222)	(5,945)	(5,448)	0	(5,448)	497	↓
e. Concessionary Fares	3,307	0	3,307	83	3,390	0	3,390	3,329	0	3,329	(61)	↓
f. Passenger Transport	417	(65)	352	(1)	416	(65)	351	422	0	422	71	↔
g. Road Safety and School Crossing	229	0	229	(1)	228	0	228	194	0	194	(34)	↔
h. Transport Planning	1,672	(1,990)	(318)	1	1,673	(1,990)	(317)	34	0	34	351	↑
i. Traffic and Parking Management	600	(5)	595	(1)	599	(5)	594	709	0	709	115	↔
j. Dial A Ride Service	105	(19)	86	5	110	(19)	91	91	0	91	0	↔
k. Transport Management	173	0	173	0	173	0	173	173	0	173	0	↔
l. Vehicle Fleet	550	(344)	206	6	556	(344)	212	212	0	212	0	↔
<b>m. Digital Futures</b>	6,193	(1,183)	5,010	(77)	6,116	(1,183)	4,933	4,933	0	4,933	0	↔
<b>Other Services</b>												
n. Enterprise Tourism and Enviroment Central Pool	1,451	0	1,451	(1)	1,450	0	1,450	1,480	0	1,480	30	↔
<b>Total Net Budget for Department</b>	<b>28,408</b>	<b>(14,235)</b>	<b>14,173</b>	<b>558</b>	<b>28,966</b>	<b>(14,235)</b>	<b>14,731</b>	<b>17,039</b>	<b>(200)</b>	<b>16,839</b>	<b>2,108</b>	<b>↑</b>

## General Fund

## Public Protection Portfolio

Public Protection : Cllr Mark Flewitt

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
<b>Community Safety</b>												
a. Closed Circuit Television	549	(33)	516	(1)	548	(33)	515	485	0	485	(30)	↔
b. Community Safety	216	(32)	184	(2)	214	(32)	182	182	0	182	0	↔
<b>Energy</b>												
c. Climate Change	111	(144)	(33)	0	111	(144)	(33)	(33)	0	(33)	0	↔
<b>Cemeteries and Crematorium</b>												
d. Cemeteries and Crematorium	1,161	(2,566)	(1,405)	12	1,173	(2,566)	(1,393)	(1,473)	0	(1,473)	(80)	↑
<b>Flooding</b>												
e. Flood and Sea Defences	811	(11)	800	(2)	809	(11)	798	588	0	588	(210)	↓
<b>Regulatory Services</b>												
f. Regulatory Business	35	(14)	21	0	35	(14)	21	34	0	34	13	↑
g. Regulatory Licensing	100	(469)	(369)	19	119	(469)	(350)	(132)	0	(132)	218	↑
h. Regulatory Management	1,134	0	1,134	4	1,138	0	1,138	1,075	0	1,075	(63)	↓
i. Regulatory Protection	71	(13)	58	12	83	(13)	70	75	0	75	5	↑
j. Building Control	443	(440)	3	(1)	442	(440)	2	106	(89)	17	15	↓
<b>Waste and Street Scene</b>												
k. Public Conveniences	550	0	550	20	570	0	570	570	0	570	0	↔
l. Waste Collection	4,695	0	4,695	347	5,042	0	5,042	5,042	0	5,042	0	↔
m. Waste Disposal	5,264	0	5,264	(227)	5,037	0	5,037	4,614	0	4,614	(423)	↔
n. Street Cleansing	1,360	0	1,360	35	1,395	0	1,395	1,395	0	1,395	0	↔
o. Household Recycling	477	(7)	470	12	489	(7)	482	482	0	482	0	↔
p. Environmental Care	242	(4)	238	3	245	(4)	241	241	0	241	0	↔
q. Waste Management	296	0	296	(2)	294	0	294	159	0	159	(135)	↔
<b>Total Net Budget for Department</b>	<b>17,515</b>	<b>(3,733)</b>	<b>13,782</b>	<b>229</b>	<b>17,744</b>	<b>(3,733)</b>	<b>14,011</b>	<b>13,410</b>	<b>(89)</b>	<b>13,321</b>	<b>(690)</b>	<b>↓</b>

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**Capital Programme Budget  
Monitoring 2018/19**

**Period 6**

**as at 30<sup>th</sup> September 2018  
Departmental Summary**

## Capital Programme Monitoring Report – September 2018

### 1. Overall Budget Performance by Investment Area

The revised Capital budget for the 2018/19 financial year is £77.689million which includes all changes agreed at June Cabinet. Actual capital spend at 30<sup>th</sup> September is £21.020million representing approximately 27% of the revised budget. This is shown in Section 3. (Outstanding creditors totalling £0.354million have been removed from this figure).

The expenditure to date has been projected to year end and the outturn position is forecast to reflect the Project Manager's realistic expectation. This is broken down by type of investment area as follows:

Service Area	Revised Budget 2018/19 £'000	Outturn to 30 <sup>th</sup> September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Expected Variance to Revised Budget 2018/19 £'000	Previous Expected Variance to Revised Budget 2018/19 £'000
Works to Property	1,761	135	1,170	(591)	-
Social Care	3,767	284	3,214	(553)	-
General Fund Housing	2,842	440	1,372	(1,470)	-
Schools	13,317	7,361	13,352	35	(2)
Culture & Tourism	8,750	2,982	7,095	(1,655)	(1,167)
Enterprise & Regeneration	12,521	1,692	4,841	(7,680)	-
ICT	3,950	1,733	3,431	(519)	-
Southend Pier	3,158	564	3,158	-	(1,069)
Highways & Infrastructure	13,108	2,865	10,736	(2,372)	-
S106/S38/CIL	1,322	144	1,145	(177)	(8)
Energy Saving	1,068	97	714	(354)	(354)
Community Safety	900	11	233	(667)	(400)
Council Housing & New Build Programme	11,225	2,712	9,453	(1,772)	(1,258)
<b>Total</b>	<b>77,689</b>	<b>21,020</b>	<b>59,914</b>	<b>(17,775)</b>	<b>(4,258)</b>

The above investment is proposed to be funded as follows:

Department	Council Budget £'000	Grant Budget £'000	Developer & Other Contributions £'000	Total Budget £'000
<b>Total Budget</b>	<b>38,632</b>	<b>37,182</b>	<b>1,875</b>	<b>77,689</b>
As a percentage of total budget	49.7%	47.9%	2.4%	
External Funding Received to date		13,704	1,698	<b>15,402</b>
External Funding Outstanding		23,478	177	<b>23,655</b>



## **Progress of Schemes for 2018/19**

### **Works to Property**

Works are currently on hold for the demolition of 62 Avenue Road following objections from Clifftown Conservation Society. This has led to the commissioning of a heritage expert to assess and cost the options for both repair and demolition and potential future use. This has resulted in the scheme being delayed until 2019/20 and £44k of the budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

A further planning application is required on the East Beach Café scheme and the full budget of £32k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

A carry forward request of £170k will be included for the Seaways HCA Condition Funding scheme as these funds will not be required until the agreement becomes conditional.

Some viability work is being undertaken on the Civic East Car Park Redevelopment scheme during 2018/19 and the remaining budget of £42k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The £300k budget on the Queensway Commercial Property scheme will be vired over to the Commercial Property scheme and included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The remaining £3k budget on the New Burial Ground scheme will be removed from the programme in the capital mid-year review report elsewhere on this agenda as all landscaping works are now complete.

The Priority works provision budget currently has £205k remaining unallocated.

### **Social Care**

The Community Capacity grant is used to enable vulnerable individuals to remain in their own homes and to assist in avoiding delayed discharges from hospital. Plans for 2018/19 include the enhancement of an independent living centre and innovation site to demonstrate technological and robotic opportunities.

Funding from the Dementia Friendly scheme will contribute towards the Dementia Peer Network Development project. This will include set up costs to work across Southend and build on the current programme of asset based community development. This will help to promote people's health, happiness and wellbeing through assessing, identifying and utilising skills and resources within the community.

Grant funding of £163k is being utilised for Transforming Care Housing and placements are currently being reviewed. It is unlikely the works will go ahead in 2018/19 therefore the full budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The 2018/19 budget of £300k to increase the level of Children's Residential Care Provision in Southend will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to support investigation works on how to progress this scheme.

£30k of the £120k budget to support the SEND Module and Integration with Liquid Logic for Children's Social Services will be used to support the data cleansing works during 2018/19. The remaining £90k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

## **General Fund Housing**

The Private Sector Renewal scheme is in place to ensure that the private sector stock is kept in a good condition to enable the authority to assist its most vulnerable residents. A full service review is currently taking place exploring team objectives and options for delivering against these. Spend of £250k is forecast for 2018/19 and the remaining budget of £375k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The adaptations framework for the Disabled Facilities scheme commenced in early September with six new contractors following a successful workshop. Forecast spend is just over £900k with the remaining £800k to be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

This Empty Dwelling Management and Private Sector Housing Works in Default schemes have commenced later in the financial year than anticipated therefore budgets of £207k and £88k respectively will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to continue the works in 2019/20.

## **Schools**

Condition schemes for 2018/19 total £738k allocated to address larger condition items in schools where the cost is over the schools capabilities to fund. Most of these works were undertaken over the school summer holidays to minimise disruption to the schools. Retentions of £7k are being held for works completed last year at four primary schools.

Chalkwell Hall Infants school are currently trying to raise funds to remove their relocatables and build new classrooms. To allow the school time to investigate a way forward, the budget of £65k will be included as a carry forward request as a carry forward request in the capital mid-year review report elsewhere on this agenda to progress the scheme in 2019/20.

The Devolved Formula Capital scheme is an annual devolution of dedicated capital grant to all maintained schools. The grant for 2018/19 has now been confirmed as £125k. The grant amount has reduced significantly in recent years and will continue to do so as further maintained schools convert to academy status. The remaining £2k budget will be removed from the capital programme in the capital mid-year review report elsewhere on this agenda.

A purpose built nursery at the Renown Centre which faces Friars Primary School is under construction funded from a central government grant of £332k. This is part of a larger project to demolish the older community centre and decommissioned pupil referral unit building and replace them with nine affordable family homes.

Following on from the primary expansion programme, the secondary expansion programme is progressing. Both permanent and temporary additional secondary places are required from September 2018 onwards. For September 2018, a minimum of 120 new places in year seven have been made available along with further new places over the following years. This expansion will be across eight of the twelve Southend secondary schools.

Shoeburyness High School, St Thomas More High School, Belfairs Academy, The Eastwood Academy and St Bernard's High School have building contractors on site and their building works are at various stages. Two further schools are commencing feasibility studies and planning applications. These plans are to ensure that the Local Authority can meet its statutory duty of supplying a good school places to any local resident that requests one. Works at Wentworth Road are now complete and Southchurch High School works are progressing.

Investigations are on-going on ways to spend the £64k grant for Short Breaks for Disabled Children. It is unlikely that this will be spent in 2018/19 therefore the full budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The Department for Education have awarded the Council funding of £230k for the improvement and expansion of special needs places. This is the first of three yearly allocations and feasibility studies are underway to ensure that the funding achieves the best value. A budget will be added in the capital mid-year review report elsewhere on this agenda.

Grant funding of £10k was received from the DfE for Temple Sutton Early Years to fund the conversion of two rooms at the school to permanently accommodate nursery children. There is a requirement to deliver 30 hours of free childcare. The budget will be added to the capital programme in the capital mid-year review report elsewhere on this agenda.

Budget of £74k will be removed from the Special Education Needs Improvement scheme as it transpired that this grant is in relation to revenue and has been transferred accordingly.

## **Culture and Tourism**

Tender assessments have been completed for the main design team on the Forum II scheme and the cost consultant appointment has been approved by the project board. Design work commenced at the beginning of September and the planning application is to be submitted in April 2019. A duplicate budget has been identified on Local Growth Fund element of the scheme and budget of £500k will be removed from the capital programme in the capital mid-year review report elsewhere on this agenda.

The bid submitted to Sport England by Southchurch Bowls Club is currently being re-worked for resubmission. The outcome is unlikely to be known until 2019/20 so the Council's match funding of £20k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Some investigation is needed around the tender bids for the new Playground Gates and this is unlikely to be resolved until late in the financial year. The full budget of £123k will therefore be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Works for the Parks Feasibility and Options Appraisals scheme are now being commissioned in house which has delivered a much lower cost than originally anticipated had the works been contracted externally. Budget of £75k will be removed from the capital programme in the capital mid-year review report elsewhere on this agenda.

Contractors are currently on site at the Cliffs Pavilion carrying out the external refurbishment works. The works are likely to continue into 2019/20 therefore £250k of the current budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Works on the inner tow path at Southchurch Park are now complete and quotes are now being obtained for the exterior tow path works.

The specification for tender is being redrafted for the Energy Improvements in Culture Property Assets scheme with appointment of the contractor expected by February 2019. The full budget of £110k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Design works for the new lift at the Central Museum will commence once the final location has been decided. Listed building consent will be applied for once the decision has been made and there will be a 10 week lead time once the lift has been ordered. The budget of £249k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda as it is unlikely the works will commence before 2019/20.

New sun shelters have been ordered as part of the Resorts Assets scheme which will utilise the remainder of the budget carried forward from 2017/18.

The scheme to replace play equipment in Sidmouth Park is currently being delayed by the badger setts which have caused disruption to two parks in the borough. Budget of £64k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda as it is likely that this scheme will not take place until 2019/20.

The remaining £42k budget on the Belfairs Swim Centre scheme is being used to carry out essential works to the roof. This will not take place until 2019/10 therefore it will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Key works on the Shoebury Common Regeneration scheme are unlikely to go to tender during 2018/19 therefore budget of £250k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Research is currently being undertaken to identify the correct products for the Prittlewell Prince Storage scheme. The £35k budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda as it is not anticipated to be required until 2019/20.

The Pump Priming budget is intended to be used as match funding for an external funding bid for some works on Southchurch Hall Gardens. This is unlikely to take place until 2019/20 therefore budget of £200k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Various contracts have been awarded as part of the Property Refurbishment Programme and spend of £750k is forecast for 2018/19. These contracts include works on the Palace Theatre, Shoebury Leisure Centre and public toilets. An accelerated delivery request of £263k will be included in the capital mid-year review report elsewhere on this agenda.

### **Enterprise and Regeneration**

The full business case for the Airport Business Park was submitted to the SELEP Accountability Board in September and was successful in securing the funding. A full re-

profile has been agreed and £7.03million will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The revised business case for the Incubation Centre scheme to convert the Atrium into eight smaller units has now been submitted and approved.

Competitive dialogue costs reduced significantly on the Better Queensway scheme due to a lower number of bidders than anticipated. £400k of the current budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to help to resource the new partnership with the developer.

Feasibility studies are being scoped as part of the work with South Essex authorities on the Joint Strategic Plan for the Housing Infrastructure scheme. Studies will be commissioned once scoping work has been completed therefore the full budget of £250k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

## **ICT**

There are a number of significant dependencies on the Core Application and Database Migration scheme which leaves the likelihood of this scheme commencing in 2018/19 unknown at this stage. The full budget of £71k will therefore be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Expenditure on the Intelligence Hub scheme will not commence until after approval at November Cabinet therefore £400k of the current budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda as it is unlikely the full budget will be utilised in 2018/19.

The Mobile Working and Enterprise Mobility scheme is in place to ensure that staff can work from home and in the borough securely. The full budget of £85k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda as the review continues and spend is unlikely until 2019/20.

The Smart City Delivery scheme is in the process of being evaluated and part of the budget totalling £233k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to continue the main bulk of the project.

Phase two of the Development of the Liquid Logic Case Management System is underway including the development and delivery of web portals. A contribution of £270k from the Better Care fund will go towards the phase two costs and the budget will be uplifted to reflect this in the capital mid-year review report elsewhere on this agenda.

The first engagement session was held with the phase two service areas as part of the Channel Shift scheme on 6<sup>th</sup> September. A revised timeline was shared and agreed and a process review was undertaken with the environmental health team. Forms for the service area are currently being built to enable integration into the back office system.

## **Southend Pier**

A survey has been carried out for the Pier Condition works scheme and the tender documents are in the process of being prepared which are anticipated to go out in November. Works are scheduled to commence in January.

Listed building consent has been received to use recycled timber on the outer pier head and a survey has been commissioned to check every timber beam for condition.

All works on the pier are dependent on the weather over the winter months and budgets will be reviewed on a monthly basis.

## **Highways and Infrastructure**

### **Infrastructure**

The contract for a geotechnical consultant is currently with procurement for tender for the Cliff Slip Investigation works scheme. The full budget will not be utilised in 2018/19 therefore £153k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Scheme designs are still being prepared for Marine Parade for the Resilience of the borough to flooding from extreme weather events project.

### **Highways**

Implementation is on-going on the carriageway and footway improvements programme and the final schemes for 2018/19 have now been agreed.

The Highways Maintenance Potholes scheme is a demand led service and actions are taken on a daily basis to repair potholes that have met the necessary threshold. To bring the budget in-line with grant received in 2018/19, additional budget of £81k will be added to the capital programme in the capital mid-year review report elsewhere on this agenda.

The new entrance for the Coach Parking scheme is currently being designed which will provide appropriate provision utilising the full 2018/19 budget.

A bridge condition report has been produced to aid the works on the Local Transport Plan Bridge Strengthening scheme. Works are unlikely to commence until the third quarter therefore £300k of the 2018/19 budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

### **Transport**

Work is underway to install the 12 real time bus screens on London Road to replace the old screens which are no longer working. Other works are taking place with regards to the cycle hub and electric charging points.

The A127 Growth Corridor projects will support the predicted growth associated with London Southend Airport and the Joint Area Action Plan (JAAP) proposals developed by Southend, Rochford and Essex County Councils to release land and create 7,380 high value jobs. The improvement will also support background growth of Southend and Rochford.

The final business case for A127 Kent Elms junction improvements has been approved by the SELEP and all funding has been received.

Phase two was completed at the end of June 2017 with three inbound lanes and two new pedestrian crossings in place. Footbridge foundations works on the south side are now complete. The new westbound lane was open to traffic from 9<sup>th</sup> September and completion works to the drainage and footway are now underway. Water main diversion works commenced at the beginning of September and once these are complete, the north footbridge foundation construction will commence. Footbridge installation is currently programmed for early 2019.

The business case for the Bell junction has been submitted and the public consultation ended on 9<sup>th</sup> September which is currently being reviewed. The option to be implemented will be dependent on the results of the consultation.

Southend Transport Model is an on-going scheme to support various multi modal transport projects. A review of the model is complete with options on updating the model to be considered.

Approval has been received to carry forward £2million of the Local Growth Fund Southend Central Area Action Plan scheme for Transport and this will be included in the capital mid-year review report elsewhere on this agenda.

### **S106/S38/S278 and Community Infrastructure Levy (CIL)**

Affordable Housing S106 funding totalling £497k are not scheduled to progress until 2019/20 with seven sites highlighted for development. These budgets will be included as carry forward requests in the capital mid-year review report elsewhere on this agenda.

