



Oversight and Governance

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Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee

Wednesday 10 March 2021
2.00 pm
Virtual Meeting

Members:

Councillor Winter, Chair
Councillor Drean, Vice Chair
Councillors Allen, Mrs Bridgeman, Buchan, Sam Davey, Riley, Stevens and Wheeler.

Members are invited to attend the above meeting to consider the items of business overleaf.

This meeting will be broadcast and will be available on-line for playback once the meeting has concluded. By joining the meeting, Councillors are consenting to being filmed during the meeting and to the use of the recording for the online viewing.

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Tracey Lee
Chief Executive

Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee

1. Apologies

To receive apologies for non-attendance submitted by Councillors.

2. Declarations of Interest

Councillors will be asked to make any declarations of interest in respect of items on the agenda.

3. Minutes (Pages 1 - 42)

To confirm the minutes of the previous meetings held on –

- 4 November 2020
- 2 December 2020
- 13 January 2021
- 12 February 2021

4. Chair's Urgent Business

To receive reports on business which in the opinion of the Chair, should be brought forward for urgent consideration.

5. Policy Brief (Pages 43 - 48)

6. Corporate Performance Monitoring Report 2020/21 - Quarter 2 (Pages 49 - 70)

7. Public Transport Covid-19 Impact (Pages 71 - 80)

8. Sills and Skill4Plymouth (Pages 81 - 84)

9. Culture Plan - A Place-Based Culture Strategy for Plymouth 2021-2030 (Pages 85 - 126)

10. Waterfront Business Improvement District (BID) Renewal (Pages 127 - 140)

11. Work Programme: (Pages 141 - 144)

12. Tracking Decisions: (Pages 145 - 152)

Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee

Wednesday 4 November 2020

PRESENT:

Councillor Winter, in the Chair.

Councillor Drean, Vice Chair.

Councillors Buchan, Sam Davey, Kelly, Riley, Mrs Pengelly Stevens and Wheeler.

Councillor Evans OBE (Leader), Giles Perritt (Assistant Chief Executive), Kevin McKenzie (Policy and Intelligence Advisor), Katharine O'Connor (Environmental Health Service Manager), Anthony Payne (Strategic Director for Place) and Jamie Sheldon (Senior Governance Advisor)

The meeting started at 2.00 pm and finished at 3.40 pm.

Note: At a future meeting, the Panel will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

11. **Declarations of Interest**

In accordance with the code of conduct the following declarations of interest were made –

Member	Subject	Reason	Interest
Councillor Buchan	Item 4 Brexit Risk Update	Marine researcher	Personal
Councillor Drean	Item 4 Brexit Risk Update	Wife works as a Continental Ferry Operator	Personal
Councillor Kelly	Item 4 Brexit Risk Update	Rod and line commercial angling	Personal

12. **Chair's Urgent Business**

There were no items of Chair's Urgent Business.

13. **Brexit Risk Update**

Giles Perritt (Assistant Chief Executive) and Kevin McKenzie (Policy and Intelligence Advisor) presented this item. The report highlighted the following key areas -

- (a) Outlined the current strategic context as at the end of October 2020; currently a trade deal with the EU had not yet been agreed in principle, therefore it was assumed that the reasonable worst case scenario was an

'Australian Style' deal. The assessment would be reviewed in the event a deal was agreed;

- (b) Identified strategic risks and opportunities in the medium to long term as well as the actions that were needed to be taken now to prepare for the end of the transition period keeping in mind that this may coincide with a local or national COVID 19 lockdown;
- (c) The UK Internal Market Bill aimed to rely on the principles of mutual recognition and non-discrimination to ensure there were no new barriers for businesses trading across the UK. However, there was widespread concern that the bill breaks international law and the European Commission had referred the matter to the European Court which has jurisdiction;
- (d) The UK government had made it clear that if no agreement was reached the UK would revert to trading under World Trade Organisation (WTO) rules;
- (e) Unemployment and at risk sectors - a number of sectors which had been impacted by COVID 19 were at risk of further impacts from Brexit, particularly the hospitality and tourism sector and manufacturing sector. It was estimated unemployment may reach 16,000 by Christmas; it was likely that many people on furlough would not have jobs to return to and numbers will be further swelled by school leavers who choose not to attend university;
- (f) Most economists agreed that the economic impact of Brexit was likely to be negative and this may mean that we experience short term direct impacts such as contract price increases. In the medium to longer term we may also see indirect impacts such as a loss of business rates due to business closure or relocation. A larger number of families would be pushed into poverty and debt, potentially becoming more reliant on Council services and increasing Council Tax arrears. The impact of EU citizens choosing to leave the UK may reduce Council income from Council Tax and grants which were calculated on a per capita basis;
- (g) From 01 January 2021, it would be expected to issue Catch Certificates and to meet requests for Export Health Certificates, which was estimated to increase by 300%. From April it would be required to make documentary checks on products of animal origin entering the port. A quarter of the freight entering the port was likely to require a check. From 01 July we would have to operate a fully staffed Border Control Post to undertake documentary and physical checks on products of animal origin entering the port;
- (h) A Trade Bill was currently transiting parliament and trade negotiations with the EU were ongoing. Government publicity campaigns were aimed at encouraging business to prepare for an Australian type deal. In practical

terms this would mean trading under World Trade Organisation (WTO) arrangements;

- (i) There was already an increase in the number of families surviving on a reduced income as a result of COVID. Any direct Brexit related price increases, as a result of tariff imposition, or indirect impacts on our domestic supply, such as a shortage of migrant labour, would therefore impact a larger cohort of people;
- (j) The retention of FDI supported businesses was incredibly important for Plymouth, as these companies were some of the largest employers in the city, employing roughly 7,900 people. Historically many of these companies were originally located in Plymouth to take advantage of grant funding that followed the downsizing of Devonport Dockyard in the 1980s. They had always been able to rely on their UK based operations having access to the EU single market;
- (k) UK membership of the future EU fund for research, Horizon Europe, remained undecided. This represented a significant risk to our research capacity and reputation as a centre for the leading edge of marine scientific research. The Marine Biological Association, for example, had about 20% of its current research funding coming from the EU. For the University of Plymouth EU funded schemes represent 16% of its research income over the last 3 years;
- (l) Given the lack of robust data about the number of British Citizens we might expect to return to the UK from residence in the EU we were not able to assess the risk. This may require an Emergency Planning response in the event that these numbers were significant locally and our resources may be stretched especially if there other complicating factors such as COVID 19, flu pandemic or other extreme winter weather conditions.

Key areas of questioning from Members related to –

- (m) the risk of people returning to the UK after Brexit and what were the drivers for people returning as living arrangements tend to be unchanged;
- (n) Discussed the need to communicate more regularly with large businesses within Plymouth;
- (o) Concerns were raised about the loss of funding to the city; particularly in the Marine industries;

- (p) the priorities for the marine and maritime research sectors post-Brexit, and what the government would do to mitigate the loss of EU funding in the sector;
- (q) Whether agricultural employers could improve the wage offer for agricultural labour so that it is was a more attractive career path for young people;
- (r) Highlighted the importance of Marine industry collaboration;
- (s) Identified strategic risks and opportunities in the Medium to Long term;
- (t) Discussed the importance of Plymouth through Cabinet contacting businesses offering a policy in place to safe guard jobs for the future. What was it that made them invest in our city? And Encouraging business to remain in the UK.
- (u) With Britany Ferry's implementing two sailings a week to Spain next year, was the Lorry Park still being considered?
- (v) With a hopeful upturn in haulage operations and vehicles using crossing would there be a need for potential holding sites for vans?
- (w) Whether a large number of shovel ready projects which were ready to be bid for in the city could help kick start the economy?
- (x) Highlighted the cost of living needs to be measured on a boarder scale. Could the Cost of living benchmarks being used be reviewed?
- (y) Whether there would be new tariffs or restrictions for medicines imported through EU;
- (z) What infrastructure would be needed at ports, physical structures, berths and free ports?
- (aa) Discussed if procurement for large building projects with strategic components could take place earlier to ensure that important equipment and materials could be purchased. Getting goods to sites earlier before leaving EU could reduce delays that would have impact on the city's infrastructure;
- (bb) Highlighted the need for better communication within the city regarding Brexit, would be useful to look at communication with businesses;

- (cc) How would Plymouth fishers be protected by the new vessels placed at Portsmouth and what were the government's plans to reform the quota system.

The Committee agreed the following recommendations which would be submitted to Cabinet at the 7 November 2020 meeting;

Cabinet should ask government to:

1. Lay out in detail what plans they have to mitigate the loss of EU funding to the city;
2. Detail the priorities they have for the marine and maritime research sectors post-Brexit, and what they will do to mitigate the loss of EU funding in the sector;
3. Detail how the government plans to reform the fishing quota system, and how Plymouth fishing fleets will be adequately protected by fishery protection vessels that are based in Portsmouth;
4. Encourage agricultural employers to improve the wage offer for agricultural labour so that it is more attractive career path for young people.

Cabinet should ensure: -

5. That Plymouth City Council and our key suppliers review our business continuity arrangements against the negative impacts of Brexit as identified in the risk register, and have robust plans in place to mitigate service delivery interruption;
6. Large Capital projects are reviewed with contractors, and assessed for any impact that tariffs may have on the supply of goods. Payments should be considered for the advance supply of goods before any tariff impacts are felt;
7. We consider the budgetary impact of the identified risks on the Medium Term Financial Plan;
8. We continue to make a proactive offer to any foreign based businesses that may be considering leaving the City due to Brexit impact;
9. We are successfully locating and communicating with EU citizens in Plymouth who have not yet applied for settled status, and that;
10. A needs assessment is conducted to identify vulnerable EU citizens and the support we can offer to assist them to apply for settled status.

Cabinet should: -

11. As far as reasonably practical, ensure Plymouth City Council is proactive in communicating Brexit information to the wider city to enable preparedness of organisations and businesses, and is positive where possible in its Brexit communications where opportunities have been identified;
12. Require the Director of Place to appoint an officer to act as a single point of contact for business to access post transition period support;
13. Ensure that Plymouth City Council works with appropriate partners with a view to agreeing a planned schedule improving landing facilities at the fishing quay.

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Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee

Wednesday 2 December 2020

PRESENT:

Councillor Winter, in the Chair.

Councillor Drean, Vice Chair.

Councillors Bridgeman, Buchan, Corvid, Stevens and Wheeler.

Apologies for absence: Councillors Allen (Councillor Corvid Substituting).

Also in attendance: Giles Perritt (Assistant Chief Executive), Kevin McKenzie (Policy and Intelligence Advisor), Anthony Payne (Strategic Director for Place) and Jamie Sheldon (Senior Governance Advisor)

The meeting started at Time Not Specified and finished at Time Not Specified.

Note: At a future meeting, the Panel will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

14. **Declarations of Interest**

In accordance with the code of conduct the following declarations of interest were made –

Member	Subject	Reason	Interest
Councillor Drean	Economic Impact and Business Preparedness.	Wife employed by one of the ferry operators	Personal
Councillor Buchan	Economic Impact and Business Preparedness.	Council Representative and Vice Chair of Devon and Severn Inshore Fisheries and Conservation Authority Cattewater Harbour Commissioners (Board Member)	Personal

15. **Chair's Urgent Business**

There were no items of Chair's Urgent Business.

16. **Economic Impact and Business Preparedness (including witnesses)**

Giles Perritt (Assistant Chief Executive) and Kevin McKenzie (Policy and Intelligence Advisor) presented the Economic Impact and Business Preparedness item to the Committee –

- (a) The government's own analysis forecasts that a no deal Brexit would reduce UK GDP by 7.6% after 15 years, while reaching a free trade agreement (FTA) with the EU would lead to a 4.9% decline;
- (b) Differences remain over the level playing field, fishing rights and role of the ECJ;
- (c) If no agreement the UK would revert to trading under WTO rules on 31 December;
- (d) Any trade agreement must allow the UK to modify its labour laws and to set its environmental priorities;
- (e) The UK would not be bound by the dispute resolution mechanism;
- (f) Plymouth's international exports in goods were valued at £742m in 2019, 14.2% of the city's GVA;
- (g) In 2019, 489 (8.3%) Plymouth businesses exported goods to the EU and 757 (12.8%) of Plymouth's businesses imported goods from EU countries;
- (h) The UK Government had taken the decision to introduce new border controls in three stages In January, April and July 2021;
- (i) A Border Control Post (BCP) was essential to keeping our continental trade routes open;
- (j) Our fishing fleet would be allowed to catch more fish but we export a high proportion of what we catch;
- (k) Plymouth had industrial sectors which disproportionately depend on migrant labour;
- (l) From 1 January 2021, free movement will end and the UK will introduce a points-based immigration system;
- (m) Skilled workers would need to speak English have a job offer from a registered sponsor and earn over £25,600 p.a.;

- (n) Plymouth had a relatively low wage economy, in 2019, Plymouth's pay stands at 93.2% of the UK average;
- (o) The Government declined recommendations from the Migration Advisory Committee to include senior care workers and bricklayers on the Shortage Occupation List;
- (p) New processes for moving goods between GB and the EU are set out in the Border Operating Model;
- (q) The UK regulatory framework would diverge from EU law;
- (r) The UK would not weaken labour and environmental laws to encourage trade or investment;
- (s) The UK would set its labour and environmental priorities and adopt or modify its labour and environmental laws;
- (t) The UK government will cease to follow EU state aid rules in favour of the less restrictive WTO rules;
- (u) The UK would seek 'adequacy decisions' from the EU to maintain the continued free flow of personal data;
- (v) UKSPF would match EU funding to the devolved administrations but regional distribution unclear;
- (w) Between 2014-2020 the HotSW LEP area received £120m of ESIF and ESF provided £26m to Devon;
- (x) Horizon Europe, currently provides c20% of our Marine research funding;
- (y) FDI supported businesses are some of our largest employers, employing roughly 7,900 people;
- (z) FDI reached a high point in 2019/20 with 12 new projects but the value of the investment projects is lower than previous years, at circa £94m;
- (aa) Recent PMG event suggested most PMG members are aware that whether there is a trade deal or not there will be impacts;
- (bb) Tax expert from KPMG advised that they may need to have VAT representative;

- (cc) Business don't really look for third party intervention – most likely to use trade bodies e.g. Make UK, Business West and the Devon and Cornwall Chamber;
- (dd) Most likely to access our advice and support via the growth board;
- (ee) Situation may be very different for SME manufacturers;
- (ff) Small exporting businesses find it easier to trade with the EU because of the shorter distances;
- (gg) Members actually conduct a higher value of trade with China (£1.5m) than the EU (£893,000);
- (hh) Around 29% expect to export less due to the impact of Brexit;
- (ii) Plymouth City Council has robust risk management strategies in place however not all risk can be mitigated;
- (jj) Risk registers maintained for organisational and citywide impacts and regularly reviewed and updated;
- (kk) Currently gauging local business preparedness but anecdotally most businesses do not feel well prepared in part because of COVID response;
- (ll) Local Resilience Forum gearing up for early December – emphasis was on joining up Brexit/COVID/extreme weather, etc.

The current priorities were –

Asks of government

- Plan to mitigate the loss of EU funding;
- Prioritise marine and maritime research sectors;
- Reform the fishing quota system and provide capital for infrastructure improvements.

Local action

- Review business continuity arrangements and those of key suppliers;
- Support EU citizens in Plymouth who have not yet applied for settled status;
- Proactive communication to residents and business.

The committee also received a presentation given by Sarah Holmes, a legal director of solicitors, Womble Bond Dickinson, a legal specialist in European legislation especially that covering the chemical sector, waste sector and environmental law.