Various highway S106 schemes are scheduled to take place during 2018/19. There are also a number of S38, S278 and S78 schemes all at various stages. Some of the larger schemes include works on pedestrian crossings and footpath improvements at the airport and works at Fossetts Farm. Schemes totalling £226k will not progress in 2018/19 therefore these budgets will be included as carry forwards request in the capital mid-year review report elsewhere on this agenda.

S106 culture schemes relating to public art and maintenance at Shoebury Park are not expected to be fully utilised in 2018/19 therefore budgets totalling £25k will also be included as carry forward requests in the capital mid-year review report elsewhere on this agenda.

A number of new S106 funding streams have been received during 2018/19 mainly relating to affordable housing schemes with a small amount for highways. These total £581k and budgets will be added to the capital programme in the capital mid-year review report elsewhere on this agenda.

A S106 scheme relating to a transport contribution and another relating to an education contribution have been refunded to the developer therefore budgets of £8k and £2k respectively will be removed from the programme in the capital mid-year review report elsewhere on this agenda.

### **Energy Saving Projects**

Several LED lighting projects have been identified from the energy efficiency budget including Priory Park workshops, the Travel Centre and the Civic Centre. A small amount of spend is expected in 2018/19 with the remaining £257k budget to be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The Civic Centre boiler scheme is currently on hold and the full budget of £20k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

A project is currently being assessed at Chalkwell Hall as part of the Solar Photovoltaics scheme. It is unlikely that the full budget will be spent in 2018/19 therefore £77k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.



## **Community Safety**

Works are taking place to identify the most effective strategy for replacement and procurement of CCTV equipment. A further capital bid has been submitted for additional works identified and a carry forward request of £267k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to support this bid.

Consultants are currently undertaking a survey for the provision of a report on the vulnerability in the town centre as part of the Security Measures scheme. This report will inform some recommendations around the types of security which can be installed. Time scales will become apparent once the report has been produced but it is unlikely that the full budget will be spent in 2018/19 therefore £400k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

## **Council Housing & New Build Programme**

The contracts have been awarded for the bathroom, kitchen and rewiring programme as part of the decent homes works. The start date is dependent on the contractor's programme of works which will inform the schedule for the remainder of the year. Works have now commenced on the windows and doors renewals.

The Disabled Adaptations budget relates to minor and major adaptations in council dwellings. Spend depends on the demand for these adaptations and works are currently in progress for 2018/19.

The Sheltered Housing DDA works budget has been allocated for improvements to sheltered housing. No schemes have currently been identified therefore the £345k budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

No purchases have been identified as part of the Acquisition of Tower Block Leaseholds at Queensway scheme therefore the full budget of £169k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The Rochford Road construction is now up to second floor on the houses and the roof trusses are expected to be on site by early October on the flats. The bungalow in Audleys Close is progressing well with brick work up to roof level, roof trusses in place and roof tiling on-going. Audley Close is due for completion by the end of November 2018 and Rochford Road is scheduled for summer 2019. £1.258m will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to finalise the works post year end.

## 2. Requested Changes to the 2018/19 Capital Programme

### Carry Forwards to Future Years

Scheme	Proposed Carry Forward £000
62 Avenue Road Demolition	44
East Beach Café	32
Queensway Commercial Property	300
Seaways – HCA Condition Funding	170
Civic East Car Park Redevelopment	42
PSH Works in Default – Enforcement Work	88
Private Sector Renewal	375
Disabled Facilities	800
Empty Dwelling Management	207
Transforming Care Housing	163
Children’s Residential Care Provision	300
SEND Module and Integration with Liquid Logic	90
AHDC Short Breaks for Disabled Children	64
Chalkwell Hall Infants – Replace Relocatables	65
S106 3 Acacia Drive – Affordable Housing	177
S106 Essex House – Affordable Housing	320
Cliff Slip Investigation Works	153
LTP Integrated Transport Block Bridge Strengthening	300
Sidmouth Park Replacement of play Equipment	64
Belfairs Swim Centre	42
Pump Priming	200
Shoebury Common Regeneration	250
Southchurch Park Bowls Pavilion	20
Playground Gates	123
Cliffs Pavilion – External Refurbishment Works	250
Central Museum Works	249
Prittlewell Prince Storage	35
Energy Improvements in Culture Assets	110
ICT Core Application and Database Migration	71
ICT Intelligence Hub	400
ICT Mobile Working and Enterprise Mobility	85
Wireless Borough City Deal	233
Airport Business Park	7,030
Better Queensway Regeneration	400
Housing Infrastructure Feasibility	250
Local Growth Fund SCAAP – Transport	2,000
S38 Fossetts Farm Bridleway	28
S106 22-23 The Leas – Bus Service Contribution	43
S106 Essex House – Bus Stop Improvement	3
S106 Avenue Works – Public Art	15
S106 North Shoebury Road – Shoebury Park Maint	10
S38 Garrison NBP Road Supplement Fee	5
S38/S278 Airport	65
S78 Bellway Homes	8
S38 Bellway Homes	74

Security Measures	400
CCTV Equipment Renewal	267
Civic Centre Boilers	20
Energy Efficiency Projects	257
Schools and Council Buildings Solar PV	77
Sheltered Housing DDA Works	345
Construction of New Housing on HRA Land	1,258
Strategic Acquisition of Tower Block Leaseholds	169
<b>Total Carry Forwards</b>	<b>18,546</b>

### Accelerated Deliveries from Future Years

Scheme	Proposed Accelerated Delivery £000
Property Refurbishment Programme	263
<b>Total Accelerated Delivery</b>	<b>263</b>

### New External Funding

Scheme	Proposed New External Funding £000
Temple Sutton – Early Years	10
Special Provision Capital Fund	230
S106 32-36 Valkyrie Road – affordable housing	218
S106 3-5 High Street – affordable housing	196
S106 845-849 London Road – affordable housing	143
S106 St Hildas – affordable housing	11
S106 University H-Way	13
ICT – Children’s & Adult’s Social Care – Liquid Logic	270
Highways Maintenance	81
<b>Total New External Funding</b>	<b>1,172</b>

### Removal of Budgets

Scheme	Proposed Removal of Budgets £000
New Burial Ground	3
Devolved Formula Capital	2
SEN Improvement and Provision of School Places	74
S106 schemes	10
Parks Feasibility and Options Appraisals	75
Local Growth Fund Southend Central Area Action Plan Non-Transport	500
<b>Total Removal of Budgets</b>	<b>664</b>

**Summary of Capital Expenditure at 30th September 2018**

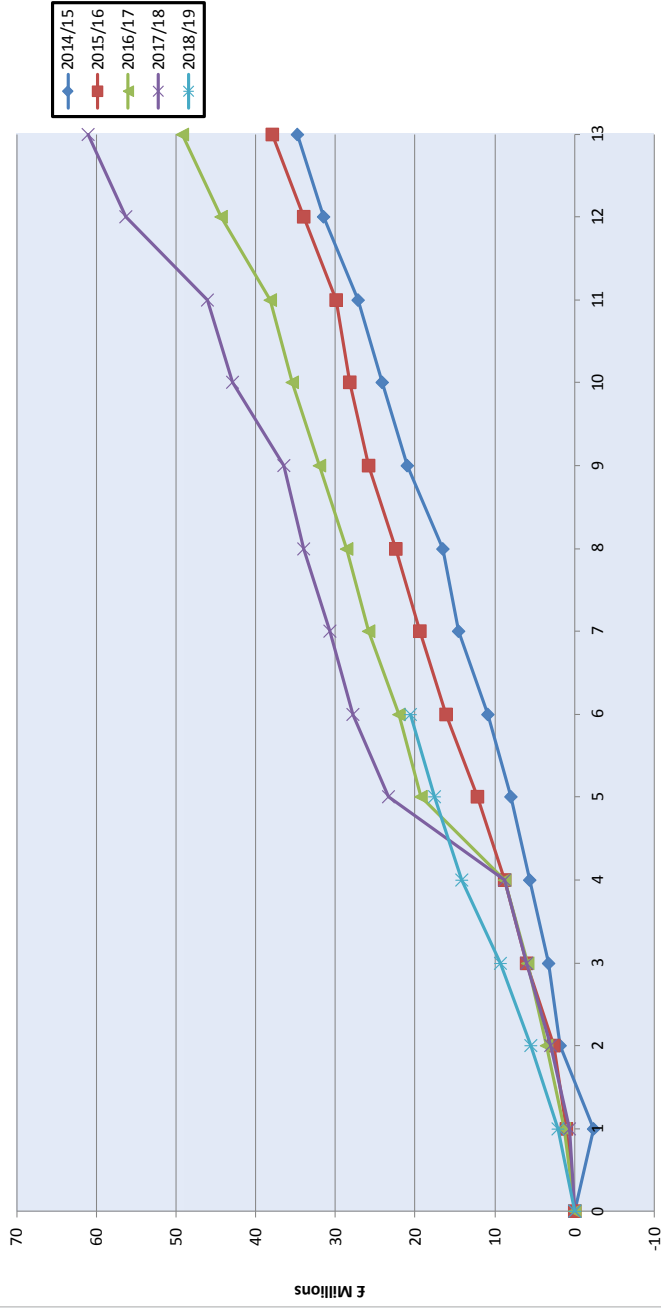
**Section 3**

	Original Budget 2018/19 £000	Revisions £000	Revised Budget 2018/19 £000	Actual 2018/19 £000	Forecast outturn 2018/19 £000	Forecast Variance to Year End 2018/19 £000	% Variance
Central Services	5,950	(4,291)	1,659	304	1,068	(591)	18%
People	25,591	(5,166)	20,425	8,085	18,506	(1,919)	40%
Place	52,031	(7,651)	44,380	9,919	30,887	(13,493)	22%
Housing Revenue Account	9,412	1,813	11,225	2,712	9,453	(1,772)	24%
	<u>92,984</u>	<u>(15,295)</u>	<u>77,689</u>	<u>21,020</u>	<u>59,914</u>	<u>(17,775)</u>	<u>27%</u>
<b>Council Approved Original Budget - February 2018</b>	<b>92,984</b>						
Central Services amendments	(55)						
People amendments	(696)						
Place amendments	425						
HRA amendments	-						
Carry Forward requests from 2017/18	6,795						
Accelerated Delivery requests to 2017/18	(2,584)						
Budget re-profiles (June Cabinet)	(19,467)						
New external funding	287						
<b>Council Approved Revised Budget - June 2018</b>	<u>77,689</u>						

**Actual compared to Revised Budget spent is £21.020M or 27%**

Section 4

Capital programme Delivery  
Cummulative Capital Expenditure 2014/15 to 2018/19



Year	Outturn £m	Outturn %
2014/15	34.8	83.8
2015/16	37.9	97.0
2016/17	48.8	89.0
2017/18	61.0	95.0

## 1. Budget Performance and Financing by Department

Department	Revised Budget 2018/19 £'000	Outturn to 30 <sup>th</sup> September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Expected Variance to Revised Budget 2018/19 £'000	Previous Expected Variance to Revised Budget 2018/19 £'000
Central Services	1,659	304	1,068	(591)	-
People	20,425	8,085	18,506	(1,919)	(2)
Place	44,380	9,919	30,887	(13,493)	(2,998)
Housing Revenue Account (HRA)	11,225	2,712	9,453	(1,772)	(1,258)
<b>Total</b>	<b>77,689</b>	<b>21,020</b>	<b>59,914</b>	<b>(17,775)</b>	<b>(4,258)</b>

The capital programme is expected to be financed as follows:

Department	Council Budget £'000	Grant Budget £'000	Developer & Other Contributions £'000	Total Budget £'000
Central Services	1,655	-	4	<b>1,659</b>
People	5,418	14,508	499	<b>20,425</b>
Place	20,705	22,674	1,001	<b>44,380</b>
Housing Revenue Account (HRA)	10,854	-	371	<b>11,225</b>
<b>Total</b>	<b>38,632</b>	<b>37,182</b>	<b>1,875</b>	<b>77,689</b>
As a percentage of total budget	49.7%	47.9%	2.4%	

The funding mix for the total programme could change depending on how much grant and external contributions are received by the Council by the end of the year.

The grants and external contributions position to 30<sup>th</sup> September is as follows:

Department	Grant Budget £'000	Developer & Other Contributions Budget £'000	Total external funding budget £'000	External funding received £'000	External funding outstanding £'000
Central Services	-	4	4	-	<b>4</b>
People	14,508	499	15,007	6,295	<b>8,712</b>
Place	22,674	1,001	23,675	8,736	<b>14,939</b>
Housing Revenue Account (HRA)	-	371	371	371	-
<b>Total</b>	<b>37,182</b>	<b>1,875</b>	<b>39,057</b>	<b>15,402</b>	<b>23,655</b>

## 2. Departmental Budget Performance

### Central Services

The revised capital budget for Central Services is £1.659million. The budget is distributed across various scheme areas as follows:

Department of the Chief Executive	Revised Budget 2018/19 £'000	Outturn to 30 <sup>th</sup> September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Forecast Variance to Year End 2018/19 £'000	Previous Forecast Variance to Year End 2018/19 £'000
Asset Management (Property)	1,154	125	566	(588)	-
Transformation	143	169	143	-	-
Cemeteries & Crematorium	157	10	154	(3)	-
<b>Subtotal</b>	<b>1,454</b>	<b>304</b>	<b>863</b>	<b>(591)</b>	<b>-</b>
Priority Works (see table)	205	-	205	-	-
<b>Total</b>	<b>1,659</b>	<b>304</b>	<b>1,068</b>	<b>(591)</b>	<b>-</b>

Priority Works	£'000
Budget available	600
Less budget allocated to agreed schemes	(395)
Remaining budget	205

Actual spend at 30<sup>th</sup> September stands at £0.304million. This represents 18% of the total available budget.



## Department for People

The revised Department for People budget totals £20.425million.

Department for People	Revised Budget 2018/19 £'000	Outturn to 30 <sup>th</sup> September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Expected Variance to Year End 2018/19 £'000	Previous Expected Variance to Year End 2018/19 £'000
Social Care	3,767	284	3,214	(553)	-
General Fund Housing	2,842	441	1,372	(1,470)	-
Housing S106 Agreements	497	-	568	71	-
Children & Learning Other Schemes	116	-	52	(64)	-
Education S106 Agreements	2	-	-	(2)	-
Condition Schemes	803	380	738	(65)	-
Devolved Formula Capital	127	125	125	(2)	(2)
Early Years	332	10	342	10	-
Secondary School Places	11,939	6,845	12,095	156	-
<b>Total</b>	<b>20,425</b>	<b>8,085</b>	<b>18,506</b>	<b>(1,919)</b>	<b>(2)</b>

Actual spend at 30<sup>th</sup> September stands at £8.085million. This represents 40% of the total available budget.

## Department for Place

The revised capital budget for the Department for Place is £44.380million. This includes all changes approved at June Cabinet. The budget is distributed across various scheme areas as follows:

Department for Place	Revised Budget 2018/19 £'000	Outturn to 30 <sup>th</sup> September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Expected Variance to Year End 2018/19 £'000	Previous Expected Variance to Year End 2018/19 £'000
Culture – Leisure	304	77	242	(62)	(42)
Culture - Parks	1,068	219	556	(512)	(314)
Culture - Libraries	1,186	8	686	(500)	(500)
Culture - Theatres	787	41	537	(250)	-
Culture - Museums	1,503	857	1,219	(284)	-
Other Culture & Tourism	4,147	1,781	4,100	(47)	(311)
Culture S106 Agreements	356	74	346	(10)	-
ICT Programme	3,807	1,563	3,288	(519)	-
Airport Business Park	11,230	1,338	4,200	(7,030)	-
Better Queensway Regeneration	1,010	351	610	(400)	-
Incubation Centre	31	-	31	-	-
Enterprise & Regeneration	250	-	-	(250)	-
Southend Pier	3,158	563	3,158	-	(1,069)
Coastal Defence & Foreshore	760	76	760	-	-
Highways and Infrastructure	2,899	915	2,527	(372)	-
Highways S106 Agreements	210	6	154	(56)	-
Parking Management	450	81	450	-	-
Section 38, 278 & 78 / CIL	246	64	66	(180)	(8)
Local Transport Plan	3,650	644	3,650	-	-
Local Growth Fund	4,848	1,099	2,848	(2,000)	-
Community Safety	900	11	233	(667)	(400)
Community Safety S106	11	-	11	-	-
Transport	501	54	501	-	-
Energy Saving Projects	1,068	97	714	(354)	(354)
<b>Total</b>	<b>44,380</b>	<b>9,919</b>	<b>30,887</b>	<b>(13,493)</b>	<b>(2,998)</b>

Actual spend at 30<sup>th</sup> September stands at £9.919million. This represents 22% of the total available budget.

## Housing Revenue Account

The revised budget for the Housing Revenue Account capital programme for 2018/19 is £11.225million. The latest budget and spend position is as follows:

Housing Revenue Account	Revised Budget 2018/19 £'000	Outturn to 30 <sup>th</sup> September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Expected Variance to Year End 2018/19 £'000	Previous Expected Variance to Year End 2018/19 £'000
Decent Homes Programme	6,784	1,720	6,784	-	-
Council House Adaptations	884	230	884	-	-
Sheltered Housing	345	-	-	(345)	-
Other HRA	3,212	762	1,785	(1,427)	(1,258)
<b>Total</b>	<b>11,225</b>	<b>2,712</b>	<b>9,453</b>	<b>(1,772)</b>	<b>(1,258)</b>

The actual spend at 30<sup>th</sup> September of £2.712million represents 24% of the HRA capital budget.

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# Southend-on-Sea Borough Council

Report of Strategic Director (Finance & Resources)  
to  
**Cabinet**  
on  
**6 November 2018**

Agenda  
Item No.

Report prepared by: Caroline Fozzard  
Group Manager – Financial Planning and Control

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**Treasury Management 2018/19 – Mid Year Position**  
**Policy and Resources Scrutiny Committee**  
**Cabinet Member: Councillor John Lamb**  
***A Part 1 Public Agenda Item***

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**1. Purpose of Report**

- 1.1 The Mid-Year Treasury Management Report covers the treasury management activity and compliance with the treasury management strategy for both quarter two and the period from April to September 2018.

**2. Recommendations**

That the following is approved:

- 2.1 The Treasury Management Mid Year Position report for 2018/19.**

That the following is noted:

- 2.2 Treasury management activities were carried out in accordance with the CIPFA (The Chartered Institute of Public Finance and Accountancy) Code of Practice for Treasury Management in the Public Sector during the period from April to September 2018.**
- 2.3 The loan and investment portfolios were actively managed to minimise cost and maximise interest earned, whilst maintaining a low level of risk.**
- 2.4 £1.285m of interest was earned during this six month period at an average rate of 3.70%. This is 3.26% over the average 7 day LIBID (London Interbank Bid Rate) and 3.12% over the average bank rate. The breakdown of this overall investment position is set out in section 8.**
- 2.5 The level of borrowing from the Public Works Loan Board (PWLB) (excluding debt relating to services transferred from Essex County Council on 1<sup>st</sup> April 1998) remained at the same level of £227.8m (Housing Revenue Account (HRA): £77.0m, General Fund: £150.8m) during the period from April to September 2018.**

**2.6 The level of financing for ‘invest to save’ schemes decreased from £8.74m to £8.70m during the period from April to September 2018.**

### **3. Background**

3.1 This Council has adopted the ‘CIPFA Code of Practice for Treasury Management in the Public Sector’ and operates its treasury management service in compliance with this code. The code recommends that local authorities submit reports regularly as part of its Governance arrangements.