The presentation titled Brexit, Business and Brute Facts covered: -

Known knowns

- The basis on which the UK would leave due to the Withdrawal Agreement;
- That the UK would no longer be in the EU Single Market. There were consequences of this for British and Plymouth businesses via the NI and UK border. For example, the chemical sector would have to register in both EU and UK and have to prove they had secured recognition in relevant markets;
- Customs declarations would be required between the UK and EU for all movement of goods. At a recent Northern Ireland Select Committee, it was said that 11 million customs declarations were expected annually from UK to NI;
- A new UK points-based immigration system had been introduced. British citizens with holiday homes in the EU could only stay for up to 90 days annually;
- Trade agreements could reduce but not avoid principle barriers including customs declarations and export health certificates;
- People would no longer be able to catch fish and put the catch straight onto a lorry. Prior notification will be required for the catch. This will be up to the individual Border Control Post to decide;
- Catch certificates will require 72 hours notice for EU importers to EU border control posts;
- Export Health Certificates would require 24 hour prior notice. Individual states can reduce these timings;
- Bureaucracy, delays and costs need to be addressed by British businesses. Businesses now have to take the costs as it no longer falls to national UK government;
- Some headquarters of businesses had been relocated to EU;
- Goods are no longer being brought into the UK for dispatch but rather to Rotterdam as this avoids businesses having to pay double tariffs and controls;
- The Chemical sector now faces £1 billion cost to access their own domestic market. The UK had to set up its own regulator and cannot use the same data as the EU;
- Haulier and European Conference of Ministers of Transport (ECMT) 2021 permits were also an issue. We don't currently know if we will have enough

haulage permits. Only 2,000 would be permitted without a deal. However, if we have a deal we should have enough;

- A lot of work has carried out for Trademarks to make the transition as easy as possible, but there will still be some further work needed as we have to recreate our own frameworks;
- Roll over trade terms have been agreed with a number of countries. In 2018 the Department for Trade predicted the UK would gain around £4.6 billion with a deal with Japan. In recent evidence given this had now reduced to £2.6 billion as the terms in the agreement are not as good for British businesses;
- GB food labelling would also change;
- Clients had been advised to check wording within their contracts concerning INCOTERMS. The contracts may give responsibility to the exporter for the cost and it is important for businesses to understand these to avoid suddenly being billed;
- It has been reported that the customs IT systems may not be fit for purpose. After the transition period there would be disruption as a result of IT issues. There were also not enough customs brokers to support UK businesses. Lots of the work was instead going to Eastern Europe workers as they were well aware of the process for third country imports coming in;
- Port preparedness and export processes were discussed. UK was poorly prepared but the EU was ready. Information regarding this was given to the UK government in early 2017;
- US businesses spend nearly \$600 billion employing nearly 1.4 million workers in transatlantic law firms;
- Rotterdam estimates clearance delays from between 20 minutes to 24 hours;
- The extra costs and delays would impact on supply chains. EU businesses had to be willing to export to the UK;
- There were already concerns about the variety of goods that would be available to the UK and the quality of products;
- The chemical sector was expecting to see a loss of some chemical content in market as it just won't be viable;
- The service industry would be heavily affected by the more complicated process for the mutual recognition of qualifications.

Known unknowns

- Still not clear whether there would be a UK/ EU agreement on trade, including tariffs, subsidies and data adequacy;
- Welfare standards were still largely unknown, including UK's ability to retain high animal welfare standards with the USA and WTO;
- Changes to UK regulatory frameworks still to be confirmed, particularly concerning what divergence would look like;
- Still not clear how dispute resolution would work, including recalls to the UK producer;
- Needed clarity on how goods at risk would be determined e.g. Northern Ireland won't clear goods for market.

Unknown unknowns

- Actions from other nations, investors in the UK and criminals were the key unknowns;
- Rules based international trade system and laws of Single Market mean that there was little in terms of the consequences of leaving the EU that wasn't a known known or known unknown in 2016;
- It was not permissible to let data leave the EU so a large unknown surrounds data after the transition period.

The committee thanked Sarah Holmes (Womble Bond Dickinson) for her excellent presentation.

Key areas of questioning from Members related to –

- were local businesses talking to similar businesses around the country or are they just keeping to the South West;
- what sectors would be the beneficiaries of state aid if we went to WTO rule;
- whether there would be funding for border control posts and the lorry park;
- would access medicines and PPE required to fight COVID be effected by Brexit or WTO rules;

- The impact of data trade issues if we leave EU without a deal and what would this mean for local government and local business;
- How many local jobs could be lost due to Brexit and what was in place to assist local business;
- What types of personal data would be effected if a trade agreement wasn't reached.

The Committee agreed the following recommendations which would be submitted to Cabinet at the 08 December 2020 meeting;

1. That Cabinet sign off Pledge 11;
2. That Cabinet considers whether the terms of reference of the Committee should be amended in the light of the end of the Brexit transition period.

Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee

Wednesday 13 January 2021

PRESENT:

Councillor Winter, in the Chair.

Councillor Drean, Vice Chair.

Councillors Allen, Mrs Bridgeman, Buchan, Sam Davey, Riley, Stevens and Wheeler.

Also in attendance: Paul Barnard (Service Director for Strategic Planning and Infrastructure), Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure), Councillor Sue Dann (Cabinet Member for Environment and Street Scene), Kevin McKenzie (Policy and Intelligence Adviser), Helen Prendergast (Democratic Adviser) and Paul Webber (Planning Officer).

The meeting started at 2.00 pm and finished at 4.30 pm.

Note: At a future meeting, the Panel will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

17. Declarations of Interest

In accordance with the code of conduct Councillor Buchan declared a personal interest (minute 22 refers) as she was a Council representative on Plymouth Energy Community Limited.

18. Minutes

The Committee agreed that the minutes of the meeting held on 21 October 2020 are confirmed as a correct record.

The Chair advised that the minutes of the meetings held in November and December 2020 would be available at the meeting scheduled for 10 March 2021.

19. Chair's Urgent Business

The Chair advised following consideration by Cabinet of the Trade Cooperation Agreement and the impact on fishing, the Committee would hold a meeting next month to review the impact of this agreement on the local fishing industry. The meeting would be held on 12 February 2021.

In accordance with Section 100(B)(4)(b) of the Local Government Act, 1972, the Chair brought forward the above item for urgent consideration because of the need to advise Members).

20. Policy Update

Kevin McKenzie (Policy and Intelligence Advisor) provided the latest national picture in respect of policy announcements and legislation. The report highlighted the following key areas -

- legislation going through Parliament;
- Acts;
- Private Members Bills;

There was an update to the policy brief which included -

- (a) the Trade Cooperation Agreement (TCA) established zero tariffs or quotas on trade between the UK and EU, where goods met the relevant rules of origin; this meant that as the UK left the Single Market and Customs Union, UK businesses and consumers would not have to face the economically damaging consequences of tariffs on 1 January 2021 that would have resulted from a no-deal;
- (b) on 30 December 2020, an agreement was entered into between the EU and the European Atomic Energy Community and the UK and Northern Ireland; the UK had become responsible, as an independent sovereign state, for jointly managing about 100 shared fish stocks with the EU; this was unprecedented and unique internationally; additionally the UK would be negotiating access directly with Norway and the Faroes and had signed continuity agreements with both countries.

Kevin McKenzie (Policy and Intelligence Advisor) undertook to circulate an up to date policy briefing to Committee Members.

The Committee noted the reported.

21. **Plymouth Plan Climate Change Review**

Councillor Coker (Cabinet Member for Strategic Planning and Infrastructure), Paul Barnard (Service Director for Strategic Planning and Infrastructure) and Paul Webber (Planning Officer) presented the Plymouth Plan climate change review.

The report introduced the proposed changes to the Plymouth Plan arising from the resolution of the City Council on 16 December 2019, to 'undertake an early review of the Plymouth Plan with city partners, in order to ensure that the plan responded to the climate emergency and the commitments set out in the Climate Emergency Action Plan'.

The review of the Plymouth Plan was undertaken during 2020 and included a policy by policy assessment, informed by stakeholder and community consultation, to ensure that the Plymouth Plan was aligned to the City Council's pledge to make Plymouth carbon neutral by 2030, a declaration that was agreed unanimously by City Council on 18 March 2019.

The review process had recommended changes to 23 sections/policies of the Plymouth Plan to bring it into alignment with the climate emergency declaration and Climate Action Plan 2021.

The following questions were raised by members of the Committee –

- (a) section 4 – Healthy City (changes to Policy HEA1): whether this section needed to include the natural green and blue spaces, as these were not explicit within this this section;
- (b) section 2 – Philosophy (changes to support text for Theme 2): whether further information could be provided relating to the Fab City Network;
- (c) section 5 – Growing City (changes to Policy GR09) (point 4): sought clarification regarding ‘the City would continue to minimise the amount of municipal waste that was landfilled’;
- (d) section 5 – Growing City (changes to Policy GR07) (point 6): the reasoning behind replacing the word facilitate to encourage ‘seeking solutions that reduce the need to travel, and ‘encourage’ the move towards sustainable modes of travel.

Paul Barnard (Strategic Director for Strategic Planning and Infrastructure) undertook to provide information on the Fab City Network to Councillor Wheeler.

For the reasons set out in the report, the Committee agreed to support and endorse the proposed changes to the Plymouth Plan to be formally adopted as part of the City Council’s Policy Framework.

22. **Climate Emergency Action Plan 2021**

Councillor Sue Dann (Cabinet Member for Environment and Street Scene), Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure) and Paul Barnard (Service Director for Strategic Planning and Infrastructure) presented the Climate Emergency Action Plan 2021.

The Climate Emergency Action Plan set out the strategic direction for the City Council and its partners in relation to climate change for Plymouth. It was a demonstration of the City Council’s commitment to lead the city towards net zero carbon by 2030. The Climate Emergency Action Plan 2021 was a dynamic, living document that was prepared annually. The Plan maintained the five key areas for action established by the first plan to ensure that it was fit for purpose as actions were ramped up through the three strategic phases of the journey to zero carbon emissions by 2030.

Initially, the response to the climate emergency required quick and decisive action to reverse the ongoing increases in carbon emissions. This period of activity was identified as the ‘emergency response phase’. There were to further stages identified in the journey towards net zero carbon.

The 'transitional phase' would focus on the delivery of more substantial carbon reduction projects, a reshaping of policy and a realignment of resources to meet the 2030 net zero carbon challenge. The final phase, known as the 'acceleration phase', will drive a significant shift towards net zero carbon living, working and travelling, ramping up still further decarbonisation actions and initiatives.

The Climate Emergency Action Plan 2021 was intended to be the last of the current 'emergency phase'. It outlined over 80 realistic, achievable and deliverable actions the City Council was committed to delivering during 2021, in order to make tangible progress in this period of urgent response. In 2020, the City Council, in partnership with a number of external partners, helped to establish the Plymouth Net Zero Partnership, a resilient governance structure that would support joint working between key public and private sector partners to drive the actions needed to achieve net zero by 2030. Detailed case studies provided by partners in the Plymouth Net Zero Partnership had been included in this second Climate Emergency Action Plan to illustrate the growing momentum behind climate emergency work across Plymouth.

The following questions were raised by Committee Members –

- (a) whether the following could be included -
 - graphs and visual aids to demonstrate the progress of the actions and also cost savings;
 - measures against savings in both pounds and carbon;
 - figures to demonstrate the advantages of the Energy from Waste facility in providing energy to the Dockyard, providing power to the war ships and eradiating landfill in the city;
 - figures on the energy produced by the solar farm in order to demonstrate the cost effectiveness of the scheme;
- (b) with regard to waste, whether further clarity could be provided relating to the reasons for the substantial increase in waste since 2015, the limitations on the Council, the national picture around the legislation from Government and the future direction of the Plan;
- (c) whether there was a co-ordinated approach with the other authorities using the incinerator (Devon County and Torbay Councils) in changing behaviours around waste, so as not to impact Plymouth and the work it was undertaking around behavioural changes to reduce, re-use and recycle waste;
- (d) sought clarification as to whether the hydrogen technology summit being held in the city, later in the year, was the first in the country and whether the use of hydrogen by the haulage sector and bus companies was occurring in other parts of the country, and if so, could best practice be shared with the Council;

- (e) whether the Council was in discussions with the haulage sector regarding the use of hydrogen;
- (f) with regard to the district heating schemes, whether consideration had been given for the use of the spare heat produced by the incinerator to be used for the benefit of local people and housing;
- (g) with regard to mobility, whether future iterations of the plan could include school travel (open streets, regulations to reduce the number of cars used to drop children off) and supporting taxi companies/drivers to switch to electric taxis;
- (h) whether consideration had been given for the electric charging points to be used by individuals/visitors with mobility scooters;
- (i) sought clarification on the provisions of the Local Electricity Bill and the Council's view on the Bill; in particular local authorities being able to register as energy generators, what the Council could do currently and how the Bill could change this;
- (j) sought clarification on how the new plastic recycling bins would work on land and water.

Paul Barnard (Service Director for Strategic Planning and Infrastructure) undertook to -

- (k) discuss with the South West Devon Waste Partnership the actions being undertaken by Devon County Council and Torbay Council to change behaviours to reduce the waste being sent to the incinerator, in order to align with Plymouth's Climate Emergency Plan 2021 to reduce, re-use and recycle within the waste hierarchy;
- (l) to provide a briefing note to Councillor Wheeler on the use of the spare heat generated from the incinerator to provide local benefits for residents, housing and new housing developments;
- (m) to provide a response to Councillor Buchan regarding the provisions of the Local Electricity Bill and any opportunities arising from the Bill for the city.

Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure) undertook to brief Councillor Wheeler regarding the two cycle lanes proposed for St Budeaux.

For the reasons set out in the report, the Committee agreed to support and endorse the Climate Emergency Action Plan 2021.

23. Corporate Carbon Reduction Plan 2021

Councillor Sue Dann (Cabinet Member for Environment and Street Scene), Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure) and Paul Barnard (Service Director for Strategic Planning and Infrastructure) presented the Corporate Carbon Reduction Action Plan 2021.

The proposed Corporate Carbon Reduction Plan 2021 was submitted for the Committee to consider prior to the City Council meeting to be held on 25 January 2021 which was in accordance with the commitment made by the Cabinet Member for Environment and Street Scene, at the Cabinet meeting on 15 January 2020 (minute 40 refers).

The City Council agreed the first Corporate Carbon Reduction Plan in December 2019. This marked a key milestone towards achieving a net zero carbon city by 2030. This plan was the subject to detailed review by this Committee at its meeting on 21 October 2020 (minute 7 refers). The Plan was a dynamic, living document that would be reviewed and updated yearly and would evolve during the three phases of the Climate Change Action Plan Strategic Approach. The commitment was to produce annually a new action plan for each of the 11 years of the Climate Emergency period (2019-2030).

The Corporate Carbon Reduction Plan 2021 maintained the five key areas for action established by the first plan to ensure that it was fit for purpose as actions were ramped up through the three strategic phases of the journey to zero carbon emissions by 2030. This second Corporate Carbon Reduction Plan contained 24 actions, all of which were deliverable within existing budgets and through existing staff resources by December 2021. Many of the proposed actions would deliver measurable carbon reductions from the specific activities planned and these would be monitored going forward. Others, whilst not directly measurable, nevertheless would still contribute to reducing overall corporate carbon reduction impacts of the City Council estate and the delivery of its services and functions.

The following questions were raised by Committee Members –

- (a) what issues remained to be undertaken and were they based around behavioural changes;
- (b) whether the plan would be shared with the Council's key partners, in order to share best practice;
- (c) whether the City Council's investments in carbon intensive industries, as part of the staff pension fund, would be reviewed.

For reasons set out in the report the Committee agreed to support and endorse the Corporate Carbon Reduction Action Plan 2021.

24. **Work Programme**

The following items had been included on the agenda for the meeting scheduled for 10 March 2021 –

- Mayflower 400 progress update;
- The Box progress update;
- the impact of Covid on public transport;
- Resurgam: Cultural Recovery Plan;
- Corporate Plan.

The Committee noted its work programme for 2020/21.

25. **Tracking Decisions**

The Committee noted the progress of its tracking decisions.

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Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee

Friday 12 February 2021

PRESENT:

Councillor Winter, in the Chair.

Councillor Drean, Vice Chair.

Councillors Allen, Buchan, Mrs Pengelly (substitute for Councillor Mrs Bridgeman), Riley, Stevens and Wheeler.

Apology for absence: Councillor Mrs Bridgeman.

Also in attendance: Councillor Tudor Evans, OBE (Leader), Andrew Loton (Head of Governance, Performance and Risk), Kevin McKenzie (Policy and Intelligence Advisor) and Helen Prendergast (Democratic Advisor).

The meeting started at 9.00 am and finished at 12.50 pm.

Note: At a future meeting, the Panel will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

26. Minute's Silence for Leigh Spencer

Councillor Winter (Chair) advised that the meeting would commence with a minute's silence in memory of Leigh Spencer, a fisherman from Millbrook, who had tragically lost his life at sea over the weekend. He left a wife and two young children.

27. Declarations of Interest

In accordance with the code of conduct Councillor Buchan declared a private interest as she was a Council representative and Vice Chair on the Devon and Severn Inshore Fisheries Conservation Authority and a Cattewater Harbour Commissioner.

28. Chair's Urgent Business

There were no items of Chair's urgent business.

29. UK-EU Trade and Cooperation Agreement - Fisheries

Councillor Tudor Evans, OBE (Leader) provided an overview of the following –

- (1a) the Council's long term commitment to securing a sustainable future for the city's fishing industry which included -

- the lifejacket scheme which provided free jackets with locator beacons to fishermen had saved lives at sea;
 - the refusal to allow the redevelopment of the city's fish quay for restaurants, shops and accommodation;

 - the select committee which had been held two years ago which listened to the industry and helped inform the Council's Plan for Sustainable Fishing;

 - the support the Council provided to the Plymouth Trawler Agents, during the Covid, pandemic, in setting up Call4fish which helped fishermen from Berwickshire to Jersey to get their catch to customers;

 - options were currently being explored, by the Council, on how to improve the fish market, to provide better facilities for the city's fishing fleet;

 - the Council planned for a bright future for the city's fishing industry and was ready to make the most of the opportunities that had been promised by leaving the EU;
- (Ib) a new era of prosperity for English fishing had been promised but had not been fulfilled which included -
- taking back full and absolute control of UK waters out to 200 miles;
 - the 12 mile limit was secured for the exclusive use for UK vessels;
 - a greater share of the catch in UK waters;
 - continued unrestricted access to European markets;
- (Ic) the Council had written to George Eustice MP (former Minister of State for Agricultural, Fisheries and Food) and Victoria Prentis MP (Under Secretary for Farming, Fishing and Food) on three occasions seeking -
- a meeting with local fishermen, in order to hear their concerns at the lack of readiness for the end of the transition period;
 - more support for fishermen during the Covid crisis;
- (Id) the Council lobbied for English fishing to have a greater voice in the future management of its fisheries;
- (Ie) the All Party Parliamentary Group on fishing had been addressed in order to put the city's case direct to those MPs who would listen.

Rodney Anderson (former director of Marine and Fisheries at Defra) presented the report on UK-EU Trade and Cooperation Agreement - Fisheries which highlighted the following main issues –

- (2a) the Trade and Cooperation Agreement (Agreement) -
- sets out the recalibrated quota distribution between the EU and the UK;
 - sets out the process for determining the total allowable catch (TAC) for quota species;
 - determined the future rights of access;
 - afforded the UK with greater policy and regulatory autonomy;
 - introduced tariff free access to the EU market (but there remained non-tariff barriers);
- (2b) there would be a five and a half year adjustment period, starting from January 2021, during which the value of catch the UK could take in its own Economic Exclusion Zone (EEZ) would increase up to an average of 25%;
- (2c) the government had calculated that the total value of the uplift to the UK, at the end of the adjustment period would be £146m (which had been substantially overstated) given that no allowance had been made for actual catch levels by EU vessels (which in some cases had been below the quota ceiling) and did not take into account other opportunities that previously existed for the UK to increase fishing opportunities;
- (2d) it had been stated that the UK would be able to increase the catch in its waters from approximately half to two thirds; however this only included the UK and EU and not Norway which also had some important fisheries in UK waters; this sharing agreement had yet to be fully negotiated with Norway and the Faroes; the value of the fish that the UK caught in its own EEZ would be unlikely to increase above 60%;
- (2e) there had been uplifts to quotas across the five year adjustment period for the UK but these had not been evenly spread; uplifts in quotas had included hake, Norway pout and sprat; other species important to the UK had not seen an increase or only marginal increases;
- (2f) the Agreement contained detailed arrangements for setting annually the total allowable catch (TAC) of each of the shared fish stocks subject to quota;

in many respects the process was similar to what occurred when the UK was within the Common Fisheries Policy, except that the UK would be negotiating with the EU as a third country; this process would not feel different to the fishermen on the ground;

- (2g) determination of future rights of access and the adjustment period -
- until June 2026 (the end of the adjustment period), the EU and UK would have reciprocal rights of access to catch the allowable quotas, after which there would be annual negotiations on access;
 - there would be far more EU vessels in UK waters (rather than vice versa); there were approximately 1500 EU vessels licensed to fish in UK waters; these vessels were 25m or larger (this was more than the vessels licensed in both Scotland and England); given the number of vessels allowed to fish in UK waters, there would be a major task in managing the UK fisheries;
 - a 'red line' had been crossed for the industry with the permission of EU vessels, that had an historic record, to continue to fish in the 6 – 12nm zone of parts of the UK's territorial waters (almost exclusively in English waters) for at least the next five and a half years (and possibly indefinitely);
 - the majority of UK licensed vessels were under 10m and fished in the 6 – 12nm zone; with the concentration of both UK and EU vessels inshore, it would limit the opportunities for the smaller UK vessels; the smaller vessels had less flexibility (in where they could fish) than the larger vessels;
 - the Agreement provided the right for the EU fleet to fish non-quota species, some of which were important to the South West (such as bass and cuttlefish); access to non-quota species was based on tonnage; EU vessels would need to demonstrate that they had caught an average tonnage per year; however this had not been measured in the past; the records would show the tonnage caught but not the ICES areas, nor whether the vessel had been fishing or just traveling through an area;
 - the Agreement provided for cooperation and data sharing however, arrangements for this process had yet to be put in place;
 - the Marine Management Organisation (MMO) had stepped up its monitoring capacity but this was still limited; currently there were no arrangements in place for monitoring at sea; there had been no inspections at sea during January 2021;

enforcement was very important to the South West fleet as it wanted a properly regulated fishery, otherwise livelihoods would be threatened;

- the Agreement provided for a specialised committee on fisheries; the committee was empowered to consider and agree, a range of matters of shared interest including measures for fisheries management and conservation, data collection and sharing and joint control, monitoring and surveillance programmes; however, the European Parliament had yet to formally ratify the Trade and Cooperation Agreement and it was anticipated that the specialised committee would not be set up until early summer 2021 (at the earliest);
- (2h) the UK could seek to change the quota distribution or the right of access but there was a presumption in the Agreement that these would be rolled forward and if there were any changes that disadvantaged the EU fleet, the EU could take compensatory actions, by introducing tariffs on fish products/other goods and services and withdraw other elements of the Agreement outside of fishing; the European Commission had made it very clear that it would seek to protect EU fishing communities; if the Agreement were to be changed to restrict EU vessels gaining access to the 6/12nm zone, the government would have to take some tough decisions (given the implications to the overall Agreement);
- (2i) whilst the UK had reclaimed considerably more policy and regulatory autonomy this was not unrestricted; the UK had to act in accordance with the objectives and principles and follow the processes set out in the Agreement;
- (2j) having left the EU, the UK's third country status had been a huge disappointment to the catching sector; whilst some of the issues experienced in exporting would be temporary, as the industry, government officials and the EU got used to the new systems in place, there would be longer term issues;
- (2k) export work had been undertaken with the Plymouth Trawler Agents to prepare them for the end of the transition period; this had been very difficult, as there had been a lack of detailed information on the new rules and the effect of these; questions that had been asked in early 2019 had not been answered before December 2020 (the advice and guidance on export health certificates had been significantly changed three times between 18 December and 30 December 2020);
- (2l) whilst tariffs would not be applied there was additional paperwork required (such as catch certificates and export health certificates) and additional costs associated with this process (veterinary inspections);

goods would also need to go through Border Control;

- (2m) there were however longer term implications with the UK now being a third country since it had left the EU; the EU and member states had the right to require, checks and processes to be followed that safeguarded its citizens; those processes would remain and would have a disproportionate impact on smaller businesses; larger firms would be better placed to adjust to this situation; for smaller businesses exporting smaller quantities of fish this may prove to be uneconomical;
- (2n) the UK government was urged to implement a strategy as a matter of urgency in order to provide clarity (Marine Scotland already had a strategy in place).

The following questions were raised by Members –

- (2o) with regard to EU vessels requiring licenses to fish in 6 and 12nm zone, how long were these licences applicable for?

response: these were annual licences (and could only be altered if circumstances changed); to date, there were 60 EU vessels that had already been licensed;

- (2p) whether further information could be provided on enforcement at sea? How many vessels did the UK have to undertake enforcement at sea and what was the cost of adequate enforcement?

response: there was a mixture of enforcement capacity which included Inshore Fisheries and Conservation Authorities (IFCAs) which had vessels around the coast that could undertake joint operations within the 6nm zone (if the vessels had a warranted officer on board they could go to 12nm and further); the Marine Management Organisation (MMO) had commissioned two vessels to provide enforcement and had arranged with the MOD for the Royal Navy to provide fishing inspection vessels;

- (2q) whether there was reliable data available relating to the fish caught in UK waters but landed in non-UK ports?

response: data was captured from the log books on board the vessels, landing declarations and sale notes; for fish landed in EU ports, data would need to be provided to UK authorities; however, as of 10 days ago, arrangements for the exchange of information had yet to be put in place; the UK as a third country did not have entitlement to this information, although there was a vested interest in the EU and member states providing this information.

30. **Exports of fishery produce from Great Britain to the EU and NI**

Sarah Holmes (Legal Director, Womble, Bond, Dickson (UK) LLP) presented the report on export of fishery produce after 31 December 2020 from Great Britain to Northern Ireland and the European Union which highlighted the following key points

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- (3a) explained that she did not work in the fishing industry but had taken a personal interest regarding this issue and had spent several hundred hours drilling into the trading aspects, speaking to individuals and considering how to address these issues;
- (3b) whilst the report had been provided to Councillors late, they had more hours to read it, than the industry had to digest the new rules that were applicable to exports;
- (3c) the table contained within the report summarised the processes applicable to the export of fishery produce from UK to the EU;
- (3d) the report contained the documents that were required to export fishery produce which included Economic Operator and Registration Identification (EORI) number, catch certificate, export health certificate, customs declaration and movement certificate; these had been included to demonstrate the level of bureaucracy that was now required;
- (3e) the trade barriers faced by the fishing industry had been as a result of the UK leaving the single market and had been apparent four years ago; there had been a lack of information provided by the government on the changes required, or advanced preparation being made at ports; this had resulted in a permanent loss of competitiveness for British fishing vessels and their produce in the sector's biggest market, the EU;
- (3f) although the Department of International Trade had managed to roll-over most of the trade agreements that the UK previously traded under, not all of the preferential terms had been retained; the only new trade agreement had been the Japan/UK Comprehensive Economic Partnership Agreement (which was substantially based on the Japan/EU trade agreement with some additions relating to e-commerce and financial services) but had less preferential provisions; there were no net gains for UK fishery produce in terms of access to markets in the rest of the world available to replace lost EU exports;
- (3g) there were no tariffs or other customs duties or quotas when trading with the EU, to both export goods to the EU and to import goods from the EU; however in order to benefit from this provision goods must originate in the UK or EU; whilst this was feasible for fishery produce, for other sectors such as manufacturing this was more challenging;

- (3h) small businesses could find that the cost of veterinary inspections to sign off the export health certificates would be more than the profit margin on small consignments; there had been a great deal of prejudice caused by the lack of knowledge, understanding and the real impact of leaving the EU;
- (3i) there needed to be an evidence-based discussion and evaluation with politicians and the industry, relating to what was needed to facilitate continuing fisheries exports; the main barrier had been the government prioritising regulatory autonomy over UK business competitiveness; evidence of standards would need to be provided which was a heavy burden, particularly for smaller exporters;
- (3j) UK fishing vessels could land fish direct in to EU ports but this would have a detrimental effect on the local fishing based economies;
- (3k) MPs for the South West fishing communities had negligible ability to influence UK trade policy, the negotiating objectives in future trade negotiations, or to scrutinise and approve the terms of future trade agreements, as the UK government had gained considerably more powers since the EU referendum, which had been at the expense of parliament;
- (3l) there had been a wide range of terms of how post-Brexit arrangements could have been but the political choices had resulted in the greatest possible barriers to trade for fishery produce.

The following questions were raised by Members -

- (3m) the UK used to trade with other countries before the single market, so what had changed?

response: the UK was still trading effectively with the rest of the world; the EU had the most extensive array of preferential trade agreements with the rest of the world than any other country/trading block; that had been one of the reasons for US companies to locate to the UK, when it was in the EU, so it could gain access to those trading agreements, that it did not have in the US; trading on preferential terms provided a competitive advantage; currently there had been a significant net loss of preferential access for businesses seeking to trade outside of the domestic market which comprised and England, Scotland and Wales;

- (3n) whether the EU was 'punishing' the UK for leaving the EU and the single market and whether the UK and EU could work together to resolve this?

response: all trade was conducted under rules; under the World Trade Organisation (WTO) rules the EU could not allow preferential access to the UK without a trade agreement in place, otherwise the EU would have to open up its markets to the rest of the world on the same terms; under the WTO Most Favoured Nation (MFN) rule the same trading terms must be applied to all WTO members (unless there were trade agreements in place);

- (3o) what was the difference with EU vessels landing in Plymouth?

response: consignments that had left Newlyn by lorry which had been destined for the EU had to go through the same paperwork process; (although this question could be better answered by one of the exporters);

- (3p) with regard to the cost of documentation, where did the cost derive from and was it an additional expense to the shipping costs?

response: there were no costs associated with the export health certificates; however there was an additional cost for the veterinary inspections which were needed to inspect the produce; for example the cost of a lorry with four consignments of shellfish would be £750 for the veterinary inspection (this cost would vary per consignment);

however there were also additional costs for border control inspections at the EU ports (which would not be the same for every trip); 100% of the paperwork would be inspected every time; however a percentage of inspections depending on species/product (20-50%) would have a physical inspection with some having lab tests/analysis undertaken; these costs would be placed on the importer which in turn made the UK less competitive (although some of these costs could be included in the incoterms which could result in the exporter refunding the importer's costs);

- (3q) what specifically could the UK government do better or what could the local authority ask for?

response: with regard to the export of the molluscs in class B waters (that needed to be purified through a depuration process), under the current legislation these were not permitted to be exported to the EU market; (Defra had drafted a regulatory framework); for this trade to resume the EU would need to legislate for the import of such molluscs;

- (3r) with regard to shellfish landing, it was presumed that domestic consumption was strictly regulated; what was the difference between the process that EU required and what the UK did and what would be necessary for the EU to accept that the UK had regulatory alignment in this case?

response: the difference now was that the UK was a third country and it needed to prove that it met the EU's regulatory requirements; it was considered that this issue could be resolved by the EU issuing a regulated framework.