3.2 Current guidance is that authorities should report formally at least twice a year and preferably quarterly. The Treasury Management Policy Statement for 2018/19 set out that reports would be submitted to Cabinet quarterly on the activities of the treasury management operation. This is the second quarter report for the financial year 2018/19.

3.3 Appendix 1 shows the in-house investment position at the end of quarter two of 2018/19.

3.4 Appendix 2 shows the treasury management performance specifically for quarter two of 2018/19.

### **4 National Context**

4.1 There is still a lot of uncertainty around the likely outcome of the Brexit negotiations and whether a deal will be agreed in time for the UK’s departure. This is causing uncertainty for business leaders and the financial markets and is leading to investment decisions being delayed.

4.2 The boost to manufacturing from the weaker Sterling post the Brexit referendum seems to have run its course but this was more than offset by the strength in the services sector. Annual CPI was at 2.4% in September down from 2.5% in July.

4.3 The unemployment rate for the quarter June to August was at 4%, with 261,000 more people in work that the same quarter last year. Job switching is back to pre-crisis levels but earnings are not reflective of this so far, with annual income growth not increasing in line.

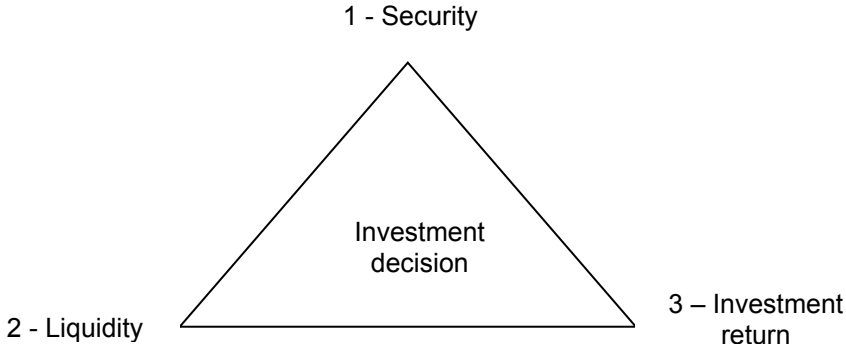
4.4 On 2<sup>nd</sup> August the Bank of England increased the bank base rate from 0.50% to 0.75% and kept their Quantitative Easing (QE) programme at £435bn. The markets are not expecting the next rate rise to be until 2019 but there is uncertainty around the timing.

4.5 The economic situation together with the financial market conditions prevailing throughout the quarter continued to provide challenges for treasury management activities. Due to the low interest rate environment, only monies needed for day to day cash flow activities were kept in instant access accounts.

4.6 Low interest rates prevailed throughout the quarter from July to September 2018 and this led to low investment income earnings from the in-house investments.

**5 Investments – quarter two (July to September)**

- 5.1 A prime objective of our investment activities is the security of the principal sums invested. To ensure this security before a deposit is made an organisation is tested against a matrix of credit criteria. During the period from July to September 2018 investment deposits were limited to those who met the criteria in the Annual Investment Strategy when the deposit was placed.
- 5.2 Other investment objectives are to maintain liquidity (i.e. adequate cash resources to allow the council to operate) and to optimise the investment income generated by surplus cash in a way that is consistent with a prudent level of risk. Investment decisions are made with reference to these objectives, with security and liquidity being placed ahead of the investment return. This is shown in the diagram below:



**Security:**

- 5.3 To maintain the security of sums invested, we seek to lower counterparty risk by investing in financial institutions with good credit ratings, across a range of sectors and countries. The risk of loss of principal of monies is minimised through the Annual Investment Strategy.
- 5.4 Pie chart 1 of Appendix 1 shows that at the end of quarter two; 50% of our in-house investments were placed with financial institutions with a long term rating of AAA, and 50% with a long term rating of A.
- 5.5 As shown in pie chart 2 of Appendix 1, these monies were with various counterparties, 50% being placed directly with banks and 50% placed with a range of counterparties via money market funds.
- 5.6 Pie chart 3 of Appendix 1 shows the countries where the parent company of the financial institution with which we have monies invested is registered. For money market funds there are various counterparties spread across many countries. The cumulative balance of funds held with any one institution was kept within agreed limits.

**Liquidity:**

- 5.7 Our in-house monies were all available on an instant access basis at the end of quarter two. The maturity profile of our investments is shown in pie chart 4 of Appendix 1.



Investment return:

- 5.8 During the quarter the Council used the enhanced cash fund manager Payden & Rygel to manage monies on our behalf. An average balance of £5.1m was invested in these funds during the quarter earning an average rate of 0.33%. More details are set out in Table 2 of Appendix 2
- 5.9 The Council had an average of £22.4m of investments managed in-house over the period from July to September, and these earned an average interest rate of 0.70%. Of the in-house managed funds:
- use was made of call accounts during the year, because they provide instant access to funds. An average of £8.3m was held in these accounts and earned an average return of 0.64% over the quarter;
  - an average of £14.1m was held in money market funds earning an average of 0.74% over the quarter. These work in the same way as a deposit account but the money in the overall fund is invested in a number of counterparties, therefore spreading the counterparty risk.
- 5.10 In accordance with the Treasury Management Strategy the in-house performance during the quarter is compared to the average 7 day LIBID (London Interbank Bid Rate). Overall, investment performance was higher than the average 7 day LIBID. The 7 day LIBID rate fluctuated between 0.35% and 0.59%. The bank base remained at 0.50% until 2<sup>nd</sup> August when the Bank of England increased it to 0.75% and it remained at that level throughout the rest of the period to September 2018. Performance is shown in Graph 1 of Appendix 2.

## **6 Short Dated Bond Funds – quarter two (July to September)**

- 6.1 Throughout the quarter medium term funds were invested in two short dated bond funds: Royal London Investment Grade Short Dated Credit Fund and the AXA Sterling Credit Short Duration Bond Fund.
- 6.2 The monies are invested in units in the fund, the fund is then invested as a whole by the fund managers into corporate bonds in the one to five year range. An income distribution will be generated from the coupon on the bond and the price of units can rise and fall, depending on the value of the corporate bonds in the fund. So these investments would be over the medium term with the aim of realising higher yields than short term investments.
- 6.3 The interest equalisation reserve will be used to capture some of the income in the years when the corporate bond values are rising, and will then be available to offset any losses should bond values fall. Members should be aware that this means that the investment returns in some quarters will look good and in other quarters there may be losses reported, but these will not impact the revenue account as the interest equalisation reserve would be used to meet any temporary losses.

- 6.4 An average of £7.6m was managed by AXA Investment Managers UK Limited. During the quarter the value of the fund remained the same due to increases in the unit value during July and August being offset by a decrease in the unit value in September, giving a return of 0%. The fund started the quarter at £7.582m and increased in value with the fund at the end of the quarter at £7.582m. This is set out in Table 2 of Appendix 2.
- 6.5 An average of £7.7m was managed by Royal London Asset Management. During the quarter the value of the fund decreased by £0.047m due to a decrease in the unit value and increased due to income distributions of £0.063m.
- 6.6 The Royal London fund earned £0.016m during the quarter from a combination of the decrease in the value of the units and the income distribution, giving a combined return of 0.80%. The fund started the quarter at £7.695m and increased in value with the fund at the end of the quarter at £7.711m. This is set out in Table 2 of Appendix 2.

## **7. Property Funds – quarter two (July to September)**

- 7.1 Throughout the quarter long term funds were invested in two property funds: Rockspring Property Investment Management Limited and Lothbury Investment Management Limited.
- 7.2 The monies are invested in units in the fund, the fund is then invested as a whole by the fund managers into properties. An income distribution is generated from the rental income streams from the properties in the fund. Income distributions are reinvested back into the fund. There are high entrance and exit fees and the price of the units can rise and fall, depending on the value of the properties in the fund, so these funds are invested over the long term with the aim of realising higher yields than other investments.
- 7.3 The interest equalisation reserve will be used to capture some of the income in the years when the property values are rising, and will then be available to offset any losses should property values fall. Members should be aware that this means that the investment returns in some quarters will look very good and in other quarters there may be losses reported, but these will not impact the revenue account as the interest equalisation reserve would be used to meet any temporary losses.
- 7.4 An average of £14.6m was managed by Rockspring Property Investment Management Limited. During quarter two, the value of the fund increased by £0.112m due to the increase in the unit value. There was also an income distribution relating to that period of £0.149m and this distribution will be confirmed and distributed in quarter three.
- 7.5 The Rockspring fund increased by £0.261m during this three month period from a combination of the increase in the value of the units and the income distribution, giving a combined return of 7.09%. The fund started the quarter at £14.618m and increased in value with the fund at the end of the quarter at £14.879m. This is set out in Table 1 of Appendix 2.

- 7.6 An average of £13.7m was managed by Lothbury Property Investment Management Limited. During quarter two, the value of the fund increased by £0.037m due to the increase in the unit value. There was also an income distribution relating to that period of £0.101m and this distribution will be confirmed and distributed in quarter three.
- 7.7 The Lothbury fund increased by £0.138m during this three month period from a combination of the increase in the value of the units and the income distribution, giving a combined return of 3.98%. The fund started the quarter at £13.695m and increased in value with the fund at the end of the quarter at £13.833m. This is set out in Table 1 of Appendix 2.

## 8 Investments – quarter two cumulative position

- 8.1 During the period from April to September 2018 the Council complied with all of the relevant statutory and regulatory requirements which limit the levels of risk associated with its treasury management activities. In particular its adoption and implementation of the Code of Practice for Treasury Management means its treasury practices demonstrate a low risk approach.
- 8.2 The Council is aware of the risks of passive management of the treasury portfolio and has proactively managed levels of debt and investments over the six month period with the support of its treasury management advisers.
- 8.3 The table on the next page summarises the Council’s investment position for the period from April to September 2018:

Table 1: Investment position

	At 31 March 2018	At 30 September 2018	April to September 2018	
	Actual Balance (£000s)	Actual Balance (£000s)	Average Balance (£000s)	Average Rate (%)
Call accounts <sup>#</sup>	8,186	5,969	8,323	0.64
Money market funds	13,000	6,000	12,810	0.69
<b>Total investments managed in-house</b>	<b>21,186</b>	<b>11,969</b>	<b>21,133</b>	<b>0.67</b>
Enhanced Cash Funds	5,038	5,055	5,047	0.64
Short Dated Bond Funds	15,193	15,293	15,275	1.31
Property funds	22,625	28,712	27,926	7.84
<b>Total investments managed externally</b>	<b>42,856</b>	<b>49,060</b>	<b>48,248</b>	<b>5.02</b>
<b>Total investments</b>	<b>64,042</b>	<b>61,029</b>	<b>69,381</b>	<b>3.70</b>

<sup>#</sup>This includes the council's main current account.

8.4 In summary the key factors to note are:

- An average of £21.1m of investments were managed in-house. These earned £0.071m of interest during this six month period at an average rate of 0.67%. This is 0.23% over the average 7 day LIBID (London Interbank Bid Rate) and 0.09% over the average bank base rate.
- An average of £5.0m was managed by an enhanced cash fund manager. This earned £0.016m during this six month period at an average rate of 0.64%.
- An average of £15.3m was managed by two short dated bond fund managers. This earned £0.100m during this six month period from a combination of an increase in the value of the units and income distribution, giving a combined return of 1.31%.
- An average of £27.9m was managed by two property fund managers. This increased in value by £1.098m during this six month period from a combination of an increase in the value of the units and by income distribution, giving a combined return of 7.84%.

8.5 The majority of the cash balances held by the Council are required to meet short term cash flow requirements and therefore throughout the six month period monies were placed 16 times for periods of one year or less. The table on the next page shows the most used counterparties overall and the countries in which they are based. All deals are in sterling despite the country the counterparties are based in.

Table 2: Counterparties used

Counterparty	Country	No. of Deals	Value of Deals (£m)
BlackRock	Money Market Fund (Various Counterparties)	9	53
Aberdeen Liquidity Fund (formerly Standard Life Investment)	Money Market Fund (Various Counterparties)	7	37

8.6 In addition to the above, use was also made of call accounts during the year, because they provide instant access to funds. This meant that funds were available for unexpected cash flow events to avoid having to pay higher rates to borrow from the market. During the period from April to September 2018 an average of £8.3m was held in such accounts.

## 9. Short Dated Bond Funds – quarter two cumulative position

9.1 An average of £7.6m was managed by AXA Investment Managers UK Limited. During the period from April to September 2018 the value of the fund increased by £0.019m due to an increase in the unit value, giving a return of 0.51%. The

fund started the six month period at £7.563m and increased in value with the fund at the end of the period at £7.582m.

9.2 An average of £7.7m was managed by Royal London Asset Management. During the period from April to September 2018 the value of the fund decreased by £0.063m due to a decrease in the unit value and increased due to income distributions of £0.144m.

9.3 The Royal London fund earned £0.081m during the six month period from a combination of the decrease in the value of the units and the income distribution, giving a combined return of 2.09%. The fund started the six month period at £7.630m and increased in value with the fund at the end of the period at £7.711m.

## **10 Property Funds – quarter two cumulative position**

10.1 An average of £14.4m was managed by Rockspring Property Investment Management Limited. During the period from April to September 2018, the value of the fund increased by £0.363m due to the increase in the unit value. There was also an income distribution relating to that period of £0.318m and the quarter two part of this distribution will be confirmed and distributed in quarter three.

10.2 The fund earned £0.681m during this six month period from a combination of the increase in the value of the units and the income distribution, giving a combined return of 9.44%. The fund started the six month period at £14.198m and increased in value with the fund at the end of the period at £14.879m.

10.3 An average of £13.5m was managed by Lothbury Property Investment Management Limited. During the period from April to September 2018, the value of the fund increased by £4.989m due to the purchase of additional units in April and by £0.209m due to an increase in the unit value. There was also an income distribution relating to that period of £0.208m and the quarter two part of this distribution will be confirmed and distributed in quarter three.

10.4 The fund increased by £0.417m during this six month period from a combination of the increase in the value of the units and the income distribution, giving a combined return of 6.14%. The fund started the six month period at £8.427m and increased in value with the fund at the end of the period at £13.833m.

## **11. Borrowing – quarter two**

11.1 The Capital Financing Requirement (CFR) is the Council's theoretical need to borrow but the Section 151 Officer can manage the Council's actual borrowing position by either:

- 1 - borrowing to the CFR;
- 2 - choosing to use temporary cash flow funds instead of borrowing (internal borrowing) or;
- 3 - borrowing for future increases in the CFR (borrowing in advance of need)

- 11.2 The Council began quarter two in the second of the above scenarios, with actual borrowing below CFR.
- 11.3 This, together with the Council's cash flow, the prevailing Public Works Loans Board (PWLB) interest rates and the future requirements of the capital programme, were taken into account when deciding the amount and timing of any loans. No new PWLB loans were taken out and no loans matured during the quarter. No debt restructuring was carried out during the quarter.
- 11.4 The level of borrowing from the Public Works Loan Board (PWLB) (excluding debt relating to services transferred from Essex County Council on 1<sup>st</sup> April 1998) remained at £227.8m during the quarter. A profile of the repayment dates is shown in Graph 2 of Appendix 2.
- 11.5 The level of PWLB borrowing at £227.8m is in line with the financing requirements of the capital programme and the revenue costs of this borrowing are fully accounted for in the revenue budget. The current level of borrowing is also in line with the Council's prudential indicators and is prudent, affordable and sustainable.
- 11.6 Interest rates from the PWLB fluctuated throughout the quarter in response to economic events: 10 year PWLB rates between 2.13% and 2.45%; 25 year PWLB rates between 2.50% and 2.83% and 50 year PWLB rates between 2.31% and 2.64%. These rates are after the PWLB 'certainty rate' discount of 0.20%.
- 11.7 During quarter two, no short term loans were taken out for cash flow purposes. This is shown in Table 3 of Appendix 2.

## 12. Borrowing – quarter two cumulative position

- 12.1 The Council's borrowing limits for 2018/19 are shown in the table below:

	<b>2018/19 (£m)</b>
Authorised Limit	295
Operational Boundary	285

The Authorised Limit is the "Affordable Borrowing Limit" required by the Local Government Act 2003. This is the outer boundary of the Council's borrowing based on a realistic assessment of the risks and allows sufficient headroom to take account of unusual cash movements.

The Operational Boundary is the expected total borrowing position of the Council during the year and reflects decisions on the amount of debt needed for the Capital Programme. Periods where the actual position is either below or over the Boundary are acceptable subject to the Authorised Limit not being breached.

12.2 The Council's outstanding borrowing as at 30 September 2018 was:

- Southend-on-Sea Borough Council £227.8m
- ECC transferred debt £11.9m

Repayments in the first 6 months of 2018/2019 were:

- Southend-on-Sea Borough Council £0m
- ECC transferred debt £0m

12.3 Outstanding debt relating to services transferred from Essex County Council (ECC) on 1<sup>st</sup> April 1998, remains under the management of ECC. Southend Borough Council reimburses the debt costs incurred by the County. The debt is recognised as a deferred liability on our balance sheet.

12.4 The interest payments for PWLB and excluding transferred debt, during the period from April to September 2018 were £5.263m which is the same as the original budget for the same period.

12.5 The table below summarises the PWLB borrowing activities over the period from April to September 2018:

Quarter	Borrowing at beginning of quarter (£m)	New borrowing (£m)	Re-financing (£m)	Borrowing repaid (£m)	Borrowing at end of quarter (£m)
April to June 2018	227.8	0	0	(0)	227.8
July to September 2018	227.8	0	0	(0)	227.8
<i>Of which:</i>					
General Fund	150.8	0	0	(0)	150.8
HRA	77.0	0	0	(0)	77.0

All PWLB debt held is repayable on maturity.

### 13 Funding for Invest to Save Schemes

13.1 Capital projects were completed on draught proofing and insulation in the Civic Centre, and lighting replacements at University Square Car Park and Westcliff Library which will generate on-going energy savings. These are invest-to-save projects and the predicted revenue streams cover as a minimum the financing costs of the project.

13.2 To finance these projects the Council has taken out interest free loans of £0.223m with Salix Finance Ltd which is an independent, not for profit company, funded by the Department for Energy and Climate Change that delivers interest-free capital to the public sector to improve their energy efficiency and reduce their carbon emissions. The loans are for periods of four and five years with equal instalments to be repaid every six months. There are no revenue budget



implications of this funding as there are no interest payments to be made and the revenue savings generated are expected to exceed the amount needed for the repayments. £0.026m of this loan was repaid during the period from April to September 2018.