David Stevens (Crystal Seas Fishing) and Steven Walker (fisherman) both provided expert witness evidence to the committee which included the following key points -

- (4a) firstly thanked Plymouth City Council for the opportunity to speak at this meeting; thanked both the Council and Councillor Tudor Evans, OBE for their continued commitment to the city's fishing industry and their support for the Call4fish initiative which had helped sell fish during these difficult times and had kept fishermen at sea;
- (4b) 92% of fishermen had voted for Brexit, as they had wanted the ability to make their own rules; they had a small proportion of their own catch in UK waters and wanted to improve this situation; it was recognised that there would be difficulties in exporting to the EU; however, it was considered that the improved quota share could offset a small percentage difference in the price received per catch and that exported; unfortunately the offset of gain from leaving the EU had not materialised and had been traded away through this Agreement;
- (4c) the UK did not buy enough fish for home consumption; there needed to be a media campaign to encourage more people to buy UK fish and support the British fishing industry; the public, also needed to know how to cook fish (as many people were afraid to do so); more work could be undertaken to promote British fish both in schools and care homes (a campaign for British fish Friday was suggested);
- (4d) the infrastructure would need to be improved and the ferry port and transport links needed to be taken advantage of; if both Sutton Harbour and Plymouth City Council could build a better infrastructure this could facilitate members of the public buying fresh fish from the market; if the domestic market could be expanded the fishing industry would not be less reliant on exporting to the EU;
- (4e) the fishing industry had been very disappointed that the UK had given away its leverage; for example Norway did not allow EU vessels in its territorial waters until agreement had been reached on quota shares;
- (4f) the industry felt betrayed by the government and also unprepared for the new trading arrangements; the government had left the industry to find solutions, in order to improve the current situation; the industry was both ready and willing to improve and it was imperative that it did but this could not be achieved without the political will;

- (4g) due to Covid, it was difficult to assess the impact/loss that the Agreement was having on the industry; currently losses were between 30% and 40%; however, the pandemic had provided time to address these problems before the industry fully returned to work;
- (4h) currently there was no enforcement taking place but this was due in part to the poor weather and Covid (currently skippers could refuse boardings); whilst there had been zero boardings of foreign vessels, during January 2021, this was not of concern; however the issue of enforcement would need to be addressed (cameras were used on board vessels and could be utilised for monitoring purposes);
- (4i) the industry felt 'heart-broken' as promises had been made by the government which had not been delivered; whilst the industry made up a small part of the gross domestic product (GDP), it had great potential to have a massive impact on the economy;
- (4j) the government needed to be aware of the feeling of the industry and the implications that the Agreement was having; the industry felt that it had been pushed to one-side and sacrificed for the good of the whole Agreement;
- (4k) previously (ten years ago) the industry would have promoted a career in the industry in both schools and colleges; with the current Agreement it would be impossible to support an apprentice, or young crew member; if this situation continued, it would have a detrimental effect on the sustainability of the industry;
- (4l) concerns were raised regarding government departments (Defra and MMO) working together for the benefit of the industry, as this had not previously occurred; the voices of the fishermen needed to be listened to in order to protect the future sustainability of the fishing industry.

The table contained with agenda pack (annex A) highlighted the percentage increase in species quota over the five year adjustment period.

The following questions were raised by Members –

- (4m) what was the cost of the cameras used on board and how could they be used for enforcement purposes?

response: the cameras were used mainly for data collection purposes but did have the ability for enforcement; it should be a pre-requisite for all vessels over 25m long entering UK waters to have cameras on board;

- (4n) with regard to the infrastructure in Plymouth and supermarkets losing fish counters, was this the infrastructure that needed more work?

response: a discussion had been held with one of the local major supermarkets, to allow fish mongers to operate the vacant fish counter in store but this had been refused; the quality of some of the fish sold in supermarkets was not as fresh as that locally caught; given that one of the biggest fish markets in the South West was on the door step of local supermarkets, this situation needed to be addressed;

- (4o) what would happen if a EU skipper, in UK waters, forgot to turn the camera on (as the UK did not have any right to this information)?

response: everyone would need to agree to the approach of using cameras on board vessels; this would need to be scoped to assess the both the benefits and impacts; if a UK-wide approach was adopted, EU vessels entering UK waters would have to comply with this;

for example, if a French vessel was in UK waters without its cameras on then it would be known and asked whether there was an issue; if this continued then enforcement could be used and the vessel would lose its access to UK waters; the use of cameras would be a long-term project and one which should be considered;

- (4p) whether the EU fishing industry could catch enough shellfish to satisfy its market and whether they needed to use UK waters?

response: the EU could not catch enough shellfish to satisfy its markets and relied on the UK's ability to export approximately 80% of its shellfish to the EU; if produced and processed in the UK, then the price of the shellfish could be increased thus benefiting the UK economy;

- (4q) whether the current deal allowed for the UK to rejuvenate ports would the industry recommend to someone to join it given this deal in place?

response: the industry was currently in a negative place with the 6-12nm zone rule being the worst part of the Agreement; this was a bad deal, and the extra costs were not outweighed by the gains; however, it was considered that the industry should still promote careers in the fishing sectors.

Charlie Samways (Samways Fish Merchant), Robin Turner (fishing industry consultant) and Andrew Trust (fish merchant), all exporters provided expert witness evidence to the committee which included the following key points -

- (5a) there had been huge difficulties with exports since 1 January 2021 and additional costs had been incurred, such as employing a vet to sign off and stamp the export health certificates;

(there had also been horror stories from others in the industry during this period);

- (5b) the government's Seafood Disruption Support Scheme had been designed to compensate businesses for losses in January 2021, however it was considered this should be widened to provide funding for extra costs including driver hours, container rental, extra mileage, vet costs, admin and operational time, loss of orders, freezing fish and loss of sales; currently the additional costs had been absorbed by the exporters, as they were unwilling to pass these costs on to the customer;
- (5c) the EU and UK had not sufficiently prepared its borders for the change in trading arrangements, and as a result of this, businesses were having to pay;
- (5d) the exporters felt frustrated by the feeling in the media, that the government seemed to think that the Agreement was a success story, as it was not;
- (5e) the cost of additional bureaucracy was adding between £750 and £1000 to the cost of a van load of crustaceans being shipped to France; this cost could be streamlined in the long-term, by improving IT systems that could simplify the paperwork;
- (5f) Plymouth should work with Roscoff (France) to co-ordinate export paperwork and support the licensing of the French ports for molluscs; currently exports from the region were being diverted via Portsmouth to Caen then on to Brittany which added extra time to the journey (24.5 hours as opposed to 11 hours Plymouth/Roscoff); this situation also incurred additional costs with regard to the additional mileage (1000 miles) and employing two drivers (instead of one);
- (5g) it should be noted that Cornwall Council had provided funding for the export health certificates and currently no bills had been issued for the veterinary inspections, although this funding would not continue; it was anticipated that the cost of each certificate would be £30/£35 (from Cornwall Council);
- (5h) the sector was saddened that there would be no economic benefit to the fishermen, processors, buyers or sellers and therefore the UK economy due to this Agreement;
- (5i) there was doubt whether any attempts to grow the UK market would be successful, as this had previously been unsuccessful; the import of cheap fish also had an impact on the domestic market;
- (5j) currently containers were proving difficult to source and the price had substantially increased;

- (5k) the additional procedures and costs had made it difficult to export, as any profit margins were being eaten up by the extra costs; the EU was the UK's largest market, however for smaller merchants exporting smaller consignments, this may prove to be uneconomical due to the additional costs.

The following questions were raised by Members –

- (5l) with regard to the additional mileage (clearing houses in Calais and Boulogne) was this due to the transit of produce to site and was that where the additional mileage was and whether the lorry queues had improved?

response: the additional mileage had related to delays in releasing exports (anything up to six/seven hours) which had resulted in missed connections; additional costs had been incurred relating to driver hours;

- (5m) would improvements to IT systems cut down on the bureaucracy?

response: the EU would need to approve the simplification of the paperwork (the UK would need to facilitate this);

- (5n) were the catch certificates more complicated now that the UK had left the EU?

response: on light landing days it would take five hours to input and complete the data for each vessel (if dealing with 100 vessels and seven species this would result in 92 entries for just one day);

- (5o) if the trade agreement had specified shellfish would this have been adequate to get around the current problems?

response: if the UK were to receive preferential treatment from the EU, as a third country, it would be in breach of the WTO regulations; in order to change this position, the UK would have to join the European Economic Area or customs union/single market;

- (5p) the status of the Free Trade Agreement with the EU would not cover the third country rule but did get around other import and export arrangements?

response: this situation did not relate to the deal; this was as a direct result of the UK leaving the EU and having a third country status; trading rules/regulations were applied by the WTO; the financial markets would also suffer from this position in the future;

- (5q) whether the Council's Sustainable Plan for Fishing provided the framework to expand the fishing industry and reinvigorate coastal areas?

response: it would be difficult to encourage people to join the fishing industry, if there was no sustainable business model to operate; action needed to be taken by the government as it was considered that it would take years to adjust to the new trading arrangements; there were measures that could be taken to increase the UK market but to achieve this it would have to compete against cheap imports (such as Russian cod fillets);

there needed to be certainty that when fishery consignments were exported they would not be rejected, or face lengthy delays due to the paperwork; if existing customers could not be supplied then this trade would be lost;

- (5r) whether the Seafood Disruption Support scheme was an admin facility to help with the paperwork:

response: this was a UK wide scheme, introduced by the government to provide up to £23m of financial assistance to businesses that had suffered financial loss due to the delays related to the export of fresh or live fish and shellfish to the EU during January 2021; this scheme was limited to claims of £100k per company.

Patrick Bauwen (Auxcis) provided a presentation on Auxcis the Kosmos system which highlighted the following key points –

- (6a) provided an overview of Auxcis; this was a Belgium based company that was started in 1983 and now employed 55 skilled people; it had three business units RFID solutions, E-trade systems and process control; the company had an annual turnover of 7.2m euro;
- (6b) the RFID technology allowed the fish to be tracked through the whole of the chain (vessel, auction market, processor, retailer and consumer (restaurants)); across the world 150 auction markets used this system daily and 65 fish markets; the systems were used across a number of different sectors including fish, flowers, livestock and vegetables;
- (6c) Plymouth Trawler Agents had been the first company in the UK to use the electronic auction system which had helped the company to increase its business;
- (6d) E-Catch (e-log) was a digital fisheries logbook application which provided a way to collect, map and share information;

- (6e) Kosmos had been launched in 2019, as a new trading platform that met the digitalisation needs of the E-trade sector; Kosmos was a cloud- based auction clock and information system; the platform could also offer a wide range of personal and general reports to different user groups, including government departments.
- (6f) in June 2019, Brixham Trawler Agents had been the first UK fish auction to introduce Kosmos.

The following questions were raised by Members –

- (6g) were there any reasons (given data protection) that the data collected by Kosmas could not be used to monitor catch, tonnage and locations (ie at various ports)?

response: the majority of data was already held by the Kosmos platform, very little extra data would be required to produce the export reports; the although platform would need to interface with other platforms to exchange the required information;

- (6h) was the location data originated by the skipper of the vessel or satellites?

response: there were several ways of communicating this information either through satellites, mobile phone, or fax;

- (6i) whether the workload had increased and whether the capacity already existed?

response: guidance was required on the exact information that would be required for the exports from the UK to EU; if the information was known it could be incorporated and the reports produced within a matter of days.

Councillor Winter (Chair) took this opportunity to thank all the witnesses that had come forward for this meeting and the enlightened and interesting evidence that had been raised, and advised that -

- (7a) this had been the first time that witnesses from across the fishing sectors had an opportunity to put their concerns publicly; 2000 jobs were directly affected in the fishing industry within Plymouth and the wider South West; Plymouth was the regional hub for selling fish;
- (7b) the difference between what had been promised to the city's fishermen, exporters and to the wider industry was markedly different to the actual reality which was the current situation;

- (7c) the UK was now in a position where it was less competitive, the processes were more bureaucratic and the quality of fish was suffering due to the time taken to complete paperwork and export the produce; whilst improvements could be made to the process, it would not ultimately change, due to the UK's third country status; the transient issues should have been foreseen and action taken to mitigate these issues;
- (7d) the meeting had been important, as it had provided the fishing industry with a platform to raise and acknowledge the current challenges; the council would continue to support the industry and it was incumbent that Brexit was a success.

31. **Recommendations**

The committee agreed to recommend the following recommendations for approval by the Cabinet -

- (1) regulatory changes the UK can make independently to facilitate trade and ensure a level playing field for UK fishermen;
 - for example the regulation of fishing within the 6 – 12 mile limit;
- (2) regulatory flexibility that could realistically be negotiated with the EU through the mechanisms afforded in the Trade and Cooperation Agreement;
 - for example the regulations governing the depurification of bivalves;
- (3) where regulatory barriers cannot be changed but apply an additional burden to UK fishermen to provide an effective subsidy arrangements that ensure a level playing field with their EU counterparts;
 - for example around the costs of compliance with the need for Export Health Certificates and Catch Certificates; this might be supported by an EFRA select committee enquiry into the impact of the Trade and Cooperation Agreement and the potential for this to be mitigated by the implementation of the Fisheries Act;
- (4) ask that the UK government could support the industry -

- (a) through measures to stimulate the UK market -
 - the role of the crown procurement service is supporting initiatives like Fish on Fridays in UK schools;
 - requiring UK supermarkets to ensure that the fish they sell is as fresh as possible eg sourced locally where this is possible;
- (b) by ensuring that the voice of the UK fishing industry is heard -
 - secure a role for local authorities in agreeing statutory fisheries management plans envisaged by the fisheries and a corresponding duty to consult with the local industry;
- (c) considering the future of the fishing industry -
 - securing the workforce of the future and establish suitable apprenticeship schemes;
 - upgrading the infrastructure the industry depends on, the quays and auctions;
 - the potential for electronic auction technology to be integrated with customs to reduce the administrative burden on the export industry;
- (5) measures that Plymouth City Council can take independently -
 - working with Brittany Ferries and AB Ports and the French customs authorities to secure the Plymouth/Roscoff route;
 - continue to support the industry across the South West peninsula and beyond through measures like Call4fish;
 - work with Sutton Harbour Holding and other partners to upgrade the fish quay;
 - explore how the Council can work with large retailers locally to improve the opportunities for selling local fish;

- review the opportunities area available within the city to improve training and apprenticeships within the fishing industry.

Officers were asked to review these recommendations with the expert panel members and industry witnesses present at the scrutiny meeting.

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Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee



Date of meeting:	10 March 2021
Title of Report:	BILCO Policy Brief- February 2021
Lead Member:	Councillor Tudor Evans OBE (Leader)
Lead Strategic Director:	Giles Perritt (Assistant Chief Executive)
Author:	Sophie Tucker (Senior Support and Research Assistant)
Contact Email:	Sophie.Tucker@plymouth.gov.uk
Your Reference:	PB 26022021
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

To provide Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee with the latest national picture in respect of policy announcements and legislation.

Recommendations and Reasons

For Scrutiny to consider the information provided in regard to their role and future agenda items.

Alternative options considered and rejected

N/A

Relevance to the Corporate Plan and/or the Plymouth Plan

Delivery of the Corporate Plan and Plymouth Plan needs to take account of emerging policy and the legislative picture.

Implications for the Medium Term Financial Plan and Resource Implications:

No implications for the MTFP direct resource impacts arising from the recommendations.

Carbon Footprint (Environmental) Implications:

No direct carbon/environmental impacts arising from the recommendations

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

No EIA completed as no decision is being taken item is for noting and to inform the BILCO work plan.