- 13.3 At the meeting of Cabinet on 23 June 2015 the LED Street Lighting and Illuminated Street Furniture Replacement Project was approved which was to be partly funded by 25 year reducing balance 'invest to save' finance from the Green Investment Bank (GIB). The balance outstanding at the end of quarter two was £8.60m. A repayment of £0.011m was made during the period from April to September 2018.
- 13.4 Funding of these invest to save schemes is shown in Table 4 of Appendix 2.

## **14 Compliance with Treasury Management Strategy – quarter two**

- 14.1 The Council's investment policy is governed by the CIPFA Code of Practice for Treasury Management in the Public Sector (revised in December 2017), which has been implemented in the Annual Investment Strategy approved by the Council on 22 February 2018. The investment activity during the quarter conformed to the approved strategy and the cash flow was successfully managed to maintain liquidity. This is shown in Table 5 of Appendix 2.

## **15 Other Options**

- 15.1 There are many options available for the operation of the Treasury Management function, with varying degrees of risk associated with them. The Treasury Management Policy aims to effectively control risk to within a prudent level, whilst providing optimum performance consistent with that level of risk.

## **16 Reasons for Recommendations**

- 16.1 The CIPFA Code of Practice on Treasury Management recommends that Local Authorities should submit reports regularly. The Treasury Management Policy Statement for 2018/19 set out that reports would be submitted to Cabinet quarterly on the activities of the treasury management operation.

## **17 Corporate Implications**

- 17.1 Contribution to Council's Vision & Critical Priorities

Treasury Management practices in accordance with statutory requirements, together with compliance with the prudential indicators acknowledge how effective treasury management provides support towards the achievement of the Council's Vision and Critical Priorities.

- 17.2 Financial Implications

The financial implications of Treasury Management are dealt with throughout this report.

### 17.3 Legal Implications

This Council has adopted the 'CIPFA Code of Practice for Treasury Management in the Public Sector' and operates its treasury management service in compliance with this code.

### 17.4 People Implications

None.

### 17.5 Property Implications

None.

### 17.6 Consultation

The key Treasury Management decisions are taken in consultation with our Treasury Management advisers.

### 17.7 Equalities and Diversity Implications

None.

### 17.8 Risk Assessment

The Treasury Management Policy acknowledges that the successful identification, monitoring and management of risk are fundamental to the effectiveness of its activities.

### 17.9 Value for Money

Treasury Management activities include the pursuit of optimum performance consistent with effective control of the risks associated with those activities.

### 17.10 Community Safety Implications

None.

### 17.11 Environmental Impact

None.

## 18 Background Papers

None.

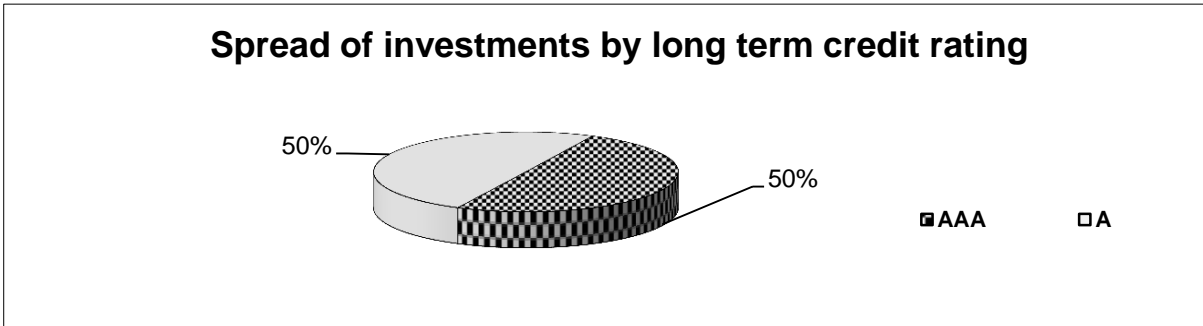
## 19 Appendices

Appendix 1 – In-House Investment Position as at 30<sup>th</sup> September 2018

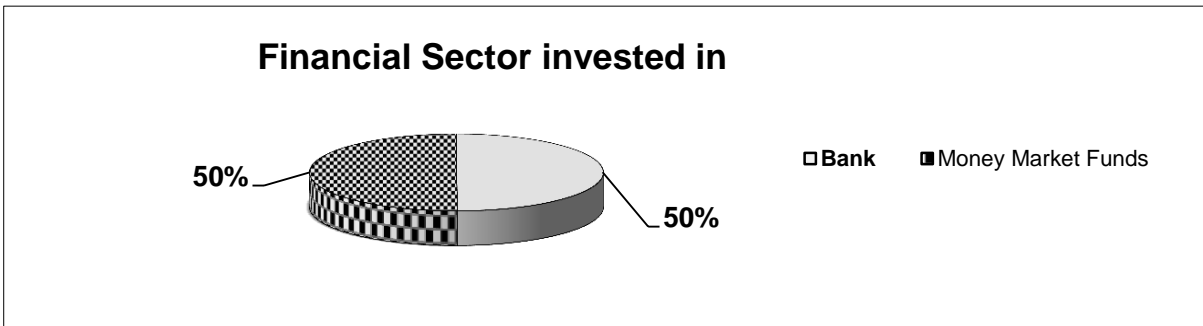
Appendix 2 – Treasury Management Performance for Quarter Two – 2018/19

**INVESTMENTS - SECURITY AND LIQUIDITY**

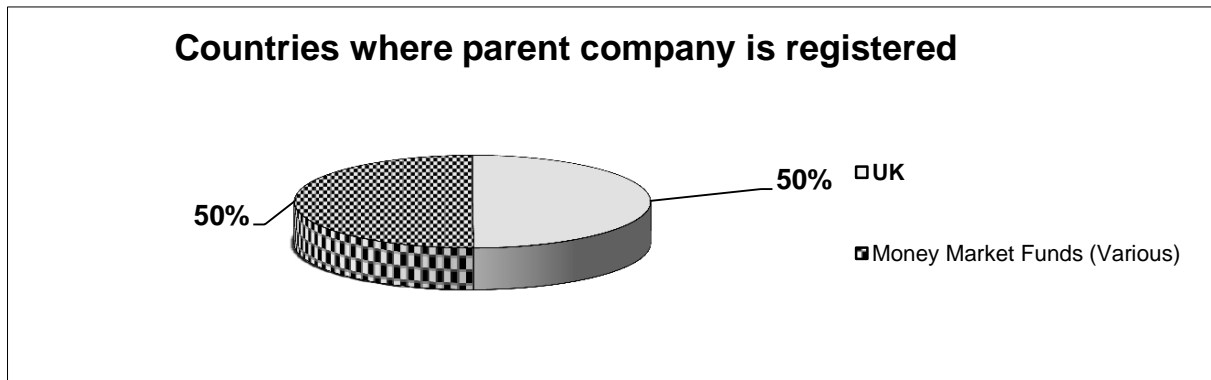
Pie chart 1



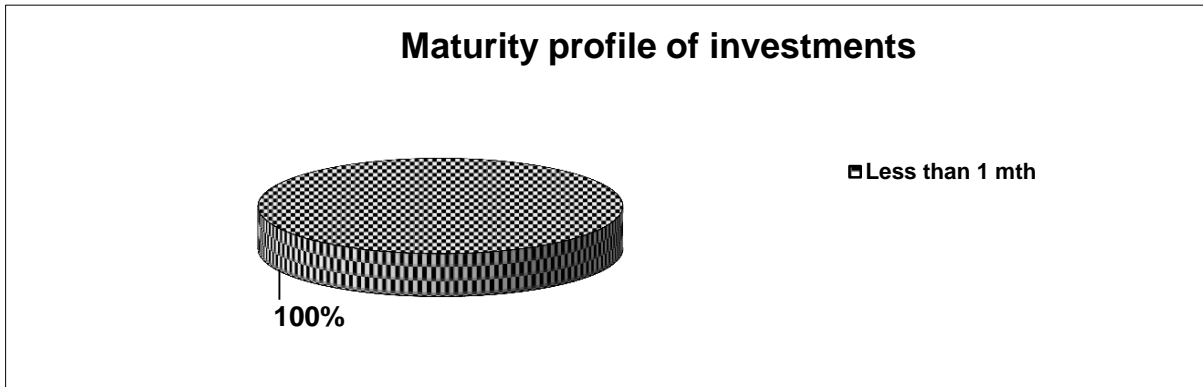
Pie chart 2



Pie chart 3



Pie chart 4



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**INVESTMENTS - RETURN**

Graph 1

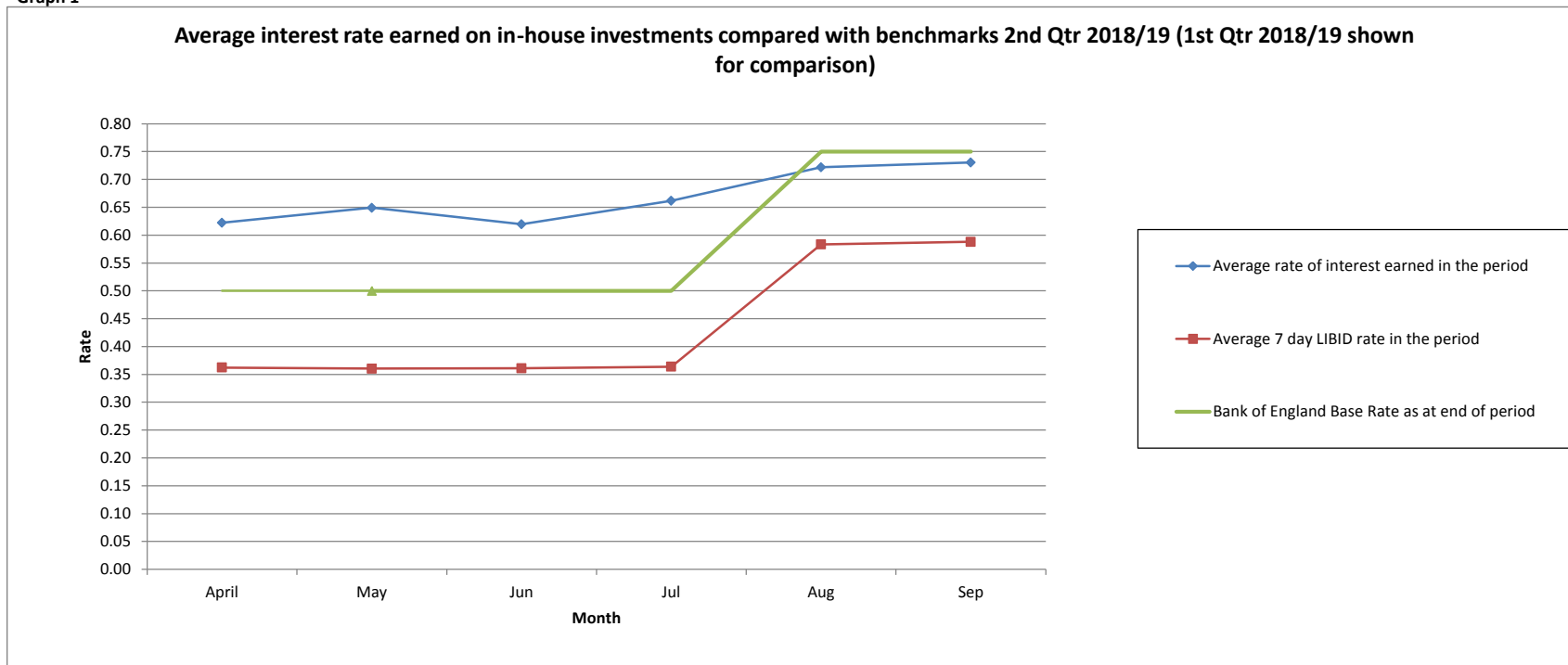


Table 1 - Property Funds

Financial Institution	Quarter	Period of investment	Value of fund at beginning of Qtr 2 £	Number of units at start of Qtr 2 Units	Number of units distributed during Qtr 2 Units	Purchase of new units during Qtr 2 Units	Number of units at end of Qtr 2 Units	Gross Increase / (Decrease) in fund value £	Income Distribution Qtr 2 £	Value of fund at end of Qtr 2 £	Combined interest Rate %
Rockspring Hanover Real Estate Investment Mgt Ltd	2	5 Years +	14,617,857.97	979	8	0.00	987	111,915.40	149,073.97	14,878,847.34	7.09%
Lothbury Investment Management - Property Fund	2	5 Years +	13,695,051.48	6747.0959	50.1526	0.00	6,747.0959	36,952.50	100,838.96	13,832,842.94	3.98%
<b>Total</b>										<b>28,711,690.28</b>	

**Table 2 - Short Dated Bond Funds/Enhanced Cash Fund**

Financial Institution	Quarter	Value of fund at the start of Qtr 2 £	Number of shares Qtr 2 Units	Number of units distributed during Qtr 2 Units	Number of units at end Qtr 2 Units	Increase / (Decrease) in fund value £	Income Distribution during the Qtr 2 £	Value of fund at end of Qtr 2 £	Combined Interest Rate %
AXA	2	7,582,381.89	6,442,125.6460	n/a	6,442,125.6460	0.00	n/a	7,582,381.89	0.00%
Royal London	2	7,695,440.93	7,687,753.1777	63,515.25	7,751,268.43	(47,733.94)	63,254.84	7,710,961.83	0.80%
Payden & Rygel	2	5,050,504.12	461,646.4158	n/a	461,646.42	4,247.15	n/a	5,054,751.27	0.33%
<b>Total</b>								<b>20,348,094.99</b>	

**Table 3 - Borrowing**

SHORT TERM BORROWING	Counterparty	Rate	Amount £	From	To
In place during this Quarter	Derbyshire County Council	0.80%	3,500,000.00	03/04/2017	29/03/2019
Repaid this Quarter	None				
Taken Out Thus Quarter	None				

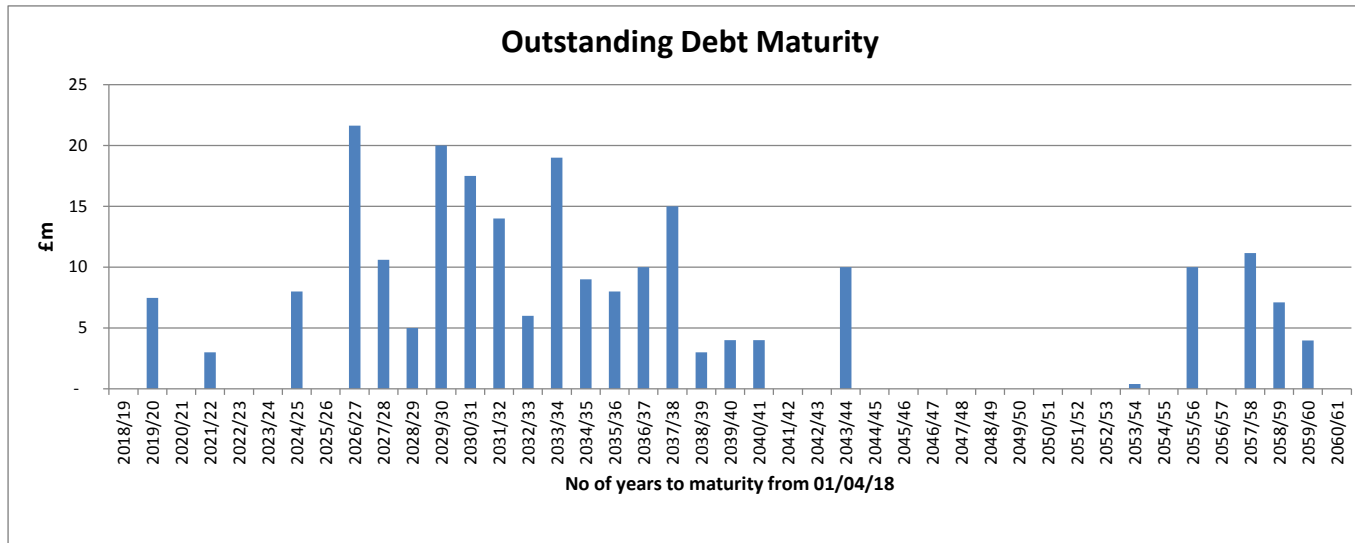
**Table 4 - Invest to Save Funding**

Financial Institution	Date	Period of loan	Final Repayment date	Amount borrowed £	Amount Repaid to Date £	Amount to be repaid £	Interest rate %
Salix loan - Windows Draughtproofing project	26/03/2015	4 Years	01/04/2019	141,059	(105,794.24)	35,264.76	0%
Salix loan - University Square Car Park and Westcliff Library projects	23/03/2017	5 Years	01/04/2022	82,017	(16,403.40)	65,613.60	0%

<b>L1 Renewables Finance Limited</b>	<ul style="list-style-type: none"> <li>- 25 year reducing balance finance</li> <li>- balance of £8.6m outstanding at the end of quarter Two</li> <li>- there was a repayment of £0.011m during this quarter.</li> </ul>
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Graph 2

LONG TERM BORROWING - PWLB



	<u>Rate</u>	<u>Amount (£)</u>	<u>From</u>	<u>To</u>
<b><u>New this quarter</u></b>	None			
<b><u>Repaid this quarter</u></b>	None			
Range of 10 year PWLB new loan rates this quarter			<u>Lowest</u>	<u>Highest</u>
Range of 25 year PWLB new loan rates this quarter			2.13	2.45
Range of 50 year PWLB new loan rates this quarter			2.50	2.83
			2.31	2.64



**COMPLIANCE WITH TREASURY MANAGEMENT STRATEGY**

**Table 5**

All transactions properly authorised	✓
All transactions in accordance with approved policy	✓
All transactions with approved counterparties	✓
Cash Flow successfully managed to maintain liquidity	✓
Any recommended changes to procedures	✓

# Southend-on-Sea Borough Council

Report of Strategic Director (Finance & Resources)

to

**Cabinet**

on

**6 November 2018**

**Agenda  
Item No.**

Report prepared by: Caroline Fozzard  
Group Manager – Financial Planning and Control

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## **Capital Programme 2018/19 to 2021/22 – Mid Year Review**

**Policy and Resources Scrutiny Committee**

**Cabinet Member: Councillor John Lamb**

***A Part 1 Public Agenda Item***

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### **1. Purpose of Report**

- 1.1 The purpose of this report is to recommend in-year amendments to the approved Capital Programme for 2018/19 to 2021/22.

### **2. Recommendations**

**That the Cabinet recommend to Council that it;**

- 2.1 Note the current approved Programme for 2018/19 to 2021/22 of £215.0m (Appendix 1);**
- 2.2 Approve the changes to the approved Programme (Appendix 2);**
- 2.3 Consider and approve the proposed new schemes and additions to the Capital Programme for 2018/19 to 2021/22 totalling £1.4m (Appendices 6 and 7);**
- 2.4 Note that the proposed new schemes and additions (Appendices 6 and 7) and other adjustments (Appendix 2) will result in a proposed capital programme of £213.6m for 2018/19 to 2021/22 (Appendix 8);**
- 2.5 Note that, of the total programme of £213.6m for the period 2018/19 to 2021/22, the level of external funding supporting this programme is £98.9m (paragraph 5.1);**
- 2.6 Note that a mid-year review has been undertaken on the 2018/19 projected outturn and that the results have been included in this report;**
- 2.7 Approve the revised Capital Programme for 2018/19 to 2021/22 that results from these changes (Appendix 8).**

### **3. Introduction and Background**

3.1 In February 2018 the Council approved a Capital Programme for 2018/19 to 2021/22 totalling £210.957million.

3.2 The Capital Outturn report (June 2018) agreed a number of schemes where there were budget under-spends but financial commitments in 2018/19. In addition, due to the Council's improved ability to deliver capital schemes, some capital expenditure due in 2018/19 was delivered early in 2017/18. These revisions were agreed at the Cabinet meeting on 19 June 2018 resulting in a total programme for 2018/19 to 2021/22 of £214.971million.

3.3 Throughout the year changes to the approved capital programme are put forward to Cabinet for approval and also members review the latest spending position of the programme on a monthly basis. A mid-year review of the programme has also been carried out which included capital challenge sessions with each Deputy Chief Executive, led by the Leader and supported by the Strategic Director (Finance and Resources). This review was to re-align the budgets as necessary, to reflect the latest view on the delivery and funding timescales of the projects and to delete/amend schemes as necessary to assist with the financing of the overall programme.

3.4 This report sets out the in-year amendments to the approved Capital Programme for 2018/19 to 2021/22 with the following appendices:

- Appendix 1 – Approved Capital Programme June 2018
- Appendix 2 – Changes to Approved Capital Programme;
- Appendix 3 - Virements Between Approved Schemes;
- Appendix 4 - Re-profiles Between Years;
- Appendix 5 – New External Funding;
- Appendix 6 – Proposed New Schemes and Additions to the Capital Programme;
- Appendix 7 – Proposed New Schemes and Additions - descriptions
- Appendix 8 – Amended Capital Programme 2018/19 to 2021/22.

### **4 Capital Programme 2018/19 to 2021/22 - Movements**

4.1 The Council's current agreed capital programme for 2018/19 to 2021/22 is attached as Appendix 1 and totals £215.0m.

4.2 In line with the revised approach to updates to the capital programme, new schemes and additions for urgent or service critical schemes will be added throughout the year as appropriate. The details of the new schemes and additions being put forward for inclusion at this Cabinet are set out in Appendices 6 and 7.

4.3 Movements and proposed new schemes and additions since the agreement of the revised programme at Cabinet in June 2018 have an overall effect of

decreasing the capital programme by £1.4m to £213.6m for the period 2018/19 to 2021/22 and are set out in Appendix 2, with more detail in Appendices 3 to 7.

## 5 Financing the capital programme

5.1 The revised Capital Programme for 2018/19 to 2021/22 as set out in Appendix 8 is financed as follows:

<b>Type of funding:</b>	<b>2018/19 £m</b>	<b>2019/20 £m</b>	<b>2020/21 £m</b>	<b>2021/22 £m</b>	<b>Total £m</b>
External funding – capital grant	27.5	26.8	31.4	10.2	<b>95.9</b>
External funding – third party contributions	1.7	1.1	-	0.2	<b>3.0</b>
Capital Receipts	3.6	0.5	0.3	-	<b>4.4</b>
Major Repairs Reserve (Housing Revenue Account)	6.3	6.3	6.2	-	<b>18.8</b>
Earmarked reserves/ Revenue Contributions	2.4	4.7	-	-	<b>7.1</b>
Borrowing – Main Schemes <sup>(1)</sup>	17.4	21.6	15.1	14.3	<b>68.4</b>
Borrowing – Invest to Save <sup>(1)</sup>	1.6	12.0	2.4	-	<b>16.0</b>
<b>Total</b>	<b>60.5</b>	<b>73.0</b>	<b>55.4</b>	<b>24.7</b>	<b>213.6</b>

Note 1 - this relates to both internal and external borrowing

The estimated amounts of internal and external borrowing are shown in the table below:

<b>Borrowing to fund capital schemes</b>	<b>2018/19 £m</b>	<b>2019/20 £m</b>	<b>2020/21 £m</b>	<b>2021/22 £m</b>	<b>Total £m</b>
Internal borrowing	0	5.6	3.5	7.3	<b>16.4</b>
External borrowing	19.0	28.0	14.0	7.0	<b>68.0</b>
<b>Total borrowing</b>	<b>19.0</b>	<b>33.6</b>	<b>17.5</b>	<b>14.3</b>	<b>84.4</b>

The funding mix for the total programme could change depending on how much grant and external contributions are received by the Council by the end of the year.

5.2 New Schemes to be financed by new external funding are set out in appendix 5.

## 6 Summarised Changes (as set out in appendix 2)

6.1 On 22 February 2018 the Capital Programme for the Council was approved as follows:

2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/2022 Budget £000	Total Current Budget £000
92,984	74,949	39,074	3,950	210,957

6.2 On 19 June 2018 members approved further changes which subsequently changed the 2018/19 budget from £92.984million to £77.689million. These changes included the carry forward and accelerated delivery of previous year's programme of £4.211million. Also included were budget re-profiles and adjustments totalling £19.467million and new external funding of £0.287million and other adjustments of £0.326million.

6.3 On 19 June 2018 the Capital Programme for the Council was approved as follows:

2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Current Budget £000
77,689	71,600	51,042	14,640	214,971

6.4 Following the capital challenge sessions in September further changes are now requested which will amend the capital budgets.

6.5 For 2018/19 this means the budget changing to £60.481million. The changes include the removal of budgets identified as no longer required totalling £0.664million and new budgets of £0.567million as set out in Appendix 7.

The changes to the programme also include the following:

6.6 Virement requests (as set out in appendix 3)

This is reported in appendix 3 and it is to ensure that budgets are properly aligned to schemes. There is no change to the overall budget and there are no adverse financial implications as a result of these virements.

6.8 Re-profile Request (as set out in appendix 4)

The funding profiles of a number of schemes have been revised in line with actual works. This is to ensure that the actual works undertaken or earmarked is aligned to spend profile of the budget. This will have the effect of carrying forward £18.546million from 2018/19 into 2019/20 and later years and an

accelerated spend of £0.263million into 2018/19 which will be financed from the 2019/20 programme. This does not alter the overall budget for the programme.

6.9 New Schemes Financed by new external funding (as set out in appendix 5)

There is new funding of £1.172million to support programmes in 2018/19 to 2021/22.

6.10 The impact on the programme of the capital challenge sessions and other amendment requests is as follows:

2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Current Budget £000
60,481	73,013	55,360	24,728	213,582

**7. Spending Plans**

7.1 The Council’s revised Capital Programme for 2018/19 to 2021/22 is attached as Appendix 8 which includes all of the adjustments set out in Appendix 2.

7.2 The proposed capital programme represents a significant investment of £214million on the part of the Council in the Southend area and the projected investment in 2018/19 alone amounts to some £60million.

**8. Other Options**

8.1 The proposed Capital Programme is made from a number of individual projects, any of which can be agreed or rejected independently of the other projects.

**9. Reasons for Recommendations**

9.1 To approve proposed changes to the Capital Programme since the last Cabinet meeting on 19 June 2018.

**10. Corporate Implications**

10.1 Contribution to Council’s Vision & Corporate Priorities

The projects directly contribute to the delivery and achievement of the Councils Corporate Priorities.

10.2 Financial Implications

As set out in the report.

### 10.3 Legal Implications

None at this stage.

### 10.4 People Implications

None at this stage.

### 10.5 Property Implications

None at this stage.

### 10.6 Consultation

Consultation has taken place as agreed in the budget timetable.

### 10.7 Equalities and Diversity Implications

Assessments have been carried out for all capital investment proposals.

### 10.8 Risk Assessment

All capital projects are delivered using best practice project management tools as appropriate. This requires a full risk assessment and management review to be carried out. The programme includes an appropriate sum within each project to cover build risk and claims.

### 10.9 Value for Money

All projects are required to follow and adhere to procurement guidance issued by the Council. They must also comply with procedure rules for entering into and managing contracts with suppliers.

### 10.10 Community Safety Implications

Assessments have been carried out for all capital investment proposals where appropriate.

### 10.11 Environmental Impact

Assessments have been carried out for all capital investment proposals where appropriate.

## 11. Background Papers

None.



## 12. Appendices

Appendix 1 – Approved Capital Programme June 2018

Appendix 2 – Changes to Approved Capital Programme;

Appendix 3 - Virements Between Approved Schemes;

Appendix 4 - Re-profiles Between Years;

Appendix 5 – New External Funding;

Appendix 6 – Proposed New Schemes and Additions to the Capital Programme;

Appendix 7 – Proposed New Schemes and Additions – descriptions;

Appendix 8 – Amended Capital Programme 2018/19 to 2021/22.

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<b>Scheme</b>	<b>Project code</b>	<b>2018/19 Budget £000</b>	<b>2019/20 Budget £000</b>	<b>2020/21 Budget £000</b>	<b>2021/22 Budget £000</b>	<b>Total Current Budget £000</b>
<b>Works to Property</b>						
62 Avenue Road - demolition	C10922	49				49
Belfairs Park Restaurant/Golf Club Preventative Works	C10959	190				190
Civic East Car Park Redevelopment	C10748	50			4,790	4,840
Commercial Property Investment	C10749		2,878			2,878
Darlows Green former WCs demolition	C10919	40				40
Delaware House Plumbing works	C10920	12				12
East Beach Café Project	C10644	32				32
Herbert Grove Security	C10854	59				59
Land Acquisition	C10913		1,867			1,867
Library Car Park Reconstruction and Enhancement	C10750	50	4,083	1,775		5,908
New Beach Huts Phase 2	C10631	6				6
Pier Arches External Landlord Works	C11003	4				4
Pier Arches toilets - waterproofing solution	C10734	30				30
Porters Civic House and Cottage	C10571	5				5
Priory House EPH Fire Alarms	C10977	32				32
Queensway - Commercial Property	C10751	300	300	300		900
Ropers Farm Cottages - water supply	C10840	31				31
Seaways Development Enabling Works	C10643	4				4
Seaways - HCA Condition Funding	C10656	170				170
SMAC Eastern Esplanade Slipway	C11000	27				27
Working Environment	C10011	50				50
Urgent Works To Property	C10181	13				13
Essential Crematorium/Cemetery Equipment	C10572	17				17
New Burial Ground	C10054	3				3
Pergola Walk Memorial Scheme	C10755	7				7
Replacement Boiler at Southend Crematorium	C10866	130				130
Civic Centre Boilers	C10980	245				245
Priority Works	C10121	250	600	600		1,450
<b>Total Works to Property</b>		<b>1,806</b>	<b>9,728</b>	<b>2,675</b>	<b>4,790</b>	<b>18,999</b>
<b>Social Care</b>						
Community Capacity	C10526	177				177
Dementia Friendly Environments	C10598	17				17
Children's Residential Care Provision	C10960	300	100			400
SEND Module and Integration with Liquid Logic	C10961	120				120
Learning Management System	C10929	120				120
Mental Health Funding Stream	C10184	36				36
Transforming Care Housing	C10689	163				163
LATC - Delaware and Priory	C10621	2,834	6,885	1,594		11,313
<b>Total Social Care</b>		<b>3,767</b>	<b>6,985</b>	<b>1,594</b>	<b>-</b>	<b>12,346</b>

<b>Scheme</b>	<b>Project code</b>	<b>2018/19 Budget £000</b>	<b>2019/20 Budget £000</b>	<b>2020/21 Budget £000</b>	<b>2021/22 Budget £000</b>	<b>Total Current Budget £000</b>
<b>General Fund Housing</b>						
Disabled Facilities Grant	C10145	1,722				1,722
Empty Dwelling Management	C10020	357				357
PSH Works in Default - Enforcement Work	C10503	138				138
Private Sector Renewal	C10146	625	450			1,075
<b>Total General Fund Housing</b>		<b>2,842</b>	<b>450</b>	<b>-</b>	<b>-</b>	<b>3,292</b>
<b>Schools</b>						
AHDC Short Breaks for Disabled Children	C10282	64				64
Healthy School Capital Funding	C10991	52				52
Adult Community College rainwater goods	C10989	67				67
Chalkwell Hall Infants replace relocatables (SBC 50%)	C10988	65	44			109
Chalkwell Hall Juniors roofs	C10987	10	100			110
Children's Centre - Lanlords Maintenance	C10990	45				45
Earls Hall Primary heating	C10986	40				40
Eastwood Primary roof	C10985	100	100			200
Fairways Primary roof	C10983	15				15
Fairways Primary curtain walling	C10984	150	240			390
Future condition projects	C10024	93				93
Futures Heating and Pipe Ducts	C10714	68				68
Leigh North Street boiler	C10982	150				150
West Leigh Infant Boiler	New		160			160
Devolved Formula Capital	C10014	127				127
Friars Primary School	C10864	332				332
Expansion of 2 yr old Childcare Places	C10558	65				65
School Improvement and Provision of School Places	C10475	11,800	12,711			24,511
SEN Improvement and Provision of School Places	C10910	74				74
<b>Total Schools</b>		<b>13,317</b>	<b>13,355</b>	<b>-</b>	<b>-</b>	<b>26,672</b>

Scheme	Project code	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Current Budget £000
<b>Culture and Tourism</b>						
Belfairs Swim Centre	C10623	42				42
Chase Sports and Fitness Centre - Lighting Fitting Replacement	C10875	54				54
Shoeburyness Leisure Centre – Building Management	C10965	85				85
Southchurch Park Bowls Pavillion	C10739	20				20
Southend Cliffs - Replacement of Handrails	C10881	31				31
Southend Leisure and Tennis Centre - Building Management System (BMS) Control	C10882	47				47
Wheeled Sports Facility Central Southend Area	C10966	25	225			250
Allotments Water Supply Upgrade	C10967	100	110			210
Badger Setts in Priory Park and Sidmouth Park	C10993	70				70
Chalkwell Park and Priory Park Tennis Courts	C10682	30				30
Parks Feasibility and Options Appraisals	C10968	100				100
Playground Gates	C10779	123				123
Replacement and Upgrade of Parks Furniture	C10879	30	30	30		90
Replacement of Play Equipment	C10780	47				47
Sidmouth Park - Replacement of Play Equipment	C10880	69				69
Southchurch Park Tow Path	C10781	199				199
Forum II – SBC Match Funding to LGF	New	500	1,000	13,500	3,950	18,950
Library Review	C10624	186				186
Cliffs Pavilion – Auditorium Air Handling Unit	C10969	25	90			115
Cliffs Pavilion – Boiler Flues	C10970	10	115			125
Cliffs Pavilion – Chiller	C10971	5	170			175
Cliffs Pavilion - External Refurbishment works	C10876	306				306
Joint Theatres and Leisure Centres – Asbestos	C10972	115				115
Palace Theatre - Air Handling Units	C10782	230				230
Palace Theatre Boilers Replacement	C10877	13				13
Palace Theatre - Replacement of Asbestos Stage Safety Curtain	C10878	83				83
Central Museum Works	C10867	249				249
New Museum - Gateway Review	C10776	1,181				1,181
Prittlewell Prince Research	C10043	38				38
Prittlewell Prince Storage	C10696	35				35
New Artist Studios	C10973	875				875
Belton Hills Steps	C10777	1,485				1,485
Energy Improvements in Culture Property Assets	C10565	110				110
Fire Improvement Works	C10974	500	500			1,000
"Make Southend Sparkle" Initiative	C10778	16				16
Queen Victoria statue - security fence	C10997	25				25
Property Refurbishment Programme	C10626	487	750			1,237
Pump Priming Budget	C10044	328				328
Resorts Assets	C10883	31				31
Shoebury Common Regeneration	C10964	300				300
Local Growth Fund - Southend Central Area Action Plan (SCAAP) Growth Point (Non-Transport)	C10701	500	1,000	4,480		5,980
<b>Total Culture and Tourism</b>		<b>8,705</b>	<b>3,990</b>	<b>18,010</b>	<b>3,950</b>	<b>34,655</b>

Scheme	Project code	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Current Budget £000
<b>Enterprise and Regeneration</b>						
Airport Business Park (including Local Growth Fund)	C10261	11,230	12,964	4,824		29,018
City Deal - Incubation Centre	C10668	31				31
Better Queensway - Regeneration	C10747	1,010	350			1,360
Housing Infrastructure Feasibility	C10956	250				250
<b>Total Enterprise and Regeneration</b>		<b>12,521</b>	<b>13,314</b>	<b>4,824</b>	<b>-</b>	<b>30,659</b>
<b>ICT</b>						
Channel Shift	C10757	143				143
DEFRA Inspire III	C10640	4				4
Digitisation of Paper Records	C10896	46				46
Extending WiFi in Council Premises	C11002	40				40
HR Recruitment Contract Implementation	C10994	150				150
ICT Priority Works	C10767	100				100
ICT - Core Application and Database Migration	C10895	71				71
ICT - Childrens and Adults Social Care - Development of the Liquid Logic Case Management System	C10637	628				628
ICT - Central Government IT Security Compliance	C10898	139				139
ICT – Cyber Security/Public Services Network	C10950	40	40			80
ICT - Intelligence Hub	C10904	478				478
ICT - Digitally Enable the Council Offices	C10897	19				19
ICT Enterprise Agreement	C10636	329	345			674
ICT – Health and Social Care – GovRoam	C10951	20				20
ICT - Mobile Working and Enterprise Mobility	C10899	85				85
ICT - Phones Migration and Re-Tender	C10900	172				172
ICT Rolling Replacement Programme	C10576	259	250			509
ICT - Southend Network Monitoring Equipment	C10901	19				19
ICT – Wide Area Network Enhancements	C10952	120				120
Mobile Device End Point Protection Replacement	C10768	90				90
Place - Culture and Enterprise and Tourism - EPOS System	C10758	26				26
Replacement and Enhancement to Cash Receipting System	C10578	238				238
Software Licencing	C10426	400	400			800
Wireless Borough/City Deal	C10580	334				334
<b>Total ICT</b>		<b>3,950</b>	<b>1,035</b>	<b>-</b>	<b>-</b>	<b>4,985</b>
<b>Southend Pier</b>						
Southend Pier - Bearing Refurbishment (Phase One)	C10885	919				919
Southend Pier - Condition Works Engineers	C10697	750	1,200	415		2,365
Southend Pier - Condition Works Surveyors	C10918	354	518			872
Southend Pier - Pier Entrance Enhancement	C10887	186				186
Southend Pier - Pier Pavilion Platform Detailed Design (Gateway Review One)	C10884	49				49
Southend Pier - Prince George Extension (Phase Two)	C10905	150		1,000	1,158	2,308
Southend Pier - Structural Works	NEW			500		500
Southend Pier - Timber Outer Pier Head	C10886	750	500	2,000	4,742	7,992
<b>Total Southend Pier</b>		<b>3,158</b>	<b>2,218</b>	<b>3,915</b>	<b>5,900</b>	<b>15,191</b>