Appendices

**Add rows as required to box below*

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
		1	2	3	4	5	6	7
A	Policy Brief							
B	Equalities Impact Assessment (if applicable)							

Background papers:

*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
	1	2	3	4	5	6	7


Sign off:

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Originating Senior Leadership Team member: Giles Perritt											
Please confirm the Strategic Director(s) has agreed the report? Yes Date agreed: 26/02/2021											
Cabinet Member approval: Approved by Giles Perritt on behalf of Councillor Evans (Leader) Date approved: 26 February 2021											

BILCO POLICY BRIEF- FEBRUARY 2021

Brexit Office



Date of publication	Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee	 GOV
25 February 2021	Home Office EU Settlement Scheme quarterly statistics, December 2020 This report provides detailed statistics on applications made to the EUSS from 28 August 2018 to 31 December 2020, and applications concluded during the same time period.	Official Statistics
25 February 2021	Department for Business, Energy & Industrial Strategy Government seeks views from service sector to support seamless trade across the UK The consultation seeks information on which services sectors should be excluded from the Mutual Recognition and Non-Discrimination rules introduced in the Act.	News story
23 February 2021	Department for Environment, Food & Rural Affairs Eustice sets out approach for future agriculture policy	Press release
21 February 2021	Department for Transport Government announces plan to scrap EU law, ensuring British drivers avoid £50 a year insurance hike	News story
21 February 2021	Department for Environment, Food & Rural Affairs Increased support for fishing and shellfish businesses Having listened to concerns from fishing businesses across the UK, Defra will now be expanding the eligibility criteria to target catching and shellfish aquaculture businesses which have been affected by a reduction in demand from the hospitality sector in the UK and abroad, as well as disruption of exports to the EU. These expanded criteria will mean more businesses can get the support they need.	Press release
19 February 2021	Department for Digital, Culture, Media & Sport UK government welcomes the European Commission's draft data adequacy decisions	Press release
16 February 2021	Maritime and Coastguard Agency Foreign flagged ships detained in the UK during January 2021	Press release
11 February 2021	Cabinet Office Government announces £20 million SME Brexit Support Fund The £20 million SME Brexit Support Fund will help small businesses with changes to trade rules with the EU.	Press release
11 February 2021	Home Office Landmark EU Settlement Scheme reaches five million applications The Home Office has announced it has hit the milestone of five million applications to the EU Settlement Scheme with 4 months still to go before the deadline of 30 June 2021.	News story

9 February 2021	<p>Department for Environment, Food & Rural Affairs £23 million Seafood Disruption Support Scheme now open</p> <p>Fund will cover up to £100,000 of losses per business caused by delays related to the export of fresh or live fish and shellfish to the EU during January 2021.</p>	Press release
8 February 2021	<p>Department for Environment, Food & Rural Affairs Trade in live bivalve molluscs from GB to EU for purification in the EU</p> <p>The Secretary of State for Environment, Food and Rural Affairs, George Eustice has written to Stella Kyriakides, EU Commissioner for Health and Food Safety about trade in live bivalve molluscs from Great Britain to the European Union for purification in the EU.</p>	Correspondence
5 February 2021	<p>Foreign, Commonwealth & Development Office UK and Albania sign Agreement to deepen economic relationship and political efforts to tackle serious organised crime</p> <p>The Agreement sets out the UK and Albania's ambitions for our future relationship including the strengthening of political, economic, security and cultural ties.</p>	Press release
3 February 2021	<p>Department for Business, Energy & Industrial Strategy Business Secretary sets out new subsidies system that works for the UK</p> <p>The new subsidy control system, which will be the long-term replacement for the EU's prescriptive state aid regime, will allow the UK to be more dynamic in providing support to businesses, including in innovative, R&D-focused industries, to encourage job creation and growth across all parts of the UK.</p>	Press release
Updated 2 February 2021	<p>Ministry of Housing, Communities & Local Government European Structural and Investment Funds: Coronavirus (COVID-19) Response</p>	Guidance
1 February 2021	<p>Department for International Trade Formal Request to Commence UK Accession Negotiations to CPTPP</p>	News story
31 January 2021	<p>Department for Transport New-style driving licences and number plates mark one-year anniversary of Brexit as EU flag is removed</p>	News story
31 January 2021	<p>Department for International Trade Australia UK makes next step towards accession to Trans-Pacific Partnership</p> <p>The government is formally applying to join one of the world's largest free-trade areas, to position the UK at the heart of emerging economies in the Pacific and support jobs across the UK.</p>	World News Story
30 January 2021	<p>Department for International Trade UK applies to join huge Pacific free trade area CPTPP</p>	
28 January 2021	<p>Cabinet Office Brexit taskforce meets to ensure businesses get the support they need</p>	
27 January 2021	<p>HM Treasury UK and Switzerland to deepen cooperation on financial services</p>	
26 January 2021	<p>Department for Environment, Food & Rural Affairs Funding for new checks on animal products creates 500 jobs</p>	

	£14 million in funding has been given to local authorities across England to help them maintain the UK's high standards on imported animal products	
21 January 2021	UK Visas and Immigration People urged to apply to the EU Settlement Scheme With less than 6 months to go before the EU Settlement Scheme's application deadline of 30 June 2021, European citizens are being urged to apply now to secure their rights in UK law.	News story
Published 19 January 2021, Updated 20 January	Department for Environment, Food & Rural Affairs New financial support for the UK's fishing businesses that export to the EU Seafood exporters across the UK will receive government funding of up to £23 million, to support businesses which have been most adversely affected by the COVID pandemic and the challenges of adjusting to new requirements for exporting.	Press release
Updated 18 January 2021	Department for Transport Carry out international road haulage	Guidance
18 January 2021	Department for Business, Energy & Industrial Strategy Act now to keep your business moving in 2021, Business Minister urges	Press release
Updated 18 January 2021	HM Treasury Freeport bidding prospectus Updated to include Freeports Clarification Q&A	Policy paper
14 January 2021	Office for Product Safety and Standards Guidance published to support business following deal with European Union	News story
14 January 2021	Department for Environment, Food & Rural Affairs Fishing opportunities for British fishing boats in 2021 This sets out fishing opportunities for British fishing boats for certain fish stocks and groups of fish stocks during 2021.	Policy paper

Legislation going through parliament

Government Bills

- **[Environment Bill](#) – Currently delayed.**
A Bill to make provision about targets, plans and policies for improving the natural environment; for statements and reports about environmental protection; for the Office for Environmental Protection; about waste and resource efficiency; about air quality; for the recall of products that fail to meet environmental standards; about water; about nature and biodiversity; for conservation covenants; about the regulation of chemicals; and for connected purposes.
- **[Financial Services Bill 2019-21](#) – Committee stage 01.03.2021 HoL**
A Bill to make provision about financial services and markets; to make provision about debt respite schemes; to make provision about Help-to-Save accounts; and for connected purposes.
- **[Trade Bill](#) – Ping Pong TBC HofC**
A Bill to make provision about the implementation of international trade agreements; to make provision establishing the Trade Remedies Authority and conferring functions on it; and to make provision about the collection and disclosure of information relating to trade.

Private Members Bills

- **[Border Control Bill](#) – 2nd reading TBC HofC**
This Bill will make provision about requirements for non-UK citizens seeking leave to enter the United Kingdom; to make provision about a process for the removal from the United Kingdom of non-UK citizens, in certain circumstances and on the basis of established criteria; and for connected purposes.

- **European Citizens' Rights Bill – 2nd reading TBC HofC**
A Bill to guarantee the immigration rights of EU, EEA EFTA and Swiss citizens resident in the United Kingdom; to require the Government to provide such persons with physical proof of those rights; and for connected purposes.
- **European Union (Information, etc.) Bill – 2nd reading TBC. HoL**
A Bill to make provision for information and statistics to be available in various public places about the European Union and to provide information to further the establishment of twinning arrangements between towns in the United Kingdom and elsewhere in the European Union in accordance with the European Union's town twinning support scheme.
- **Immigration (Health and Social Care Staff) Bill – 2nd reading TBC HofC**
A Bill to grant indefinite leave to remain to health and social care staff; and for connected purposes.
- **Trade Agreements (Exclusion of National Health Services) Bill – 2nd Reading TBC HofC**
A Bill to exclude requirements relating to National Health Services procurement, delivery or commissioning from international trade agreements; to require the consent of the House of Commons and the devolved legislatures to international trade agreements insofar as they relate to the National Health Services of England, Scotland and Wales and Health and Social Care in Northern Ireland; and for connected purposes.

Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee



Date of meeting:	10 March 2021
Title of Report:	Corporate Performance, Monitoring Report 2020/21 – Quarter 2
Lead Member:	Councillor Mark Lowry (Cabinet Member for Finance)
Lead Strategic Director:	Giles Perritt (Assistant Chief Executive)
Author:	Rob Sowden
Contact Email:	Robert.Sowden@plymouth.gov.uk
Your Reference:	AL/RS
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

This is the Corporate Plan Performance report that details how the Council is performing against its priority performance indicators that were agreed at the inception of the Corporate Plan.

It provides an analysis of performance as at the end of September 2020 against the Council's key performance indicators (KPIs), providing a detailed performance update against the Corporate Plan priorities.

This report forms part of the Council's Performance Framework and is a key part of our aim to achieve a 'golden thread' from the Corporate Plan and its KPIs and delivery plans, through to service and team level business plans, and ultimately to individual objectives.

This report focuses on performance indicators that are under the remit of the Brexit, Infrastructure and Legislative Change Overview and Scrutiny committee. The report includes updates on a number of subjects, including; Number of additional homes delivered, Support to businesses during COVID-19 and Condition of our principal roads.

Recommendations and Reasons

That the Brexit, Infrastructure and Legislative Change Overview and Scrutiny committee:
Notes the Corporate Plan Quarter Two Performance Report

Alternative options considered and rejected

None

Relevance to the Corporate Plan and/or the Plymouth Plan

This report is fundamentally linked to delivering the priorities within the Council's Corporate Plan.

Implications for the Medium Term Financial Plan and Resource Implications:

None arising specifically from this report.

Carbon Footprint (Environmental) Implications:

No impacts directly arising from this report. Indicators relating to recycling rates and carbon emissions are included within the Corporate Plan Performance Report.

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

* When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.

The Corporate Plan complements the Council's existing policy framework with respect to the above.

Appendices

*Add rows as required to box below

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable)						
		1	2	3	4	5	6	7

Background papers:

*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable)						
	1	2	3	4	5	6	7
Corporate Plan 2018-22							

Sign off:

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Originating Senior Leadership Team member: Assistant Chief Executive											
Please confirm the Strategic Director(s) has agreed the report? Yes Date agreed: 24/11/2020											
Cabinet Member approval: [electronic signature (or typed name and statement of 'approved by email/verbally')] Approved verbally by Cllr Lowry Date approved: 25/11/2020											

CORPORATE PLAN PERFORMANCE REPORT, QUARTER TWO 2020/21

Brexit, Infrastructure and Legislative Change Scrutiny



The Corporate Plan

The Plymouth City Council Corporate Plan 2018-2022 sets out our mission of 'making Plymouth a fairer city, where everyone does their bit'. It was approved by Full Council in June 2018.

The Corporate Plan priorities are delivered through specific programmes and projects, which are coordinated and resourced through cross-cutting strategic delivery plans, capital investment and directorate business plans.

The key performance indicators (KPIs) and their associated targets detailed in this report for the first two quarters of 2020/21 (April to September 2020) tell us how we are doing in delivering what we have set out to achieve in the Corporate Plan.

OUR PLAN A CITY TO BE PROUD OF



CITY VISION Britain's Ocean City

One of Europe's most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone.

OUR MISSION

Making Plymouth a fairer city, where everyone does their bit.

OUR PRIORITIES

OUR VALUES

WE ARE DEMOCRATIC

We will provide strong community leadership and work together to deliver our common ambition.

WE ARE RESPONSIBLE

We take responsibility for our actions, care about our impact on others and expect others will do the same.

WE ARE FAIR

We are honest and open in how we act, treat everyone with respect, champion fairness and create opportunities.

WE ARE CO-OPERATIVE

We will work together with partners to serve the best interests of our city and its communities.

A GROWING CITY

- A clean and tidy city
- An efficient transport network
- A broad range of homes
- Economic growth that benefits as many people as possible
- Quality jobs and valuable skills
- A vibrant cultural offer
- A green, sustainable city that cares about the environment.

A CARING COUNCIL

- Improved schools where pupils achieve better outcomes
- Keep children, young people and adults protected
- Focus on prevention and early intervention
- People feel safe in Plymouth
- Reduced health inequalities
- A welcoming city.

HOW WE WILL DELIVER

Listening to our customers and communities.

Providing quality public services.

Motivated, skilled and engaged staff.

Spending money wisely.

A strong voice for Plymouth regionally and nationally.

Plymouth
Britain's Ocean City

www.plymouth.gov.uk/ourplan

Structure of this Report

The purpose of this report is to provide a risk-informed analysis of performance against the priorities of the Corporate Plan 2018-2022. The priorities are grouped under 'A Growing City' and 'A Caring Council', and the outcomes for 'How We Will Deliver' – the enablers of the Corporate Plan – are also reported on.

Trend (RAG) colour scheme

A red-amber-green (RAG) trend rating is provided to give an indication of whether performance is improving or declining based on the two latest comparable periods for which information is available. For example, repeat referrals to Children's Social Care is compared to the previous quarter in the same year; household waste sent for reuse, recycling or composting is compared to the same period in the previous year (due to seasonality); and annual measures, such as public satisfaction with traffic flow, are compared to the previous year.

- Indicators highlighted **green**: improved on the previous value or is on an expected trend
- Indicators highlighted **amber**: within 15% of the previous value (slight decline)
- Indicators highlighted **red**: declined by more than 15% on the previous value
- Indicators not highlighted or 'N/A' have no trend or the most recent value is not comparable with previous values.

Target (RAG) colour scheme

A RAG target rating is applied for indicators that have a target. For these indicators, the bar for the latest reporting period is coloured either red, amber or green in the chart to visually display how we are performing compared with the target.

- Indicators highlighted **green** show where Plymouth is better than target
- Indicators highlighted **amber** show where Plymouth is within 15% of target
- Indicators highlighted **red** show where Plymouth is more than 15% worse than target
- Indicators not highlighted or 'N/A' show where no in year data is available to compare against target, or no target has been set.

Summary page

Performance summary pages are presented at the start of this report to visually display how we have performed against our Corporate Plan priorities. Our RAG rating on these pages is used to show whether we have done better, worse or had a slight decline from the previous quarter or year (coloured arrows), and whether we have done better, worse or got close to the target (coloured hexagons). Some indicators do not have a target (for example, due to being a new indicator) and will therefore have no target RAG rating (blue hexagons). Similarly, some of our indicators are new and we do not have any previous data to compare our performance to or it is not appropriate to compare to previous data; these will have no trend RAG rating in the summary pages.

For example, the hexagon for the percentage of business rates collected is green because at 56.6% in quarter two 2020/21 it is above the target (53.1%), whilst the arrow within the hexagon is amber because there was a decrease when compared to quarter two in 2019/20 (59.0%).



Brexit, Infrastructure and Legislative Change Quarter Two

Executive Summary

Improvements have been seen across the areas relating to Brexit, infrastructure and legislative change in the first half of 2020/21. As shown in the performance summary below, five of the eight key performance indicators that can be trend rated have shown improvements when compared to the previous comparable reporting period. Some of the Brexit, infrastructure and legislative change highlights from the quarter two report are outlined below.

- The Plan for Homes set a target of delivering 1,000 homes every year. The number of gross additional homes delivered in 2019/20 was 952, taking the total for the previous five years of the Plan for Homes to 5,544. This averages approximately 1,110 new homes per year, compared with an average of 630 new homes per year in the five years prior to the launch of the Plan for Homes, indicating a significant step change in delivery.
- Despite the ongoing COVID-19 pandemic, The Box opened to visitors and is proving to be a genuine success, while Mayflower 400 generated £81 million (Advertising Value Equivalent) for the city. Plymouth's pipeline of development is more than £1 billion and kick starting this will help to fast track the economy out of slowdown.
- The percentage of young people in education, employment or training increased to 90.0% in quarter one 2020/21, compared with 89.0% in quarter one 2019/20. Stakeholders and partners across the city have been developing the Skills Launchpad Plymouth, which is a one-stop-shop free skills service established to deliver a city-wide response to COVID-19 within a Resurgam programme.
- Our response to the COVID-19 pandemic has seen Economic Development support over 4,500 businesses. The Public Protection Service has also provided much needed support by responding to more than 900 COVID-19 related service requests. By the end of quarter two, 4,043 business grants had been administered to local businesses, totalling £46.9 million.
- Between April and September 2020, we saw 225,445 people taking part in cultural activities organised by Plymouth City Council, with many events effectively moved online as a response to the pandemic.

The individual pages within this report reflect on what is working well, what we are worried about and what needs to happen for all of the key performance indicators relating to Brexit, infrastructure and legislative change. In particular, we acknowledge areas in which performance is not meeting the targets that we have agreed and set out how we are working to address concerns and improve performance in these areas.