Scheme	Project code	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Current Budget £000
<b>Highways and Infrastructure</b>						
Cliff Slip Investigation Works	C10784	253				253
Coastal Defence (Shoebury Common Sea Defence Scheme)	C10011	186	200	3,795		4,181
Improving Resilience of the Borough to Flooding from Extreme Weather Events	C10888	221				221
Manor Road Cliff Stabilisation	C10963	100	225			325
Flood Prevention Works	C10962		1,125	1,125		2,250
Southend Highway Flood Reduction and Resilience Improvement Scheme	C10921	565				565
Carriageways and Footways Improvements	C10786	1,000	1,000			2,000
Cinder Path	C10115	100				100
Highways Maintenance - Potholes	C10588	65	65	65		195
Improve Footway Condition Around Highway Trees	C10953	150	200			350
Town Centre Redevelopment Improvements - Highways (NPIF)	C10889	615	1,235			1,850
Prittlebrook Greenway - Undermining	C10923	75				75
Coach Parking	C10954	250				250
Improved Car Park Signage and Guidance Systems	C10890	329	25			354
Parking Strategy	C10955	200				200
LTP (Integrated Transport block) - Bridge Strengthening	C10512	606	275	300		1,181
LTP (Integrated Transport block) - Better Sustainable Transport	C10384	633	400	400		1,433
LTP (Integrated Transport block) - Better Networks	C10671	539	400	400		1,339
LTP (Integrated Transport block) - Traffic Management Schemes	C10513	400	400	400		1,200
LTP (Integrated Transport block) - Traffic Control Systems	C10470	316	201	201		718
LTP - Maintenance	C10076	1,006	796	771		2,573
LTP - Maintenance - Street Lighting	C10708	150	50	50		250
Local Growth Fund - A127 Growth Corridor	C10699	1,872	4,100	6,317		12,289
Local Growth Fund - Southend Central Area Action Plan (SCAAP) Growth Point (Transport)	C10702	2,976	2,000			4,976
A127 Junction Improvements	C10553	397				397
HCA Progress Road	C10254	18				18
Southend Transport Model	C10058	40				40
Travel Centre - Bus Service Provision in the Town Centre	C10892	46				46
<b>Total Highways and Infrastructure</b>		<b>13,108</b>	<b>12,697</b>	<b>13,824</b>	<b>-</b>	<b>39,629</b>



Scheme	Project code	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Current Budget £000
<b>S106/S38/CIL</b>						
S106 3 Acacia Drive 1401434FULM - affordable housing	C10857	177				177
S106 Essex House 1600116DOV - affordable housing	C10852	320				320
S106 3-5 High Street - Education	C10916	2				2
S106 23/04/2015 Hinguar and Saxon - public art contribution	C10845	18				18
S106 Ajax Works 0300130ful - landscaping maintenance	C10199	6				6
S106 Albany Court 1500369AMDT - public art contribution	C10846	25				25
S106 Avenue Works 1401968AMDT - Public Art	C10801	15				15
S106 Former Balmoral 1400914FULM – public art contribution	C10861	1				1
S106 Bellway Prittlebrook 1400943FULM - Local play facilities	C10804	15				15
S106 Former College 1000225FUL - Tree Replacement	C10207	11				11
S106 Garrison 0000777 Deposit - information boards	C10811	2				2
S106 Garrison 0000777 Deposit - Junior Play Area maintenance	C10812	10				10
S106 Garrison 0000777 Deposit - Toddler Play Area maintenance	C10815	6				6
S106 Garrison Park Store	C10188	1				1
S106 Lifstan Way 0000273 Out - Open Space Maintenance	C10269	81				81
S106 North Shoebury Road 0301504out - Public Art	C10819	62				62
S106 North Shoebury Road 0301504out - Shoebury Park Enhancement	C10205	45				45
S106 North Shoebury Road 0301504out - Shoebury Park Maintenance	C10820	45	231			276
S106 Sunlight Ldry 1400411FULM - Public Art	C10821	13				13
S106 22-23 The Leas 0700820FULM - bus service contribution	C10832	43				43
S106 Former Coll 0801062FULM - Transport Contribution	C10203	8				8
S106 Essex House 1500521FULM - bus stop improvement	C10793	3				3
S106 Former College 1500803BC4M - parking survey contribution	C10893	10				10
S106 Avenue Works 1401968AMDT - cycleway improvement	C10727	1				1
S106 Bellway Prittlebrook 1400943FULM - TRO Contribution	C10808	4				4
S106 High Works Shoe Garrison	C10213	2				2
S106 Albany Court 1500369AMDT - signage contribution	C10842	10				10
S106 Hinguar 1401672BC4M - highway contribution	C10851	5				5
S106 North Road and Salisbury Ave 1200056 - Highway Works Contribution	C10816	2				2
S106 Sunlight Ldry 1400411FULM - Highway Works	C10686	2				2
S106 Texsol Kenway 1500468FULM - highway	C10849	2				2
S106 Texsol Kenway 1500468FULM – public realm contribution	C10858	14				14
S106 Seec 0200500ful - Highway Works	C10073	104				104
S38/S278 Airport 0901960 Fulm	C10275	79				79
S38 Bellway Homes 14/00943/fulm	C10746	78				78
S38 Old Hinguar School	C10859	4				4
S78 Bellway Homes 14/00943/fulm	C10730	10				10
S38 Fossetts Farm Bridleway	C10193	48				48
S38 Garrison NBP Road Supp Fee	C10267	8				8
S38 Inspection Magazine Rd	C10190	5				5
CIL Ward NA – Chalkwell – Landscaping on Chalkwell	C10936	2				2
CIL Ward NA – Kursaal – Annual community event at Southchurch Hall	C10937	1				1
CIL Ward NA – Milton – Milton Park improvements	C10938	5				5
CIL Ward NA – Milton – Street signs	C10939	2				2
CIL Ward NA – Milton – Park Street replacement bollards	C10940	3				3

Scheme	Project code	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Current Budget £000
CIL Ward NA – St Lukes – Cluny Sq Park improvements (5 a side goals/seating)	C10942	1				1
S106 Audley Court 0200874 Ful - CCTV	C10276	10				10
S106 Garrison 0000777 Depost - CCTV	C10810	1				1
<b>Total S106/S38/CIL</b>		<b>1,322</b>	<b>231</b>	<b>-</b>	<b>-</b>	<b>1,553</b>

<b>Scheme</b>	<b>Project code</b>	<b>2018/19 Budget £000</b>	<b>2019/20 Budget £000</b>	<b>2020/21 Budget £000</b>	<b>2021/22 Budget £000</b>	<b>Total Current Budget £000</b>
<b>Energy Saving</b>						
Beecroft - Theatre Lighting and Draughtproofing	New	8				8
Civic Centre Boilers - Low Loss Header	C10676	20				20
Civic Centre CHP/Lifts Feasibility	C10930	5				5
Civic Centre Lifts Regeneration	C10931	33				33
Energy Efficiency Projects	C10788	289	470			759
Old Beecroft Ground Source Heat Pump Feasibility	C10932	15				15
Pier Energy Efficiency Scheme	C10933	58				58
Real Time Air Quality Measurement - Feasibility	C10958	10	65			75
Solar PV Projects	C10789	500	457			957
Schools and Council Buildings Solar PV	C10740	100	246			346
Two Tree Island Contamination Study	New	30				30
<b>Total Energy Saving</b>		<b>1,068</b>	<b>1,238</b>	<b>-</b>	<b>-</b>	<b>2,306</b>
<b>Community Safety</b>						
CCTV Equipment Renewal	C10894	400				400
Security Measures	C10957	500				500
<b>Total Community Safety</b>		<b>900</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>900</b>
<b>Council Housing and New Build Programme</b>						
Bathroom Refurbishment	C10161	130				130
Central Heating	C10162	1,079				1,079
Common Areas Improvement	C10168	1,709				1,709
Environmental - H&S works	C10163	1,517				1,517
Kitchen Refurbishments	C10164	649				649
Rewiring	C10165	193				193
Roofs	C10166	1,075				1,075
Windows and Doors	C10167	432				432
Future Programme (MRA & Decent Homes)	C10298		6,359	6,200		12,559
HRA Disabled Adaptations - Major Adaptations	C10015	784				784
HRA Disabled Adaptations - Minor Adaptations	C10257	100				100
Sheltered Housing DDA works	C10177	345				345
S106 HRA Land Review	C10685	2,713				2,713
Construction of New Housing on HRA Land	C10684	45				45
Acquisition of leasehold property	C10909	115				115
Acquisition of tower block leaseholds - Queensway	C10614	339				339
<b>Total Council Housing and New Build Programme</b>		<b>11,225</b>	<b>6,359</b>	<b>6,200</b>	<b>-</b>	<b>23,784</b>
<b>TOTAL PROPOSED CAPITAL PROGRAMME</b>		<b>77,689</b>	<b>71,600</b>	<b>51,042</b>	<b>14,640</b>	<b>214,971</b>

## SUMMARY OF CHANGES TO THE CAPITAL PROGRAMME

Appendix 2

Scheme/Event	Investment Theme	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Budget (all years) £000
<b>Approved Capital Programme - June Cabinet</b>		<b>77,689</b>	<b>71,600</b>	<b>51,042</b>	<b>14,640</b>	<b>214,971</b>
<b>Proposed changes:</b>						
New Burial Ground	Works to Property	(3)				(3)
Devolved Formula Capital	Schools	(2)				(2)
SEN Improvement and Provision of School Places	Schools	(74)				(74)
S106 3-5 High Street 1501496AMDT - education	S106 / S38 / CIL	(2)				(2)
S106 Former Coll 0801062FULM - Transport Contribution	S106 / S38 / CIL	(8)				(8)
Parks Feasibility and Options Appraisals	Culture and Tourism	(75)				(75)
Local Growth Fund - Southend Central Area Action Plan Growth Point (Non-Transport)*	Culture and Tourism	(500)	(1,000)	(4,480)		(5,980)
		(664)	(1,000)	(4,480)		(6,144)
Virements (see Appendix 3)	Various	0	0	0	0	0
Budget re-profiles (see Appendix 4)	Various	(18,283)	2,033	6,739	9,511	0
New external funding (see Appendix 5)	Various	1,172	330	1,291	577	3,370
Proposed Additions (see Appendices 6 and 7)	Various	567	50	768	0	1,385
<b>Current Programme - following amendments</b>		<b>60,481</b>	<b>73,013</b>	<b>55,360</b>	<b>24,728</b>	<b>213,582</b>

Brackets indicate a reduction in budget

\* Deletion of duplicate budgets

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VIREMENTS BETWEEN APPROVED SCHEMES

Appendix 3

Scheme/Event	Investment Theme	Project Code	Project Description	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Budget (all years) £000
Asset Management Capital Programme	Works to Property	C10920	Delaware House Plumbing Works	(12)				(12)
	Works to Property	C10854	Herbert Grove Security	(51)				(51)
	Works to Property	C10840	Roper Farm Cottage - Water Supply	(26)				(26)
	Works to Property	New	Pier Arches External Landlord Works	89				89
	Works to Property	C10751	Queensway - Commercial Property		(900)			(900)
	Works to Property	C10749	Commercial Property Investment		900			900
Schools Capital Programme	Schools	C10982	Leigh North Street boiler	(40)				(40)
	Schools	C10024	Future condition projects	(20)				(20)
	Schools	New	Fairways Primary Boiler	60				60
Highways Capital Programme	Highways and Infrastructure	C10384	LTP (Integrated Transport block) - Better Sustainable Transport	(100)				(100)
	Highways and Infrastructure	C10671	LTP (Integrated Transport block) - Better Networks	100				100
	Highways and Infrastructure	C10076	LTP - Maintenance		(100)	(100)		(200)
	Highways and Infrastructure	C10708	LTP - Maintenance - Street Lighting		100	100		200
ICT Capital Programme	ICT	C10896	Digitisation of Paper Records	(46)				(46)
	ICT	C10899	Mobile Working and Enterprise Mobility		(85)			(85)
	ICT	C10767	N3 Connectivity in Civic Building	46	85			131
S106 & ICT Capital Programme	S106 / S38 / CIL	C10944	S106 Rochford Bellway scheme – Bell Junction highway improvements	(150)				(150)
	ICT	C10994	HR Recruitment Contract Implementation	150				150
<b><u>Budget Adjustments already actioned</u></b>								
Priority Works Capital Programme	Works to Property	C10121	Priority Works	(236)	(115)	(110)		(461)
	Works to Property	C11000	SMAC Eastern Esplanade Slipway	27				27
	Works to Property	C11001	Working Environment	50				50
	Works to Property	C11003	Pier Arches External Landlord Works	4				4
	Works to Property	New	Replacement of Coffin Charger		40			40
	Works to Property	New	Sutton Road Cemetery Road Repairs			40		40
	Works to Property	New	Cemetery - Ride on Mower			30		30
	ICT	C11002	Extending WiFi in Council Premises	40				40
	ICT	C10950	ICT - Cyber Security/Public Services Network Compliance			40		40
	Culture and Tourism	C10997	Queen Victoria statue - security fence	25				25
	Culture and Tourism	New	Resorts Services Signage	45				45
	Works to Property	C10980	Civic Centre Boilers	45				45
	Culture and Tourism	New	Inflatable Planetarium		35			35
	Culture and Tourism	New	Kiosks in Libraries		40			40
				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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**BUDGET RE-PROFILES**

**Appendix 4**

Scheme/Event	Investment Theme	Code	Code Description	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Budget (all years) £000
Asset Management Capital Programme	Works to Property	C10922	62 Avenue Road demolition	(44)	44			0
	Works to Property	C10644	East Beach Café	(32)	32			0
	Works to Property	C10913	Land Acquisition		(1,867)		1,867	0
	Works to Property	C10750	Library Car Park Reconstruction and Enhancement		(4,083)	2,308	1,775	0
	Works to Property	C10751	Queensway - Commercial Property	(300)	600	(300)		0
	Works to Property	C10748	Civic East Car Park Redevelopment	(42)	42			0
	Works to Property	C10656	Seaways - HCA Condition Funding	(170)	170			0
General Fund Housing Capital Programme	General Fund Housing	C10503	PSH Works in Default - Enforcement Work	(88)	88			0
	General Fund Housing	C10146	Private Sector Renewal	(375)	375			0
	General Fund Housing	C10145	Disabled Facilities	(800)	800			0
	General Fund Housing	C10020	Empty Dwelling Management	(207)	207			0
Adult Social Care Capital Programme	Social Care	C10689	Transforming Care Housing	(163)	163			0
Children and Learning Capital Programme	Social Care	C10960	Children's Residential Care Provision	(300)	300			0
	Social Care	C10961	SEND Module and Integration with Liquid Logic	(90)	90			0
	Schools	C10282	AHDC Short Breaks for Disabled Children	(64)	64			0
Schools Capital Programme	Schools	C10988	Chalkwell Hall Infants Insulation	(65)	65			0
People S106 Capital Programme	S106 / S38 / CIL	C10857	S106 3 Acacia Drive 140143FULM - affordable housing	(177)	177			0
	S106 / S38 / CIL	C10852	S106 Essex House 1600116DOV - affordable housing	(320)	320			0
Highways Capital Programme	Highways and Infrastructure	C10784	Cliff Slip Investigation Works	(153)	153			0
	Highways and Infrastructure	C10512	LTP (Integrated Transport Block) - Bridge Strengthening	(300)	300			0
Culture Capital Programme	Culture and Tourism	C10623	Belfairs Swim Centre	(42)	42			0
	Culture and Tourism	C10044	Pump Priming Budget	(200)	200			0
	Culture and Tourism	C10964	Shoebury Common Regeneration	(250)	250			0
	Culture and Tourism	C10739	Southchurch Park Bowls Pavillion	(20)	20			0
	Culture and Tourism	C10779	Playground Gates	(123)	123			0
	Culture and Tourism	C10876	Cliffs Pavilion - External Refurbishment works	(250)	250			0
	Culture and Tourism	C10867	Central Museum Works	(249)	249			0
	Culture and Tourism	C10696	Prittlewell Prince Storage	(35)	35			0
	Culture and Tourism	C10565	Energy Improvements in Culture Property Assets	(110)	110			0
	S106 / S38 / CIL	C10820	S106 North Shoebury Road - Shoebury Park Maintenance	(10)	(196)	35	171	0
	Culture and Tourism	C10880	Sidmouth Park - Replacement of Play Equipment	(64)	64			0
Enterprise, Tourism and Regeneration Capital Programme	Culture and Tourism	C10626	Property Refurbishment Programme	263	(263)			0
	Enterprise and Regeneration	C10747	Better Queensway Regeneration	(400)	400			0
	Enterprise and Regeneration	C10956	Housing Infrastructure Feasibility	(250)	250			0

**BUDGET RE-PROFILES**

**Appendix 4**

Scheme/Event	Investment Theme	Code	Code Description	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Budget (all years) £000
ICT Capital Programme	ICT	C10895	ICT - Core Application and Database Migration	(71)	71			0
	ICT	C10904	ICT - Southend Operation Centre	(400)	400			0
	ICT	C10899	ICT - Mobile Working and Enterprise Mobility	(85)	85			0
	ICT	C10580	IoT (Internet of Things) Smart City Delivery	(233)	233			0
Airport Business Park Capital Programme	Enterprise and Regeneration	C10261	Airport Business Park	(7,030)	(1,364)	2,696	5,698	0
Community Safety Capital Programme	Community Safety	C10957	Security Measures	(400)	400			0
	Community Safety	C10894	CCTV Equipment Renewal	(267)	267			0
Local Growth Fund Capital Programme	Highways and Infrastructure	C10702	Local Growth Fund - Southend Central Area Action Plan (Transport)	(2,000)		2,000		0
Place S106 Capital Programme	S106 / S38 / CIL	C10193	S38 Fossetts Farm Bridleway	(28)	28			0
	S106 / S38 / CIL	C10832	S106 22-23 The Leas - bus service contribution	(43)	43			0
	S106 / S38 / CIL	C10793	S106 Essex House - bus stop improvement	(3)	3			0
	S106 / S38 / CIL	C10801	S106 Avenue Works - Public Art	(15)	15			0
	S106 / S38 / CIL	C10267	S38 Garrison NBP Road Supp Fee	(5)	5			0
	S106 / S38 / CIL	C10275	S38/S278 Airport 0901960 Fulm	(65)	65			0
	S106 / S38 / CIL	C10730	S78 Bellway Homes 14/00943/fulm	(8)	8			0
	S106 / S38 / CIL	C10746	S38 Bellway Homes 14/00943/fulm	(74)	74			0
Energy Schemes Capital Programme	Energy Saving	C10676	Civic Centre Boilers - Low Loss Header	(20)	20			0
	Energy Saving	C10788	Energy Efficiency Projects	(257)	257			0
	Energy Saving	C10740	Schools and Council Buildings Solar PV	(77)	77			0
HRA Capital Programme	Council Housing and New Build Programme	C10685	Construction of New Housing on HRA Land	(1,258)	1,258			0
	Council Housing and New Build Programme	C10177	Sheltered Housing DDA Works	(345)	345			0
	Council Housing and New Build Programme	C10614	Strategic Acquisition of tower block leaseholds - Queensway	(169)	169			0
				<b>(18,283)</b>	<b>2,033</b>	<b>6,739</b>	<b>9,511</b>	<b>0</b>

**NEW SCHEMES FINANCED BY EXTERNAL FUNDING**

**Appendix 5**

Scheme/Event	Investment Theme	Project Code	Project Description	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Budget (all years) £000
Schools Capital Programme	Schools	C10992	Temple Sutton - Early Years	10				10
	Schools	C10910	Special Provision Capital Fund	230	230	391		851
Disabled Facilities Capital Programme	General Fund Housing	C10145	Disabled Facilities		100	900	577	1,577
S106 Capital Programme	S106 / S38 / CIL	C10926	S106 32-36 Valkyrie Rd 1700893DOV5 - affordable housing	218				218
	S106 / S38 / CIL	C10915	S106 3-5 High Street 1501496AMDT - affordable housing	196				196
	S106 / S38 / CIL	C10946	S106 845-849 London Rd 1601030AMDT – affordable housing	143				143
	S106 / S38 / CIL	C10934	S106 St Hildas 1700530AMDT - affordable housing	11				11
	S106 / S38 / CIL	C10196	S106 Univ H-Way 0401561ful	13				13
ICT Capital Programme	ICT	C10637	ICT - Childrens and Adults Social Care - Dev of the Liquid Logic Case Management System	270				270
Highways Capital Programme	Highways and Infrastructure	C10588	Highways Maintenance - pot holes	81				81
				<b>1,172</b>	<b>330</b>	<b>1,291</b>	<b>577</b>	<b>3,370</b>

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**PROPOSED NEW SCHEMES AND ADDITIONS TO THE CAPITAL PROGRAMME**

Appendix 6

Scheme/Event	Investment Theme	Code	Code Description	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Budget (all years) £000
Adult Social Care Capital Programme	Social Care	C10621	LATC - Delaware and Priory			768		768
<b>Total Social Care</b>				<b>0</b>	<b>0</b>	<b>768</b>	<b>0</b>	<b>768</b>
ICT Capital Programme	ICT	C10757	Channel Shift	350				350
	ICT	C11004	Northgate - Revenues and Benefits application	50				50
	ICT	New	Disaster Recovery Relocation	55				55
	ICT	C10637	Development of the Liquid Logic Case Management System	112				112
	ICT	New	Remote Working Enhancements		50			50
<b>Total ICT</b>				<b>567</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>617</b>
<b>Total General Fund</b>				<b>567</b>	<b>50</b>	<b>768</b>	<b>0</b>	<b>1,385</b>
<b>New schemes/additions as per Appendix 7:</b>				<b>567</b>	<b>50</b>	<b>768</b>	<b>0</b>	<b>1,385</b>

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**CAPITAL PROGRAMME - NEW SCHEMES/ADDITIONS**  
**2018/19 to 2020/21**

**GENERAL FUND**

**Social Care - £768,000**

**C1    Redevelopment of Priory and Delaware - £768,000**

**20/21 - £768,000**

This scheme was approved as part of the 2017/18 budget round on the basis that the exact level of capital investment would be determined through the market testing of the procurement. This additional budget request is as a result of this and for the identified need for sprinklers to be included for fire safety.

This scheme is in addition to the £11,313,000 already in the approved capital programme profiled across the years 2018/19 to 2020/21 funded by £1,769,000 of capital receipts with the rest from corporate borrowing

*Funding:*

*Capital – corporate borrowing with the financing costs to be met from the lease costs of the new building;*

*Revenue – none.*

**ICT - £617,000**

**C2    ICT – Channel Shift - £350,000**

**18/19 - £350,000**

This scheme is for phase two of the Channel Shift Programme to implement the Abavus platform to deliver streamlined processes, new webforms, the removal of double keying of data and real-time integration with other systems. The service areas within scope are Environmental Services, Planning, Leisure, Parking and Highways.

This scheme is in addition to the £143,000 budget already in the approved capital programme for 2018/19, funded from corporate borrowing.

*Funding:*

*Capital – corporate borrowing;*

*Revenue – none.*



**CAPITAL PROGRAMME - NEW SCHEMES/ADDITIONS**  
**2018/19 to 2020/21**

**C3 ICT – Revenues and Benefits Application - £50,000**

**18/19 - £50,000**

This scheme is for the set-up costs of moving the hosting/support of this application to a different provider or bringing it in-house, as the current provider will no longer be renewing the contract.

*Funding:*

*Capital – capital reserves;*

*Revenue – a possible saving depending on the option/provider chosen.*

**C4 ICT – Disaster Recovery Relocation - £55,000**

**18/19 - £55,000**

This scheme is to enhance the Council's ICT Disaster Recovery services in the event of building or equipment loss at the Civic Centre. The project includes further counter-measures against physical and cyber attacks on digital infrastructure. It will see data backed up from the Civic Centre to a remote third party service location.

*Funding:*

*Capital – corporate borrowing;*

*Revenue – £70,000 p.a. extra budget needed for day to day running costs.*

**C5 ICT – Liquid Logic - Children's Portals - £112,000**

**18/19 - £112,000**

This scheme is for the purchase and implementation of two children's portals to provide direct access for assessments and plans that require multi agency input and to enable contact or referral from professionals to be provided online.

This scheme is in addition to the £628,000 budget already in the approved capital programme for 2018/19 and the £270,000 new budget financed by external funding in Appendix 5, funded by £670,000 of grant with the rest from corporate borrowing.

*Funding:*

*Capital – capital reserves;*

*Revenue – £14,000 p.a. support and maintenance costs to be covered by existing budget.*

**CAPITAL PROGRAMME - NEW SCHEMES/ADDITIONS**  
**2018/19 to 2020/21**

**C6 ICT – Remote Working Enhancements - £50,000**

**19/20 - £50,000**

This scheme is to increase the capacity of F5 which is the new virtual private network (VPN) remote working solution to enable approximately 850+ staff to be logged on concurrently. This will extend business continuity options in the event of building loss or adverse weather. It will also enable the Council and its partners to enjoy greater mobile and working-from-home capability on a daily basis.

*Funding:*

*Capital – corporate borrowing;*

*Revenue – none*

**TOTAL CAPITAL SCHEMES - GENERAL FUND**

**£1,385,000**

**CAPITAL PROGRAMME - NEW SCHEMES/ADDITIONS**  
**2018/19 to 2020/21**

The annual profile of this total investment would be as follows;

Year	General Fund £000	Housing Revenue Account £000	Total £000
2018/19	567	-	567
2019/20	50	-	50
2020/21	768	-	768
2021/22	-	-	-
<b>TOTAL</b>	<b>1,385</b>	<b>-</b>	<b>1,385</b>

The annual funding for this total investment would be as follows;

Year	General Fund Borrowing £000	General Fund Borrowing where financing costs to be met from savings/income generation £000	General Fund External Funding £000	General Fund Existing Funding <sup>(1)</sup> £000	Housing Revenue Account Self- Funded £000	Total £000
2018/19	405	-	-	162	-	567
2019/20	50	-	-	-	-	50
2020/21	-	768	-	-	-	768
2021/22	-	-	-	-	-	-
<b>TOTAL</b>	<b>455</b>	<b>768</b>	<b>-</b>	<b>162</b>	<b>-</b>	<b>1,385</b>

Note 1- Capital receipts or revenue contributions to capital including from earmarked reserves

**CAPITAL PROGRAMME - NEW SCHEMES/ADDITIONS**  
**2018/19 to 2020/21**

The funding by total cost of scheme would be as follows;

No.	Scheme name	Capital						Revenue per annum			
		General Fund Borrowing £000	General Fund Borrowing where financing costs to be met from savings/income generation £000	General Fund External Funding £000	General Fund Existing Funding <sup>(1)</sup> £000	Housing Revenue Account Self-Funded £000	Total £000	Corporate Financing Costs £000	Additional Budget for Service Costs £000	Service Savings / Income Generation £000	Total £000
C1	Redevelopment of Priory and Delaware	0	768	0	0	0	768	54	0	(54)	(0)
	<b>Social Care Total</b>	<b>0</b>	<b>768</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>768</b>	<b>54</b>	<b>0</b>	<b>(54)</b>	<b>0</b>
C2	ICT - Channel Shift	350	0	0	0	0	350	25	0	0	25
C3	ICT - Revenues and Benefits Application	0	0	0	50	0	50	0	0	0	0
C4	ICT - Disaster Recovery Relocation	55	0	0	0	0	55	4	70	0	74
C5	ICT - Liquid Logic - Children's Portals	0	0	0	112	0	112	0	0	0	0
C6	ICT - Remote Working Enhancements	50	0	0	0	0	50	4	0	0	4
	<b>ICT Total</b>	<b>455</b>	<b>0</b>	<b>0</b>	<b>162</b>	<b>0</b>	<b>617</b>	<b>32</b>	<b>70</b>	<b>0</b>	<b>102</b>
	<b>GENERAL FUND TOTAL</b>	<b>455</b>	<b>768</b>	<b>0</b>	<b>162</b>	<b>0</b>	<b>1,385</b>	<b>86</b>	<b>70</b>	<b>(54)</b>	<b>102</b>

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<b>Scheme</b>	<b>Project code</b>	<b>2018/19 Budget £000</b>	<b>2019/20 Budget £000</b>	<b>2020/21 Budget £000</b>	<b>2021/22 Budget £000</b>	<b>Total Current Budget £000</b>
<b>Works to Property</b>						
62 Avenue Road - demolition	C10922	5	44			49
Belfairs Park Restaurant/Golf Club Preventative Works	C10959	190				190
Civic East Car Park Redevelopment	C10748	8	42		4,790	4,840
Commercial Property Investment	C10749		3,778			3,778
Darlows Green former WCs demolition	C10919	40				40
East Beach Café Project	C10644		32			32
Herbert Grove Security	C10854	8				8
Land Acquisition	C10913				1,867	1,867
Library Car Park Reconstruction and Enhancement	C10750	50		4,083	1,775	5,908
New Beach Huts Phase 2	C10631	6				6
Pier Arches External Landlord Works	C11003	93				93
Pier Arches toilets - waterproofing solution	C10734	30				30
Porters Civic House and Cottage	C10571	5				5
Priory House EPH Fire Alarms	C10977	32				32
Ropers Farm Cottages - water supply	C10840	5				5
Seaways Development Enabling Works	C10643	4				4
Seaways - HCA Condition Funding	C10656		170			170
SMAC Eastern Esplanade Slipway	C11000	27				27
Working Environment	C11001	50				50
Urgent Works To Property	C10181	13				13
Cemetery - Ride on Mower	New			30		30
Essential Crematorium/Cemetery Equipment	C10572	17				17
Pergola Walk Memorial Scheme	C10755	7				7
Replacement Boiler at Southend Crematorium	C10866	130				130
Civic Centre Boilers	C10980	245				245
Replacement of Coffin Charger	New		40			40
Sutton Road Cemetery Road Repairs	New			40		40
Priority Works	C10121	205	485	490		1,180
<b>Total Works to Property</b>		<b>1,170</b>	<b>4,591</b>	<b>4,643</b>	<b>8,432</b>	<b>18,836</b>
<b>Social Care</b>						
Community Capacity	C10526	177				177
Dementia Friendly Environments	C10598	17				17
Children's Residential Care Provision	C10960		400			400
SEND Module and Integration with Liquid Logic	C10961	30	90			120
Learning Management System	C10929	120				120
Mental Health Funding Stream	C10184	36				36
Transforming Care Housing	C10689		163			163
LATC - Delaware and Priory	C10621	2,834	6,885	2,362		12,081
<b>Total Social Care</b>		<b>3,214</b>	<b>7,538</b>	<b>2,362</b>	<b>-</b>	<b>13,114</b>

<b>Scheme</b>	<b>Project code</b>	<b>2018/19 Budget £000</b>	<b>2019/20 Budget £000</b>	<b>2020/21 Budget £000</b>	<b>2021/22 Budget £000</b>	<b>Total Current Budget £000</b>
<b>General Fund Housing</b>						
Disabled Facilities Grant	C10145	922	900	900	577	3,299
Empty Dwelling Management	C10020	150	207			357
PSH Works in Default - Enforcement Work	C10503	50	88			138
Private Sector Renewal	C10146	250	825			1,075
<b>Total General Fund Housing</b>		<b>1,372</b>	<b>2,020</b>	<b>900</b>	<b>577</b>	<b>4,869</b>
<b>Schools</b>						
AHDC Short Breaks for Disabled Children	C10282		64			64
Healthy School Capital Funding	C10991	52				52
Adult Community College rainwater goods	C10989	67				67
Chalkwell Hall Infants replace relocatables (SBC 50%)	C10988		109			109
Chalkwell Hall Juniors roofs	C10987	10	100			110
Children's Centre - Lanlords Maintenance	C10990	45				45
Earls Hall Primary heating	C10986	40				40
Eastwood Primary roof	C10985	100	100			200
Fairways Primary Boiler	New	60				60
Fairways Primary roof	C10983	15				15
Fairways Primary curtain walling	C10984	150	240			390
Future condition projects	C10024	73				73
Futures Heating and Pipe Ducts	C10714	68				68
Leigh North Street boiler	C10982	110				110
West Leigh Infant Boiler	New		160			160
Devolved Formula Capital	C10014	125				125
Friars Primary School	C10864	332				332
Temple Sutton - Early Years	C10992	10				10
Expansion of 2 yr old Childcare Places	C10558	65				65
School Improvement and Provision of School Places	C10475	11,800	12,711			24,511
Special Provisiion Capital Fund	C10910	230	230	391		851
<b>Total Schools</b>		<b>13,352</b>	<b>13,714</b>	<b>391</b>	<b>-</b>	<b>27,457</b>



Scheme	Project code	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Current Budget £000
<b>Culture and Tourism</b>						
Belfairs Swim Centre	C10623		42			42
Chase Sports and Fitness Centre - Lighting Fitting Replacement	C10875	54				54
Shoeburyness Leisure Centre – Building Management	C10965	85				85
Southchurch Park Bowls Pavillion	C10739		20			20
Southend Cliffs - Replacement of Handrails	C10881	31				31
Southend Leisure and Tennis Centre - Building Management System (BMS) Control	C10882	47				47
Wheeled Sports Facility Central Southend Area	C10966	25	225			250
Allotments Water Supply Upgrade	C10967	100	110			210
Badger Setts in Priory Park and Sidmouth Park	C10993	70				70
Chalkwell Park and Priory Park Tennis Courts	C10682	30				30
Parks Feasibility and Options Appraisals	C10968	25				25
Playground Gates	C10779		123			123
Replacement and Upgrade of Parks Furniture	C10879	30	30	30		90
Replacement of Play Equipment	C10780	47				47
Shoebury Common Regeneration	C10964	50	250			300
Sidmouth Park - Replacement of Play Equipment	C10880	5	64			69
Southchurch Park Tow Path	C10781	199				199
Forum II – SBC Match Funding to LGF	C10979	500	1,000	13,500	3,950	18,950
Kiosks in Libraries	New		40			40
Library Review	C10624	186				186
Cliffs Pavilion – Auditorium Air Handling Unit	C10969	25	90			115
Cliffs Pavilion – Boiler Flues	C10970	10	115			125
Cliffs Pavilion – Chiller	C10971	5	170			175
Cliffs Pavilion - External Refurbishment works	C10876	56	250			306
Joint Theatres and Leisure Centres – Asbestos	C10972	115				115
Palace Theatre - Air Handling Units	C10782	230				230
Palace Theatre Boilers Replacement	C10877	13				13
Palace Theatre - Replacement of Asbestos Stage Safety Curtain	C10878	83				83
Central Museum Works	C10867		249			249
Inflatable Planetarium	New		35			35
New Museum - Gateway Review	C10776	1,181				1,181
Prittlewell Prince Research	C10043	38				38
Prittlewell Prince Storage	C10696		35			35
New Artist Studios	C10973	875				875
Belton Hills Steps	C10777	1,485				1,485
Energy Improvements in Culture Property Assets	C10565		110			110
Fire Improvement Works	C10974	500	500			1,000
"Make Southend Sparkle" Initiative	C10778	16				16
Property Refurbishment Programme	C10626	750	487			1,237
Pump Priming Budget	C10044	128	200			328
Queen Victoria statue - security fence	C10997	25				25
Resorts Services Signage	New	45				45
Resorts Assets	C10883	31				31
<b>Total Culture and Tourism</b>		<b>7,095</b>	<b>4,145</b>	<b>13,530</b>	<b>3,950</b>	<b>28,720</b>

Scheme	Project code	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Current Budget £000
<b>Enterprise and Regeneration</b>						
Airport Business Park (including Local Growth Fund)	C10261	4,200	11,600	7,520	5,698	29,018
City Deal - Incubation Centre	C10668	31				31
Better Queensway - Regeneration	C10747	610	750			1,360
Housing Infrastructure Feasibility	C10956		250			250
<b>Total Enterprise and Regeneration</b>		<b>4,841</b>	<b>12,600</b>	<b>7,520</b>	<b>5,698</b>	<b>30,659</b>
<b>ICT</b>						
Channel Shift	C10757	493				493
DEFRA Inspire III	C10640	4				4
Disaster Recovery Relocation	New	55				55
Extending WiFi in Council Premises	C11002	40				40
HR Recruitment Contract Implementation	C10994	150				150
N3 Connectivity in Civic Building	C10767	146	85			231
ICT - Core Application and Database Migration	C10895		71			71
ICT - Childrens and Adults Social Care - Development of the Liquid Logic Case Management System	C10637	1,010				1,010
ICT - Central Government IT Security Compliance	C10898	139				139
ICT – Cyber Security/Public Services Network	C10950	40	40	40		120
ICT - Southend Operation Centre	C10904	78	400			478
ICT - Digitally Enable the Council Offices	C10897	19				19
ICT Enterprise Agreement	C10636	329	345			674
ICT – Health and Social Care – GovRoam	C10951	20				20
ICT - Phones Migration and Re-Tender	C10900	172				172
ICT Rolling Replacement Programme	C10576	259	250			509
ICT - Southend Network Monitoring Equipment	C10901	19				19
ICT – Wide Area Network Enhancements	C10952	120				120
Mobile Device End Point Protection Replacement	C10768	90				90
Northgate - Revenues and Benefits application	C11004	50				50
Place - Culture and Enterprise and Tourism - EPOS System	C10758	26				26
Remote Working Enhancements	New		50			50
Replacement and Enhancement to Cash Receipting System	C10578	238				238
Software Licencing	C10426	400	400			800
IoT Smart City Delivery	C10580	101	233			334
<b>Total ICT</b>		<b>3,998</b>	<b>1,874</b>	<b>40</b>	<b>-</b>	<b>5,912</b>
<b>Southend Pier</b>						
Southend Pier - Bearing Refurbishment (Phase One)	C10885	919				919
Southend Pier - Condition Works Engineers	C10697	750	1,200	415		2,365
Southend Pier - Condition Works Surveyors	C10918	354	518			872
Southend Pier - Pier Entrance Enhancement	C10887	186				186
Southend Pier - Pier Pavilion Platform Detailed Design (Gateway Review One)	C10884	49				49
Southend Pier - Prince George Extension (Phase Two)	C10905	150		1,000	1,158	2,308
Southend Pier - Structural Works	New			500		500
Southend Pier - Timber Outer Pier Head	C10886	750	500	2,000	4,742	7,992
<b>Total Southend Pier</b>		<b>3,158</b>	<b>2,218</b>	<b>3,915</b>	<b>5,900</b>	<b>15,191</b>