Brexit, Infrastructure and Legislative Change Quarter Two Performance Summary

Key performance indicators (KPIs) are used to measure performance against the priorities in the Corporate Plan. Eleven of the KPIs included in the full Corporate Plan Performance Report relate to Brexit, infrastructure and legislative change, spanning two of the three main Corporate Plan priority themes. The latest performance for these 11 KPIs is summarised below and more detail on each KPI is given in the corresponding pages of this report.

A Growing City



How We Will Deliver



A Growing City

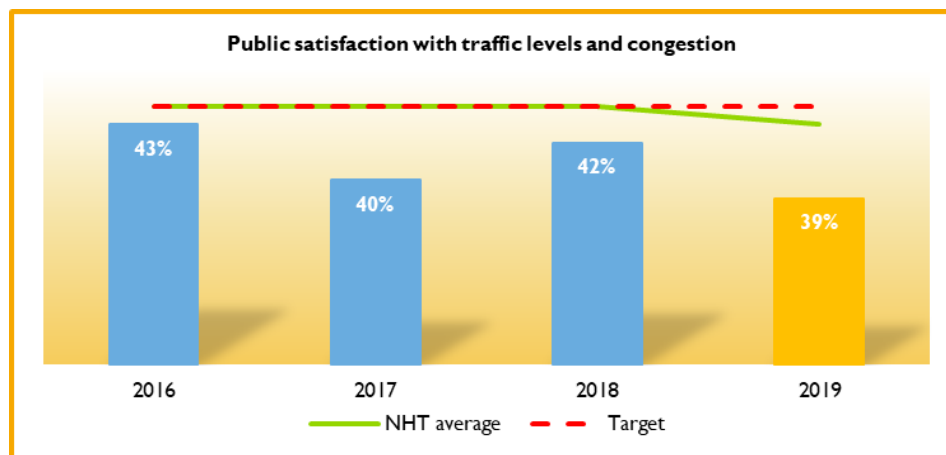
Corporate Plan priorities	Key performance indicators	Page number
An efficient transport network	Public satisfaction with traffic flow	7
	Principal roads (A) in good or acceptable condition	8
A broad range of homes	Gross additional homes delivered	9
Economic growth that benefits as many people as possible	Inward investment (including foreign and domestic)	10
	Inclusive growth	11
Quality jobs and valuable skills	Jobs created and facilitated by the Council	12
	Young people in Education, Employment or Training	13
	Businesses supported	14
A vibrant cultural offer	Number of people taking part in cultural activities organised by PCC	15

An efficient transport network

Public satisfaction with traffic flow

What we measure: Public satisfaction with traffic levels and congestion on Plymouth's roads, collected via the National Highways and Transport (NHT) Network annual survey.

Why we measure it: Traffic congestion can impact negatively on the economic health of the city through increased non-productive activity; the environment by increasing air pollution and carbon dioxide emissions; and on individuals who can suffer from delays and late arrival for employment, meetings, and education. As we undertake a lot of work to deliver a 'free flowing' road network, measuring people's perception of traffic flow is important.



How have we done? 39%

Decrease of 3 percentage points from the previous survey in 2018, which is a decrease of 7.1%.

Trend rating: **Amber**

Target for 2019: 44%

The decrease puts performance at 5 percentage points (11.4%) below the target.

Target rating: **Amber**

What's working well? We have seen the continuation of several network improvement programmes, such as the Forder Valley Link Road and the Eastern Corridor Junction Improvement Scheme, some of which will have been delayed due to the response to COVID-19. Despite the short term disruption caused by these schemes, we are still focusing on maintaining the quality and functionality of the resilient network in line with our Asset Management Framework and keeping our city moving. We have also introduced our new permitting scheme, which has enabled us to better coordinate works during this time of enhanced requirement for network access.

What are we worried about? This year we continue to face a unique challenge on programmed works due to the impact of COVID-19, both for Plymouth City Council as the local authority and other bodies who will need to carry out works on the network. It has been the case that many major works schemes by statutory undertakers and Plymouth City Council have been delayed due to lockdown and the impact of this is still affecting works on the network.

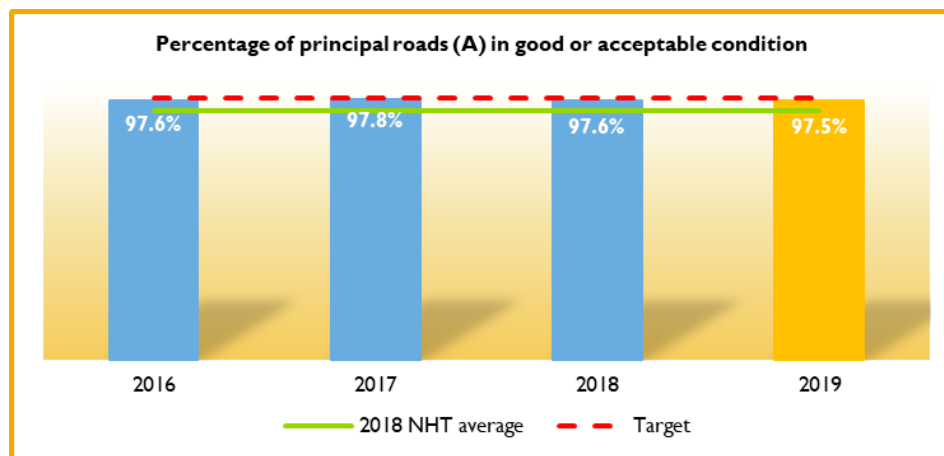
What needs to happen? With the national rollout of Street Manager in July, we now have an enhanced platform for communication with all bodies undertaking works on the network. Street Manager is an ever-changing system and regularly updates or introduces new functionality; we need to continue to follow the changes within the system to ensure that we have an effective ongoing approach to managing street works.

An efficient transport network

Principal roads (A) in good or acceptable condition

What we measure: The condition of principal roads (A roads) in the city, collected via a mechanical condition survey.

Why we measure it: We undertake a lot of work to maintain and improve the condition of our roads in the city to keep it moving. It is therefore important for us to know the condition of our roads.



How have we done? 97.5%

Decrease of 0.1 of a percentage point from the previous survey in 2018.

Trend rating: **Amber**

Target for 2019: 98%

The decrease in 2019 puts performance at 0.5 of a percentage point below the target.

Target rating: **Amber**

What's working well? By continuing our regime of monitoring the condition of the highway network, we have managed to make informed and targeted decisions about where we need to invest in our resilient highway network to ensure that optimal condition is maintained. Our efforts throughout the COVID-19 crisis have meant that our works programmes and inspection regimes were largely uninterrupted and have been able to make the most of the reduced traffic volumes on the principal roads.

What are we worried about? Given the increasingly extreme weather events that we have witnessed in recent years, there is a concern around the impact that such weather events will have on the deterioration profile of the network. The current global COVID-19 pandemic may also present local authorities with significant financial pressures, which may disrupt the intended investment strategies as both the political and financial climates face an unprecedented challenge.

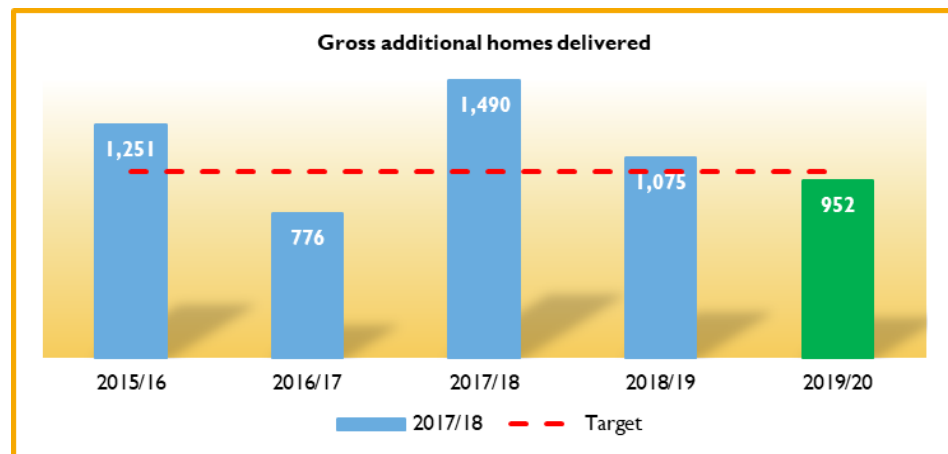
What needs to happen? We are continuing to examine new and innovative approaches to highway maintenance that take into account the unique challenges posed by the character of our network and situations that are beyond our control.

A broad range of homes

Gross additional homes delivered

What we measure: The annual gross additional homes in the city, for example through new house building completions, conversions, and changes of use.

Why we measure it: To continue meeting the current housing need and accommodate future population growth, it is important to have a strong programme of new homes within the city. New house building is the main contributor to the success of this indicator.



How have we done? 952

952 gross additional homes were delivered in 2019/20, totalling 5,544 homes over the first five years of the Plan for Homes. This averages 1,110 new homes per year, compared with 630 new homes per year in the five years prior to the Plan for Homes.

Trend rating: **Green**

Target for 2019/20: 1,000

The Plan for Homes rolling target is to deliver an average of 1,000 new homes each year over five years. We are cumulatively exceeding this target with 5,544 over the past five years.

Target rating: **Green**

What's working well: We continue to exceed our ambition of 5,000 homes over five years, demonstrating achievement of a significant step change in delivery through our Plan for Homes activity. In 2019/20 208 new affordable homes were completed, meeting a range of identified housing needs in the city. Of the affordable homes, 129 were for rent and 79 for affordable home ownership/rent to buy. Partnership working and progress is continuing on our Estate Regeneration priorities. We have now secured the infrastructure funding from the Ministry of Housing, Communities and Local Government (MHCLG) to help complete phase four of the North Prospect Regeneration. We are supporting registered providers who are on site completing the demolition of obsolete homes in Barne Barton, with planning approved for the replacement with new and improved homes.

What are we worried about? Delivery and viability challenges remain around existing and pipeline housing sites, particularly brownfield city centre sites where development costs are high but values remain relatively low. The need for gap funding to support projects into delivery remains, and we continue to engage the MHCLG and Homes England to secure new and existing funding opportunities. There are impacts of current COVID-19 circumstances in slowing down overall housing delivery on a number of sites, delays in investment decisions by delivery partners and the availability of affordable development finance. This is a particular issue for a number of small and medium enterprise builders in the city, and we will engage with them to see how they can be supported to continue.

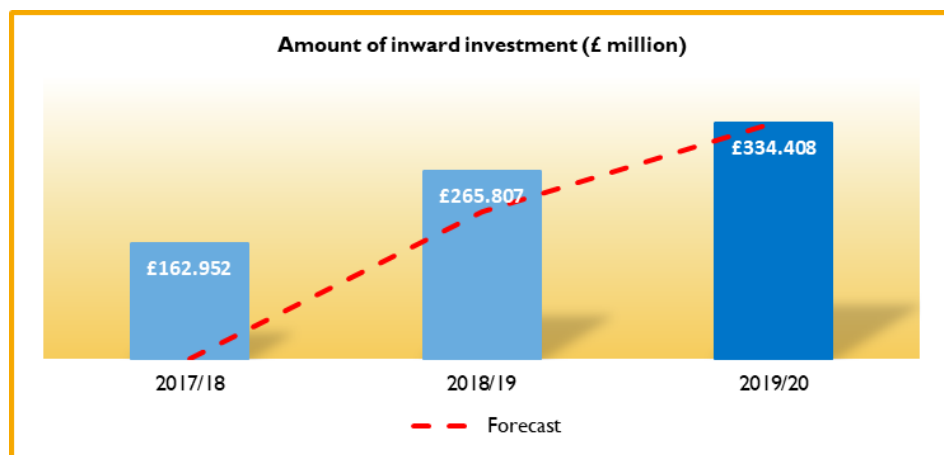
What needs to happen? We are engaged with Resurgam to respond to these impacts and to get house building back on track, supporting Plymouth's economic recovery. We are working with Housing Association delivery partners to identify projects and initiatives that can move quickly to start housing projects. We are focusing on housing delivery strategies on all Joint Local Plan housing sites, ensuring that we are doing everything we can to drive forward the delivery of new homes, as well as working to unlock a number of stalled sites in the city. We are developing a strategic partnership with Homes England to help align government funding with housing sites to help unlock and build the pipeline of future delivery.

Economic growth that benefits as many people as possible

Inward investment (including domestic and foreign)

What we measure: The total value of strategic projects, third party investment and notable Foreign Direct Investments (FDIs) brought into the city or facilitated by the Council.

Why we measure it: This provides insight into the level of investment brought into the city to encourage economic growth benefiting as many people as possible.



How have we done? £334.408m

£334.408 million is due to be invested in 2019/20, which is a forecasted increase of 26% on the amount invested in 2018/19.

Trend rating: **Green**

Target for 2019/20: £334.408m

The amount of inward investment is a forecast for 2019/20 as we will not know the actual amount of investment until the value of all investments has been finalised later in the year.

Target rating: **N/A**

What's working well? 11 FDI projects successfully landed in Plymouth in 2019/20, which is the highest total number of projects that we have seen. The total value of FDI flowing into Plymouth in 2019/20 was £33,375,000, creating 83 new jobs. Meanwhile, the strategic projects across the city continue to deliver investment; The Box is now open to visitors and is proving a genuine success despite the ongoing COVID-19 pandemic, Mayflower 400 has generated £81 million (Advertising Value Equivalent) for the city, and the recent Commemoration event welcomed global ambassadors to Plymouth to launch the autonomous ship. Plymouth's pipeline of development is over £1 billion and kick starting this will help to fast track the economy out of slowdown.

What are we worried about? The pipeline for FDI flows into Plymouth at the end of quarter two 2020/21 was strong, with multiple projects due to land and more expected to emerge and convert in time. Globally, however, the flow of FDI is reducing, which combined with both the COVID-19 pandemic and the uncertainty caused by transitioning out of the European Union (EU) suggests that the FDI flows into Plymouth may reduce. Intelligence indicates that while investors see the UK as a good destination to invest in, they are currently postponing any major decisions until more certainty can be provided.

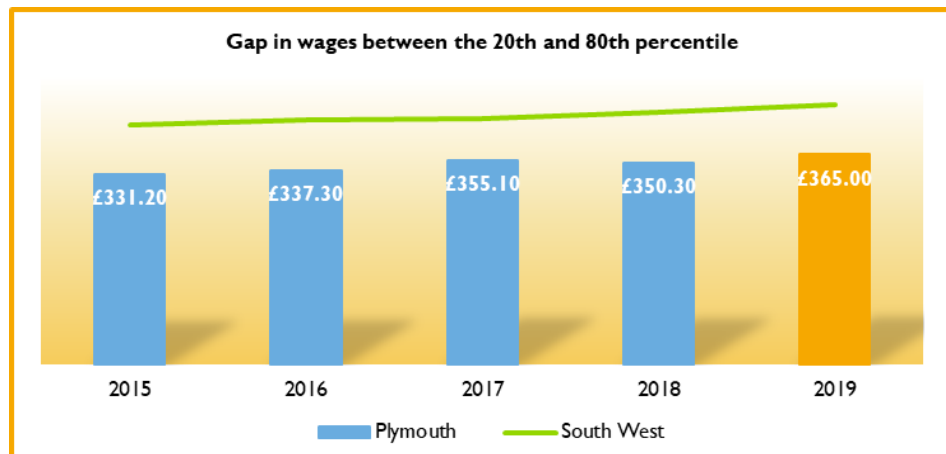
What needs to happen? The Economic Development department will continue to work across the Council and the private sector to ensure the delivery of £1 billion worth of development that sits within its pipeline. Where possible, Economic Development should seek to work with the private sector to fast track the recovery of the city and to strengthen its position in the UK ahead of leaving the EU. A key strand of the Resurgam economic recovery plan is to confidently support and progress multiple major pipeline projects to continue to attract significant investment into the city.

Economic growth that benefits as many people as possible

Inclusive growth

What we measure: The gap in gross weekly pay between the top 20% and the bottom 20% of earners within Plymouth.

Why we measure it: This measure provides insight into the gap in earnings between the lowest and highest earners in the city.



How have we done? £365.00

The gap in gross weekly wages increased by £12.70 from 2018, which is an increase of 3.6%.

Trend rating: **Amber**

Target for 2019: Trend decrease

We have not set a formal target for this indicator because many factors affect the gap in wages that are outside of our control. However, we are seeking to influence these and would like to see a year on year decrease.

Target rating: **Amber**

What's working well? The Inclusive Growth Charter was agreed in February 2020 by the Plymouth Growth Board and in March by Cabinet, with agreement to adopt the Charter and to continue to resource the Inclusive Growth Group. It has now been adapted to form the Resurgam Charter and is due to be launched in November 2020. A campaign will engage businesses from all sectors and all parts of the city.

What are we worried about? Several of the factors that affect economic inclusivity have been negatively impacted by the COVID-19 pandemic and lasting impacts on skills, economic growth, health and wages are likely to be significant; this is disproportionately affecting young people (under 25) and the over 50s. For example, our workers with health limitations were restricted by shielding advice from March to August 2020 and those with caring responsibilities were significantly impacted by closures of schools, childcare and adult support services. A new economic downturn and ongoing COVID-19 related restrictions are especially affecting low wage jobs in retail, hospitality and leisure, leaving many people redundant or on short hours.

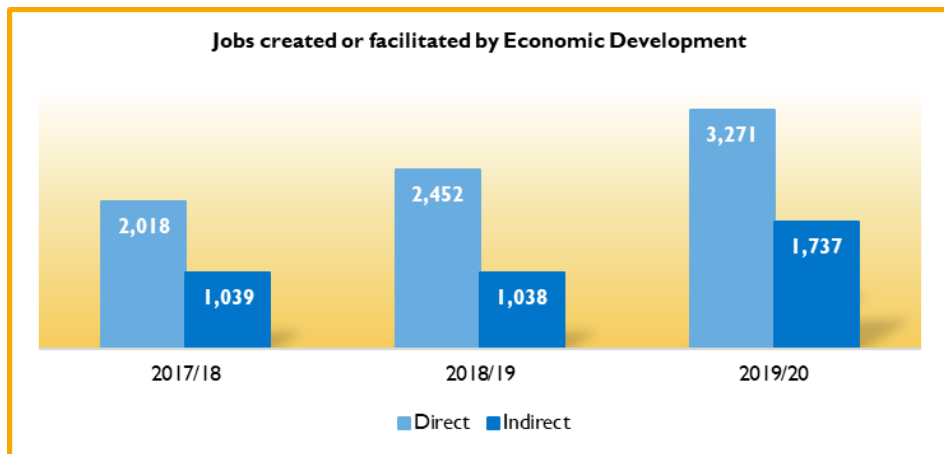
What needs to happen? We need to see a systematic and tenacious engagement of businesses in individual and collective action through the Resurgam Charter and its five programmes. The five programmes include two money related programmes (Spend for Plymouth and Grow for Plymouth); two people related programmes (Skills for Plymouth and Employ 4 Plymouth); and an environmental programme that encourages businesses and projects to address the climate emergency.

Quality jobs and valuable skills

Jobs created and facilitated by the Council

What we measure: Using the Advanced Modelling of Regional Economies (AMORE) economic impact tool, we model the capital expenditure and significant inward investments in order to forecast the direct and indirect number of FTE jobs created, in addition to those jobs resulting from the inward investment pipeline.

Why we measure it: One of the important ways that the Council impacts on the city level employment rate is through job creation by delivering major projects in the city.



How have we done? **5,008** (3,271 direct / 1,737 indirect)

In 2019/20, we estimate that 3,271 direct FTE jobs were created, rising to 5,008 when indirect jobs are included. This would represent an increase of 43.5% on 2018/19 (3,490 total).

Trend rating: **Green**

Target for 2019/20: **5,008** (3,271 direct / 1,737 indirect)

As the number of jobs is a forecast for 2019/20, we will not know the actual number of jobs created until all data has been collated later in the year.

Target rating: **N/A**

What's working well? Heavily bolstered by a pipeline of £1 billion of work, Economic Development has also supported job creation through the Mayflower City Readiness activity, which has seen public realm improvements across the city. Additionally, the train station regeneration project continues to provide invaluable opportunities for job creation; the £35 million funding package has now been approved, with early enabling works on site having commenced. In conjunction with this, the University of Plymouth has purchased Intercity House. It is now estimated that the total investment value within the wider station masterplan area will total in the region of £80 million, which is a hugely significant catalyst for job creation.

What are we worried about? In the context of the COVID-19 pandemic, which has seen widespread job losses and serious concerns over unemployment rates as the furlough scheme ends, council-led job creation has become more important than ever. Furthermore, many of the significant capital programmes have visions that extend beyond 2020, introducing further risks around construction inflation and macro-economic factors such as Brexit and the ongoing impact of COVID-19. The support needs to extend beyond construction jobs and look broader through the sectors; there are significant opportunities in the defence/marine and health sectors.

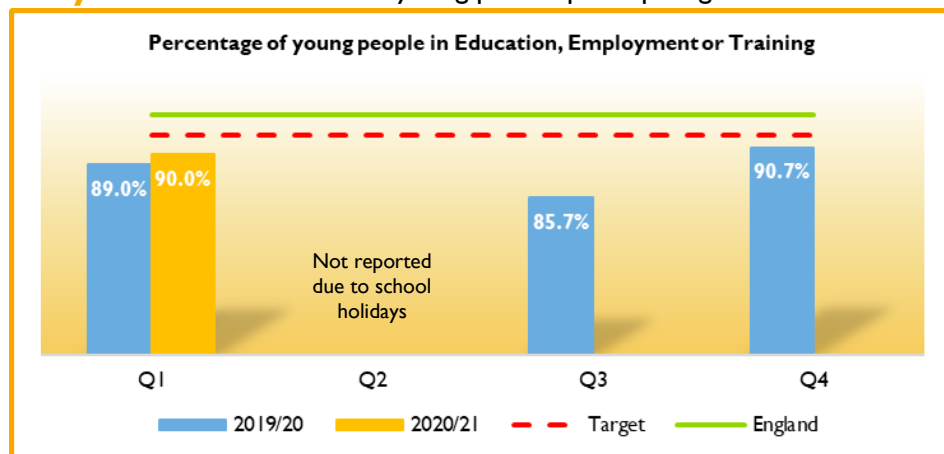
What needs to happen? The Economic Development team need to provide all of the support possible to ensure that the current pipeline of investment is delivered, ensuring job creation at such a critical time. Where these jobs become available, we must seek to ensure that employees who may become redundant are able to find alternative employment. Where possible, Economic Development must identify early opportunities for employment and investment across our key sectors and ensure that a pipeline of labour is available.

Quality jobs and valuable skills

Young people in Education, Employment or Training

What we measure: The percentage of young people aged 16 to 18 in academic years 12 to 14 who are going to, or remaining in, education, employment or training (EET).

Why we measure it: A young person participating in EET is an enabler to achieving better life outcomes.



How have we done? 90.0%

Increase of 1.0 percentage point from quarter one 2019/20.

Trend rating: **Green**

Target for 2020/21: 92%

Performance in quarter one is 2 percentage points below the target.

Target rating: **Amber**

What's working well? Stakeholders and partners across the city, led by Plymouth City Council, have been developing the Skills Launchpad Plymouth, which is a one-stop-shop FREE skills service established to deliver a city-wide response to COVID-19 within a Resurgam programme. The Skills Launchpad Plymouth was in place to support students at the end of August when exam results were announced and to aid choices for transition into post-16 education, employment or training. Careers South West responded to the impacts of COVID-19 through targeted support for young people in vulnerable categories and those identified in danger of becoming 'Not in Education, Employment or Training' (NEET). In particular, those young people in apprenticeships, or due to start apprenticeships, were contacted to identify difficulties and discuss alternative offers if appropriate. Careers South West have restructured teams to enhance support arrangements to meet these young people's needs.

What are we worried about? Work-based post-16 opportunities and routes are expected to diminish in the short and possibly medium term due to the impacts of COVID-19. The proportion of 16 and 17 year olds claiming Universal Credit between April and September has significantly increased (125%); whilst actual numbers are relatively low, we remain concerned as the proportion of 16 to 25 year olds has risen by 24% over the same period. Reduced income across communities may affect the ability of young people to remain in education, employment or training due to study costs. The range of provision available may need to meet the needs of more vulnerable groups and the inability of funding regimes to deliver responsive study packages could increase the number young people not in education, employment or training.

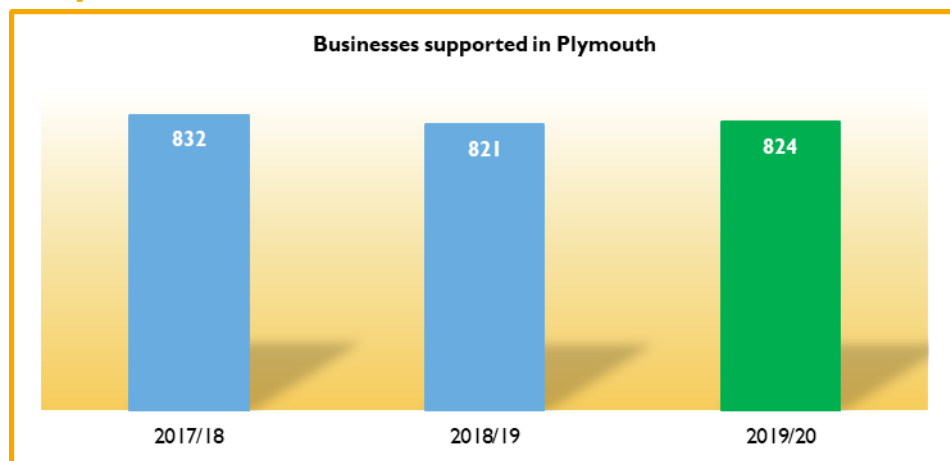
What needs to happen? Further roll-out of the Skills Launchpad Plymouth to include an Education Hub will support Information, Advice and Guidance (IAG) in schools. Multi-agency discussions on provisions and the support needs of NEETs and those at risk of becoming NEET need to galvanise support to develop flexible delivery options and bids for funds (e.g. Education and Skills Funding Agency/European Social Fund).

Quality jobs and valuable skills

Businesses supported

What we measure: The sum of businesses supported through the Business Relationship Programme alongside businesses supported through the Social Enterprise Investment Fund, Growth Hub and Growth Support Programme, as well as the number of businesses resident in the Council's business parks.

Why we measure it: Supporting businesses in Plymouth to thrive is another way in which we support a strong economy.



How have we done? 824

824 businesses were supported through various programmes in 2019/20, which is three (0.4%) more than in 2018/19.

Trend rating: **Green**

Target for 2019/20: Trend increase

We have not set a formal target for this indicator because the number of businesses supported is affected by many factors, for example the size of the businesses. However, we would like to see a year on year increase.

Target rating: **Green**

What's working well? The COVID-19 pandemic has fundamentally altered the way in which Economic Development is supporting businesses and to date our response to the pandemic has seen us support over 4,500 businesses, with 458 businesses having been supported by 121 sessions. The Public Protection Service has also provided much needed support by responding to more than 900 COVID-19 related service requests. Additionally, we have engaged with over 80 major suppliers. Despite being an immensely challenging time, the pandemic has vastly improved in-house intelligence, broadened the businesses in which the department engage with and raised the profile of Economic Development among the business base. To date, 4,043 Business Grants have been administered to local businesses, totalling £46.9 million; a further £2.27 million has been awarded to over 350 businesses in discretionary grants, stabilising and supporting local businesses throughout the COVID-19 pandemic.

What are we worried about? A large proportion of the businesses expected to be hit extremely hard by COVID-19 operate in the Creative or Tourism sector; Economic Development needs to ensure that a lens is being shone over those sectors currently paralysed. Keeping these sectors alive will ensure that the city will not lose those pools of talent to other cities or sectors. Research has shown that businesses have used up their resilience to deal with COVID-19 and preparing for Brexit.

What needs to happen? Economic Development must continue to collaborate and work with businesses to understand their pressures and offer as much support as possible. In addition to this, the department must continue to lobby government to increase the provision of business support and end the uncertainty facing businesses from Brexit.

A vibrant cultural offer

Number of people taking part in cultural activities organised by PCC

What we measure: The number of people taking part in cultural activities organised by PCC. This includes signature events such as the British Fireworks Competition and Armed Forces Day; smaller events such as Plymouth Pirates Weekend and the Lord Mayor's Festival; as well as the number of people volunteering their time on a cultural activity; visiting our sites including the Box Plymouth, Smeaton's Tower and Mount Edgcumbe; and taking part in our public learning and engagement programmes and other workshops and activities online, on-site and off-site.

Why we measure it: Reporting the number of people taking part in Plymouth's cultural activities enables us to understand whether we are providing a relevant offer so that we can respond to the needs of Plymouth residents and visitors meaningfully.

What's working well? In spite of the global pandemic, we saw 225,445 people take part in cultural activities organised by Plymouth City Council between April and September 2020. Mount Edgcumbe Park and surrounding landscape remained open throughout the initial lockdown period and whilst all physical events programmed to take place between April and September, such as the British Firework Championships, were cancelled, many other events were able to be moved online, including VE Day, Pirates Weekend, Flavour Fest, the Seafood Festival, and the Plymouth History Festival. Similarly, new online cultural initiatives were trialled, including the 'Box on the Box', which was piloted and launched with colleagues from the Transformation team and Adult Social Care to livestream film footage from the Box's film archive into residential care homes each Wednesday. The new Mayflower Trail was opened at the start of lockdown followed by the launch of the trail app in July, with just over 2,770 downloads to date. Work on the Box project resumed on site from June onwards as the lockdown restrictions eased, and was completed by early September. September also saw a Seafood and Harbour Market open to supplement the online Seafood Festival. The reconfigured Mayflower 400 programme was launched on the 16 September, attracting a total of 10,500 people and, by the end of the month, the Box Plymouth finally opened to the public. The public's response to the Box was tremendous; in its first three weeks, over 16,500 people visited the Box, there had been 108,000 Facebook shares and posts, 244 tweets and over 100 excellent/five star reviews on Trip Adviser and Google. Plymouth has received over £1 million of positive media coverage with all of the major regional and national newspapers and TV channels, and an audience reach of 60 million.

What are we worried about? The impact of COVID-19 continues to be a significant worry. The lockdown meant that all scheduled events were cancelled and cultural venues closed for the first three to four months of the financial year. Despite efforts to overcome the obstacles faced, Smeaton's Tower and the Theatre Royal Plymouth remain closed because of the difficulties for these venues to safely manage groups of visitors in confined spaces. Adjustments were made to ensure that the Box opened in a COVID-19 safe way so numbers were restricted to 25% of original capacity. Although we were successful with a Cultural Recovery Fund grant application from the Arts Council in September, the global pandemic has had a huge impact on income projections for all cultural activity in this financial year.

What needs to happen? We need to ensure that we can respond proactively to changing circumstances in a continuing COVID-19 environment, and to seek out all funding opportunities where appropriate that can both offset the financial impact of COVID-19 and/or help to develop alternative ways of reaching our audiences as widely as possible. We also need to continue to take into account customer feedback and analysis to shape and inform the ongoing development of a high profile cultural programme for all audiences.

How We Will Deliver

Corporate Plan priorities	Key performance indicators	Page number
A strong voice for Plymouth regionally and nationally	Offers and Asks	17
	Regional influence	18

A strong voice for Plymouth regionally and nationally

Offers and Asks

What we report: This is a narrative update on progress made regarding our 'Offers and Asks' for the first six months of 2020/21.

Why we report it: The Offers and Asks is our way of influencing the government on what we need for the city. The 'Asks' are updated regularly and are used to advise and inform Plymouth's three Members of Parliament (MPs). A multi-disciplinary approach draws in knowledge and experience from across the local authority. It is this approach that ensures that we have the best intelligence to enable us to identify key issues, in particular any impacts on local services.