<b>Scheme</b>	<b>Project code</b>	<b>2018/19 Budget £000</b>	<b>2019/20 Budget £000</b>	<b>2020/21 Budget £000</b>	<b>2021/22 Budget £000</b>	<b>Total Current Budget £000</b>
<b>Highways and Infrastructure</b>						
Cliff Slip Investigation Works	C10784	100	153			253
Coastal Defence (Shoebury Common Sea Defence Scheme)	C10011	186	200	3,795		4,181
Improving Resilience of the Borough to Flooding from Extreme Weather Events	C10888	221				221
Manor Road Cliff Stabilisation	C10963	100	225			325
Flood Prevention Works	C10962		1,125	1,125		2,250
Carriageways and Footways Improvements	C10786	1,000	1,000			2,000
Cinder Path	C10115	100				100
Highways Maintenance - Potholes	C10588	146	65	65		276
Improve Footway Condition Around Highway Trees	C10953	150	200			350
Improved Car Park Signage and Guidance Systems	C10890	329	25			354
Town Centre Redevelopment Improvements - Highways (NPIF)	C10889	615	1,235			1,850
Prittlebrook Greenway - Undermining	C10923	75				75
Southend Highway Flood Reduction and Resilience Improvement Scheme	C10921	565				565
Coach Parking	C10954	250				250
Parking Strategy	C10955	200				200
LTP (Integrated Transport block) - Bridge Strengthening	C10512	306	575	300		1,181
LTP (Integrated Transport block) - Better Sustainable Transport	C10384	533	400	400		1,333
LTP (Integrated Transport block) - Better Networks	C10671	639	400	400		1,439
LTP (Integrated Transport block) - Traffic Management Schemes	C10513	400	400	400		1,200
LTP (Integrated Transport block) - Traffic Control Systems	C10470	316	201	201		718
LTP - Maintenance	C10076	1,006	696	671		2,373
LTP - Maintenance - Street Lighting	C10708	150	150	150		450
Local Growth Fund - A127 Growth Corridor	C10699	1,872	4,100	6,317		12,289
Local Growth Fund - Southend Central Area Action Plan (SCAAP) Growth Point (Transport)	C10702	976	2,000	2,000		4,976
A127 Junction Improvements	C10553	397				397
HCA Progress Road	C10254	18				18
Southend Transport Model	C10058	40				40
Travel Centre - Bus Service Provision in the Town Centre	C10892	46				46
<b>Total Highways and Infrastructure</b>		<b>10,736</b>	<b>13,150</b>	<b>15,824</b>	<b>-</b>	<b>39,710</b>

Scheme	Project code	2018/19 Budget £000	2019/20 Budget £000	2020/21 Budget £000	2021/22 Budget £000	Total Current Budget £000
<b>S106/S38/CIL</b>						
S106 3 Acacia Drive 1401434FULM - affordable housing	C10857		177			177
S106 Essex House 1600116DOV - affordable housing	C10852		320			320
S106 3-5 High Street 1501496AMDT - affordable housing	C10915	196				196
S106 845-849 London Rd 1601030AMDT – affordable housing	C10946	143				143
S106 St Hildas 1700530AMDT - affordable housing	C10934	11				11
S106 32-36 Valkyrie Rd 1700893DOV5 - affordable housing	C10926	218				218
S106 23/04/2015 Hinguar and Saxon - public art contribution	C10845	18				18
S106 Ajax Works 0300130ful - landscaping maintenance	C10199	6				6
S106 Albany Court 1500369AMDT - public art contribution	C10846	25				25
S106 Avenue Works 1401968AMDT - Public Art	C10801		15			15
S106 Former Balmoral 1400914FULM – public art contribution	C10861	1				1
S106 Bellway Prittlebrook 1400943FULM - Local play facilities	C10804	15				15
S106 Former College 1000225FUL - Tree Replacement	C10207	11				11
S106 Garrison 0000777 Deposit - information boards	C10811	2				2
S106 Garrison 0000777 Deposit - Junior Play Area maintenance	C10812	10				10
S106 Garrison 0000777 Deposit - Toddler Play Area maintenance	C10815	6				6
S106 Garrison Park Store	C10188	1				1
S106 Lifstan Way 0000273 Out - Open Space Maintenance	C10269	81				81
S106 North Shoebury Road 0301504out - Public Art	C10819	62				62
S106 North Shoebury Road 0301504out - Shoebury Park Enhancement	C10205	45				45
S106 North Shoebury Road 0301504out - Shoebury Park Maintenance	C10820	35	35	35	171	276
S106 Sunlight Ldry 1400411FULM - Public Art	C10821	13				13
S106 22-23 The Leas 0700820FULM - bus service contribution	C10832		43			43
S106 Essex House 1500521FULM - bus stop improvement	C10793		3			3
S106 Former College 1500803BC4M - parking survey contribution	C10893	10				10
S106 Avenue Works 1401968AMDT - cycleway improvement	C10727	1				1
S106 Bellway Prittlebrook 1400943FULM - TRO Contribution	C10808	4				4
S106 High Works Shoe Garrison	C10213	2				2
S106 Albany Court 1500369AMDT - signage contribution	C10842	10				10
S106 Hinguar 1401672BC4M - highway contribution	C10851	5				5
S106 North Road and Salisbury Ave 1200056 - Highway Works Contribution	C10816	2				2
S106 Sunlight Ldry 1400411FULM - Highway Works	C10686	2				2
S106 Texsol Kenway 1500468FULM - highway	C10849	2				2
S106 Texsol Kenway 1500468FULM – public realm contribution	C10858	14				14
S106 Seec 0200500ful - Highway Works	C10073	104				104
S106 Univ H-Way0401561ful	C10196	13				13
S38/S278 Airport 0901960 Fulm	C10275	14	65			79
S38 Bellway Homes 14/00943/fulm	C10746	4	74			78
S38 Old Hinguar School	C10859	4				4
S78 Bellway Homes 14/00943/fulm	C10730	2	8			10
S38 Fossetts Farm Bridleway	C10193	20	28			48
S38 Garrison NBP Road Supp Fee	C10267	3	5			8
S38 Inspection Magazine Rd	C10190	5				5
CIL Ward NA – Chalkwell – Landscaping on Chalkwell	C10936	2				2
CIL Ward NA – Kursaal – Annual community event at Southchurch Hall	C10937	1				1

<b>Scheme</b>	<b>Project code</b>	<b>2018/19 Budget £000</b>	<b>2019/20 Budget £000</b>	<b>2020/21 Budget £000</b>	<b>2021/22 Budget £000</b>	<b>Total Current Budget £000</b>
CIL Ward NA – Milton – Milton Park improvements	C10938	5				5
CIL Ward NA – Milton – Street signs	C10939	2				2
CIL Ward NA – Milton – Park Street replacement bollards	C10940	3				3
CIL Ward NA – St Lukes – Cluny Sq Park improvements (5 a side goals/seating)	C10942	1				1
S106 Audley Court 0200874 Ful - CCTV	C10276	10				10
S106 Garrison 0000777 Depost - CCTV	C10810	1				1
<b>Total S106/S38/CIL</b>		<b>1,145</b>	<b>773</b>	<b>35</b>	<b>171</b>	<b>2,124</b>

<b>Scheme</b>	<b>Project code</b>	<b>2018/19 Budget £000</b>	<b>2019/20 Budget £000</b>	<b>2020/21 Budget £000</b>	<b>2021/22 Budget £000</b>	<b>Total Current Budget £000</b>
<b>Energy Saving</b>						
Beecroft - Theatre Lighting and Draughtproofing	C10996	8				8
Civic Centre Boilers - Low Loss Header	C10676		20			20
Civic Centre CHP/Lifts Feasibility	C10930	5				5
Civic Centre Lifts Regeneration	C10931	33				33
Energy Efficiency Projects	C10788	32	727			759
Old Beecroft Ground Source Heat Pump Feasibility	C10932	15				15
Pier Energy Efficiency Scheme	C10933	58				58
Real Time Air Quality Measurement - Feasibility	C10958	10	65			75
Solar PV Projects	C10789	500	457			957
Schools and Council Buildings Solar PV	C10740	23	323			346
Two Tree Island Contamination Study	C10995	30				30
<b>Total Energy Saving</b>		<b>714</b>	<b>1,592</b>	<b>-</b>	<b>-</b>	<b>2,306</b>
<b>Community Safety</b>						
CCTV Equipment Renewal	C10894	133	267			400
Security Measures	C10957	100	400			500
<b>Total Community Safety</b>		<b>233</b>	<b>667</b>	<b>-</b>	<b>-</b>	<b>900</b>
<b>Council Housing and New Build Programme</b>						
Bathroom Refurbishment	C10161	130				130
Central Heating	C10162	1,079				1,079
Common Areas Improvement	C10168	1,709				1,709
Environmental - H&S works	C10163	1,517				1,517
Kitchen Refurbishments	C10164	649				649
Rewiring	C10165	193				193
Roofs	C10166	1,075				1,075
Windows and Doors	C10167	432				432
Future Programme (MRA & Decent Homes)	C10298		6,359	6,200		12,559
HRA Disabled Adaptations - Major Adaptations	C10015	784				784
HRA Disabled Adaptations - Minor Adaptations	C10257	100				100
Sheltered Housing DDA works	C10177		345			345
S106 HRA Land Review	C10685	1,455	1,258			2,713
Construction of New Housing on HRA Land	C10684	45				45
Acquisition of leasehold property	C10909	115				115
Acquisition of tower block leaseholds - Queensway	C10614	170	169			339
<b>Total Council Housing and New Build Programme</b>		<b>9,453</b>	<b>8,131</b>	<b>6,200</b>	<b>-</b>	<b>23,784</b>
<b>TOTAL PROPOSED CAPITAL PROGRAMME</b>		<b>60,481</b>	<b>73,013</b>	<b>55,360</b>	<b>24,728</b>	<b>213,582</b>

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## SOUTHEND-ON-SEA BOROUGH COUNCIL

### Meeting of The Shareholder Board

**Date: Tuesday, 25th September, 2018**

**Place: Committee Room 5 - Civic Suite**

**Present:** Councillor J Lamb (Chair)  
Councillors H Boyd, D Burzotta, J Courtenay, L Salter and  
R Woodley

**In Attendance:** Mr J Chesterton, Mr I Ambrose, Ms S Houlden and Mr R Harris  
also in attendance: Mr M Gatrell (SEH), Mr C Vaughan (SEH), Mr R  
Eastwood (SEH), Mr J Manzoni (Southend Care Ltd) and Mr P Little  
(Southend Care Ltd)

**Start/End Time:** 6.00 - 7.10 pm

#### **1 Apologies for absence**

Apologies for absence were received from Councillors Gilbert and Willis (no substitutes).

#### **2 Declarations of Interest**

Councillor Woodley – Agenda Items 4 and 5 (SEH – Receipt of Accounts and Review of Business Plan – disclosable non-pecuniary Interest – Council appointed Member to the South Essex Homes Board (withdrew).

#### **3 Governance Arrangements - Terms of Reference, Current Group Status**

The Board considered a report of the Director of Finance and Resources setting out the terms of reference and governance arrangements as agreed by Council.

Members asked a number of questions which were responded to by officers.

Resolved:

That the Terms of Reference of the Shareholder Board, be noted and the forward work plan be endorsed.

#### **4 South Essex Homes - Receipt of Accounts 2017/18**

The Board considered a report of the Director of Finance and Resources presenting the financial statements of South Essex Homes Ltd for year ended 31<sup>st</sup> March 2018, together with the report of their auditors.

Members asked a number of questions which were responded to by the representatives from South Essex Homes Ltd.

Resolved:

That the financial statements of South Essex Homes Ltd for the year ended 31<sup>st</sup> March 2018, together with the report of their auditors, be noted.



**5 South Essex Homes - Review of Business Plan**

The Board considered a report of the Director of Finance and Resources presenting the business plans of South Essex Homes Ltd for review.

Members asked a number of questions which were responded to by the representatives from Southend Care Ltd. Members noted that the business plan will be reviewed and revised/updated later in the municipal year and will be presented to the Shareholder Board for review.

Resolved:

That the South Essex Homes Ltd Business Plan for 2017/18 to 2021/22, be noted.

**6 Southend Care - Receipt of Accounts 2017/18**

The Board considered a report of the Director of Finance and Resources presenting the financial statements of Southend Care Ltd for year ended 31<sup>st</sup> March 2018, together with the report of their auditors.

Members asked a number of questions which were responded to by the representatives from Southend Care Ltd.

Resolved:

That the financial statements of Southend Care Ltd for the year ended 31<sup>st</sup> March 2018, together with the report of their auditors, be noted.

**7 Southend Care - Review of Business Plan**

The Board considered a report of the Director of Finance and Resources presenting the business plans of Southend Care Ltd for review.

Members asked a number of questions which were responded to by the representatives from Southend Care Ltd.

Resolved:

That the Southend Care Ltd Business Plan for 2019/20 to 2021/22, be noted.

**8 Date and time of next meeting**

The date and time of the next meeting is to be advised. Shareholder Board meetings will meet approximately every 6 months.

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## SOUTHEND-ON-SEA BOROUGH COUNCIL

### Meeting of London Southend Airport Monitoring Working Party

**Date:** Tuesday, 16th October, 2018  
**Place:** Committee Room 2 - Civic Suite

**Present:** Councillor A Moring (Chair)  
Councillors K Buck\*, S Buckley, L Burton, M Davidson, F Evans\*,  
M Terry and C Willis  
\*Substitute in accordance with Council Procedure Rule 31.

**In Attendance:** J K Williams, T Hartley and A Rogers

**Start/End Time:** 6.00 pm - 7.30 pm

#### **1 Apologies for Absence**

Apologies for absence were received from Councillor Burzotta (Substitute: Cllr Buck) and Councillor Holland (Substitute: Cllr Evans).

#### **2 Declarations of Interest**

The following interests were declared at the meeting:

(a) Councillor Davidson – Agenda Item No. 4 (London Southend Airport Monitoring Report) – Non-pecuniary Interest: Council appointed member of the London Southend Airport Consultative Committee;

(b) Councillor Buck – Agenda Item No. 4 (London Southend Airport Monitoring Report) – Non-pecuniary Interest: Lives under flight path; and

(c) Councillor Terry Agenda – Item No. 4 (London Southend Airport Monitoring Report) – Non-pecuniary interest: Regular user of airport and JOTA Air (which is based in Southend) is a client of his employer.

#### **3 Minutes of the Meeting held on Tuesday 24th October 2017**

Resolved:- That the Minutes of the Meeting held on Tuesday 24th October 2017 be confirmed as a correct record.

#### **4 London Southend Airport Monitoring Report**

The Working Party considered the report of the Director of Legal & Democratic Services which:

(a) Detailed the strict controls on operations at London Southend Airport (LSA) contained in the Section 106 Planning Agreements and the leasing arrangements;

(b) Explained how these controls are monitored; and

(c) Provided monitoring data for the period 1st March 2017 to 28th February 2018 to demonstrate how the controls have been complied with.

The Chairman welcomed Glyn Jones (Chief Executive of Stobart Aviation) and Jo Marchetti (Corporate Social Responsibility at LSA) to the meeting. Mr Jones provided an overview of the Annual Report of LSA for 2017-18 and both officers answered questions from members of the Working Party.

Resolved:

1. That the monitoring data contained in London Southend Airport Annual Report 2017-18 for the 12 month period 1st March 2017 to 28th February 2018 and the Section 106 Agreement Year Summary 2017/18 which demonstrates general compliance with the obligations contained in the relevant planning agreements and leases, be noted.
2. That the details of complaints received in the 12 month period 1st March 2017 to 28th February 2018 as contained in the Annual Report, be noted.
3. That the rest of the contents of the Annual Report and the very satisfactory and successful position reported, be noted.

**Chairman:** \_\_\_\_\_

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**SOUTHEND-ON-SEA BOROUGH COUNCIL**

**Meeting of Senior Managers' Pay Panel**

**Date: Monday, 22nd October, 2018**  
**Place: Committee Room 5 - Civic Suite**

**Present:** Councillor J Lamb (Chair)  
Councillors J Courtenay, I Gilbert, L Salter and R Woodley

**In Attendance:** A Griffin and S Putt

**Start/End Time:** 9.30 - 10.15 am

**1 Apologies**

There were no apologies for absence at this meeting.

**2 Declarations of Interest**

There were no declarations of interest at this meeting.

**3 Senior Managers' Appraisals**

The panel considered a report of the Director of Transformation.

Resolved:

To recommend to Cabinet that they agree the following:

'The process for Senior Managers Appraisals be amended and to include that Cabinet Members be consulted on the Appraisals for Directors during the process.'

**4 Senior Managers' Pay**

The panel considered a report of the Chief Executive.

Resolved:

1. To unanimously recommend to Cabinet Option 2 for the revision of the pay structure for Senior Managers with effect from 1 October 2018.

2. To recommend to Cabinet the market supplements of £7,500 are paid for a period of 12 months (to be reviewed) to the following posts:

Director of Integrated Commissioning  
Director of Adult Social Care and Housing

3. To recommend further consideration is given to the Director of Children's Services at the point at which the Council improves these services to 'good' or when the post becomes vacant whichever is the sooner.

4. That a 3 year review is undertaken to bench mark Senior Managers salaries and considered at Senior Management Pay panel.

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## **CABINET**

Tuesday, 6<sup>th</sup> November 2018

### **COUNCIL PROCEDURE RULE 46**

The following action taken in accordance with Council Procedure Rule 46 is reported. In consultation with the appropriate Cabinet Member(s):-

**1. The Deputy Chief Executive (People) authorised:**

- 1.1 Application for Additional HRA Headroom Borrowing  
Further to Minute 855 of Cabinet held on 12<sup>th</sup> March 2017, the submission of an application to pursue additional HRA headroom borrowing of £7.7m for the development of affordable housing.

**2. The Deputy Chief Executive (Place) authorised:**

- 2.1 Construction Skills Fund Application  
The submission of an application for consideration by the Construction Industry Training Board before the required deadline for £998,835. The funding will be used to provide mobile classrooms in three hubs (Thurrock, Basildon and Southend) based on existing constructions sites, including management costs, provision of courses and operating costs. The project will take place between October 2018 and 31<sup>st</sup> March 2020. The Council is the lead partner in this bid which also includes Thurrock, Basildon, Castle Point and Rochford.

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