What's working well? In the first two quarters of this year the focus of the Council's public affairs activity has continued to be on raising vital issues with government as a result of the COVID-19 pandemic to seek corrections on national policy and plug gaps in the support measures introduced. Specifically, we have been lobbying ministers for increased support for the bus industry and home to school transport provision; the availability of personal protective equipment (PPE) for health and social care workers; free school meals eligibility, vouchers and food supply; improved provision of COVID-19 testing facilities; and support for renters and the homeless, as well as calling for an extension to the homelessness eviction ban. We have also been lobbying for increased support for the tourism sector and the Theatre Royal Plymouth, and working closely through the Local Government Association (LGA) for increased support for businesses in the city affected by the pandemic.

We have also continued to raise the wider issues that are important to the city. We have now received the £2.3 million of funding for the North Prospect Regeneration scheme and secured £381,780 Next Steps Accommodation Programme Funding to support rough sleepers and vulnerable people into accommodation in the city. We continue to lobby for initiatives that support our climate change ambitions, such as the Renewable Heat Incentive and Future Homes Standard. The Leader has also written to the Secretary of State for the Department for Environment, Food and Rural Affairs (DEFRA) to ensure that our fishing industry receives the support that it needs in a post-Brexit world and we continue to lobby for investment in port infrastructure to preserve existing trade routes as we leave the European Union.

We have hosted a number of notable visits including the Mayflower 400 celebratory event, which was attended by the First Sea Lord, Parliamentary Under Secretary of State for Sport, Tourism and Heritage, and ambassadors from the Netherlands and US. The Minister of State at the Department of Transport also visited the city to hear about the Brunel Plaza development at the railway station and to understand some of the connectivity issues faced by the city and region. More recently the Leader, alongside partners in the city, gave evidence to the House of Commons Defence Committee on the importance and impact of defence spending in Plymouth. The Council submitted evidence to the Integrated Defence Review call for evidence to continue to make the case for the defence sector in Plymouth.

What are we worried about? Whilst local government has received emergency funding from the government to deal with the pandemic, there is an imperative to ensure that government honours its commitment to fully cover the costs of responding to COVID-19 in terms of additional expenditure and lost income. The Leader wrote to the Prime Minister setting out the details of the cost pressures faced by the Council and detailed the in-year financial gap. The Council has continued to lobby government ministers on the factors that are contributing to this gap, and in particular to include our outsourced leisure services within the emergency reimbursement scheme and to cover the cost of providing the temporary mortuary as a separate item. The financial pressures faced by councils remain a concern and we have responded to HM Treasury's Comprehensive Spending Review call for evidence to highlight the fundamental changes that need to be made to the way that local government is financed going forward to ensure the continued viability of local councils.

What needs to happen? We are continuing to monitor the situation in relation to the COVID-19 pandemic and Brexit and will continue to highlight to government where national policy decisions have a detrimental impact on the city. Over the next six months we will be responding to the government's Planning White Paper consultation and the Devolution White Paper (yet to be published), and will continue to use our regional partnerships and national networks to amplify our voice and make the case for Plymouth, and for local government.

A strong voice for Plymouth regionally and nationally

Regional influence

What we report: This is a narrative update on progress made during the first six months of 2020/21 regarding our work with partners and neighbouring councils, as well as how we promote our regional leadership role.

Why we report it: We need to ensure that our area has a strong voice with government and does not lose out on any additional powers or devolved funding opportunities that other parts of the country have benefited from. As the largest urban area in the South West Peninsula, it is natural that Plymouth plays a leading role in promoting the region with government.

What's working well? The Heart of the South West (HotSW) Joint Committee has met twice since April, in virtual format. At the Annual General Meeting in June there was a change of Chair, with the Leader of South Somerset District Council becoming the Chair and Councillor Tudor Evans re-elected as Vice-Chair. There has been a great deal of focus on economic recovery to address the impact of COVID-19, working closely with the Local Enterprise Partnership (LEP) and reflecting local councils' recovery plans. The Housing Task Group has also reconvened during this period and has prepared a response to the Planning White Paper on behalf of the Joint Committee.

The HotSW draft Local Industrial Strategy was co-developed with government and was ready to publish in January; however, government appears to have stepped back from publishing any more of these strategies for local areas. It was recently agreed by the LEP and the Joint Committee to publish the document locally so that it can be used as the framework, setting out the key industrial strengths of the HotSW area. Plymouth's strengths are predominantly around high-tech engineering and marine, but also increasingly health technologies. Despite not getting to a published co-owned document with government, the Local Industrial Strategy will act as a focal point for conversations with government departments to secure future commitments and investment.

Over the last six months, leaders and chief executives from councils across the South West have been coming together more frequently to address the ongoing issues created by COVID-19. These meetings have been hosted by South West Councils, working closely with the Local Government Association. The group has jointly commissioned a piece of work looking at the impact of COVID-19 on the economy and modelling potential job losses. They have also collated evidence of the implications of responding to COVID-19 for local authority finances and the anticipated losses in income streams. This information has been shared with government to help inform emergency financial relief packages.

What are we worried about? There is a risk that Plymouth and the wider South West peninsula fails to get traction with government. Following the election in December 2019, the government committed to rebalancing the economy across the UK with a 'Levelling Up' agenda. With the significant challenges presented by COVID-19 and the impending final exit from the European Union in December, there has been little evidence of a more decentralised approach or any increase in investment for the South West. The Great South West partnership, which stretches from Cornwall to Dorset, has been campaigning to be recognised as a pan-regional partnership by government, similar to the Northern Powerhouse. However, government has yet to clarify what geography they would prefer to engage with the South West on. If the government decides that the whole of the South West is more appropriate, the distinctive needs and challenges of Plymouth and neighbouring council areas could become overshadowed by the larger municipalities around the Bristol city region.

What needs to happen? Plymouth should continue to work with partners in the Joint Committee and through other groupings and networks to push for more funding and recognition, based on the existing set of asks and strategic plans. There are likely to be a series of funding opportunities over coming months as the government tries to kick-start the economy. By having an agreed framework in the Local Industrial Strategy and associated plans, with a pipeline of projects, the area will be ready to take advantage of this.

Further Information

This report was produced by the Plymouth City Council Performance and Risk Team. For further information, please contact:

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Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee



Date of meeting:	10 March 2021
Title of Report:	Public Transport Covid-19 Impact
Lead Member:	Councillor Mark Coker (Cabinet Member Strategic Planning and Infrastructure)
Lead Strategic Director:	Anthony Payne (Strategic Director for Place)
Author:	Debbie Newcombe
Contact Email:	Debbie.newcombe@plymouth.gov.uk
Your Reference:	N/A
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

The purpose of the report is to brief the Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee on the impact Covid-19 has had on Plymouth's public transport network, and what is required in terms of its recovery.

Recommendations and Reasons

It is recommended that the Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee notes the impact of the COVID-19 pandemic on public transport provision in Plymouth and the actions that have been taken to support local public transport operators.

Reason: To acknowledge the impact of the COVID-19 pandemic on public transport in Plymouth.

Alternative options considered and rejected

Lack of partnership working with public transport providers: - We could allow the operators to develop and implement their own recovery strategies, independent from the Council. However, this has been rejected as it would be contrary to advice from Central Government, and could lead to an unstable public transport network which is viewed unsatisfactory by potential service users.

Public transport has been vital to the current response to the COVID-19 emergency and will also be critical to Plymouth's economic recovery. We are a bus based city and it has been, and will be, be our public transport providers who will take our children back to school, our commuters back to work and connect our communities to friends and families – it is essential that we all work together to do everything we can to make sure they are in a position to do so.

Relevance to the Corporate Plan and/or the Plymouth Plan

The provision of an effective public transport network supports sustainable growth in Plymouth by providing residents and visitors with sustainable transport options to access employment, education, healthcare, leisure and retail opportunities.

Links to the Corporate Plan:-

Growing Plymouth:- Plymouth currently has an extensive public transport network which needs to be retained post-pandemic to ensure that residents and visitors can continue to access all of the services that they need citywide and beyond.

Caring Plymouth:- The public transport network provides valuable links to shops, healthcare, employment, education and leisure. Without these services our residents would face an increased risk of isolation, due to a need to rely on the use of higher cost taxis or relying on the charity and goodwill of friends or family, thereby constraining their independence and impacting on their wellbeing

Links to the Plymouth Plan:-

Through the provision of public transport services the Council supports the use of sustainable transport modes as set out in the Plymouth Plan specifically policies SPT9 (5)5, where it states that the local Planning and Highway Authorities with key stakeholders will deliver: “realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.,” SPT9 (6), which seeks to get the most out of our existing network and encourage behavioural change, SPT9(9) (delivering transport projects which provide a safe and effective transport system) and SPT (10) of the Plymouth and South West Devon Joint Local Plan and policies HEA6 (Delivering a safe, accessible, sustainable and health enabling transport system), GRO4 (Using transport investment to drive growth) and GRO7(Reducing carbon emissions and adapting to climate change) of the Plymouth Plan.

Implications for the Medium Term Financial Plan and Resource Implications:

There are no additional direct financial implications for the Council at this stage; all payments to be operators (tendered services and concessionary fares) are already budgeted for. Any additional costs incurred to date, over and above those already budgeted for, have been met through the provision of additional funding from Central Government. However, at this stage there is no commitment from Central Government as to how long additional funding will be available to offset the costs of recovery. This could lead to pressure on Council budgets in the event that bus operators start to withdraw bus services but this would require further consideration as the recovery process is worked through.

Carbon Footprint (Environmental) Implications:

Managing the demand for car travel and reducing car dependency through still being able to provide a comprehensive network of public transport services will be an essential tool towards improving urban air quality and helping to achieve Climate Emergency Action Plans between now and the 2030 date when net zero carbon is to be achieved, and it therefore essential that the Council works in partnership with our local public transport operators to ensure that this target can be achieved.

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

** When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

None

Appendices

*Add rows as required to box below

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
		1	2	3	4	5	6	7
A	Public Transport Covid-19 Impact							

Background papers:

*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
	1	2	3	4	5	6	7
None							

Sign off:

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Originating Senior Leadership Team member: Paul Barnard, Service Director for Strategic Planning & Infrastructure											
Please confirm the Strategic Director(s) has agreed the report? Yes Date agreed: 23/02/2021											
Cabinet Member approval: Councillor Mark Coker <i>[electronic signature (or typed name and statement of 'approved by email/verbally')]</i> Date approved: 24/02/2021											

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BREXIT, INFRASTRUCTURE AND LEGISLATIVE CHANGE OSC – MARCH 2021: PUBLIC TRANSPORT COVID-19 IMPACT



1.0 AIM

The purpose of this briefing paper is to set out the impact the Covid-19 pandemic has had on the provision of public transport in Plymouth. The report looks predominantly at buses, ferries and community transport. However, it also provides an overview of rail and coach services over which the Council has no direct control but which have been monitored throughout the pandemic. Whilst a form of public transport, taxis have not been included within this report as they are managed by the Council's Licensing Team.

2.0 PUBLIC TRANSPORT PRE-COVID

2.1 Buses

Prior to the pandemic, the significant majority of bus services across the city were operated on a commercial basis by Plymouth Citybus and Stagecoach South West. Market share (based on numbers of bus services operated) in January 2020 was as follows:

- Plymouth Citybus – 65.7%
- Stagecoach South West – 25.7%
- Other Operators – 8.6%

The other operators were Target Travel, Tally Ho Coaches, Country Bus and Oakleys Coaches who provided tendered services from areas of Devon into Plymouth on behalf of Devon County Council.

Whilst most services in the city were, and still are, operated on a commercial basis the 1985 Transport Act places an obligation on the Council to consider the provision of subsidy for bus services in unserved areas where these are deemed financially unviable by bus operators. In January 2020 a total of 12 services were operated under contract to the Council at a cost of £630,769 per annum.

Pre the pandemic, patronage on bus services was healthy, bucking the national trend with an increase in patronage on the previous year. In 2018-19 over 19 million journeys were recorded. However, this fell to just over 18 million journeys in 2019-20 with the reduction resulting predominantly from the start of the pandemic in March 2020.

2.2 Ferries

Passenger ferry services for the city were, and are, provided by Plymouth Boat Trips and the Mount Batten Ferry.

A zero cost contract is in place with Plymouth Boat Trips for the provision of the Cremyll Ferry. This service operates all year round providing vital links for both residents of Cremyll and the Rame Peninsula to access Plymouth and for Plymouth residents and visitors to access Mount Edgcumbe and the Rame.

In the year to January 2020 the service carried a total of 265,637 passengers.

Plymouth Boat Trips also provided, and continue to provide, commercial seasonal ferry services to Cawsand and between the Barbican, Royal William Yard and Cremyll.

The Mount Batten Ferry provided a year round service from Mount Batten to the Barbican catering for commuters and leisure travellers.

We do not hold passenger data for these commercial ferry services.

2.3 Community Transport

Community Transport services in Plymouth were, and are, provided by Access Plymouth under contract to the Council at an annual cost of £168,800.

Services offered through the contract are Shopmobility, Community Car and Dial-A-Ride. The Community Car and Dial-A-Ride services are offered to those unable to use conventional forms of public transport due to their age or a disability.

In the year to January 2020, a total of 19,121 uses of Shopmobility/trips on Community Car or Dial-A-Ride were made, up by almost 17% on the previous year.

Access Plymouth employ 8 paid staff, most of whom work on a part time basis, and therefore Access Plymouth relies heavily on volunteers to support the services they offer. A total of 24 volunteers support the service and in the year to January 2020 gave 4,966 hours of their time either staffing the reception, helping with Shopmobility clients or as Community Car drivers.

2.4 Scheduled Coach Services

National Express, Megabus and Stagecoach South West's Falcon service provided a wide range of links across the country from Plymouth Coach Station.

Given that these are commercial services, again we do not hold patronage data for them.

2.5 Rail Services

Great Western Railway (GWR) provided frequent services to both London and Penzance with two trains an hour in each direction throughout the main part of the day. They also operated (and continue to operate) the Tamar Valley line providing vital links, particularly for commuters and students, between Plymouth and communities in the Tamar Valley. Due to the capacity of the line, this service operated approximately every 2 hours.

Cross Country Trains also provided frequent services to and from Plymouth providing links to Bristol, the Midlands and to the north of the country with an hourly service in each direction throughout the main part of the day.

3.0 PUBLIC TRANSPORT DURING COVID-19

Following the Government announcement of a full lockdown in March 2020, which included a strong message to avoid public transport, the industry suffered a massive drop in number of passengers. Indeed, passenger numbers had started falling rapidly during the week before full lockdown was introduced on the 24th March. By the end of March, most public transport services were either significantly reduced or suspended altogether.

3.1 Buses

Bus patronage in Plymouth from the end of March to the end of May was between 7% and 12% of levels for the same period in 2019, reflecting trends nationally. The long-term viability of the

commercial bus network within Plymouth (and nationwide) was therefore considered to be at risk. To mitigate against the loss of fare revenue, the Department for Transport (DfT) requested that all Local Transport Authorities (LTAs) across the country continue to reimburse bus operators for concessionary travel at pre-pandemic levels and to continue to make full payments for tendered services. The Council therefore paid the full contractual rates for tendered services and paid concessionary reimbursements at pre-pandemic levels adjusted for the forecast reduction in demand as seen pre-pandemic.¹

The Government also introduced the Covid-19 Bus Service Support Grant (CBSSG) funding which was paid directly to bus operators for their commercial services to bring revenue levels up to a breakeven point. Further CBSSG was paid directly to PCC, as a LTA, to offset any additional costs relating to the provision of tendered services during the pandemic and to allow the Council to reimburse the bus operators for the loss in expected on bus revenue on tendered services. Starting from 16 March 2020 this funding currently covers the period to 18th January 2021. It is anticipated that funding will continue beyond this date, for a period of time, but confirmation of this is still awaited, along with how long LTAs and operators can expect to receive the payments for.

In addition to the measures set out above the Council has also undertaken a number of measures to both assist public transport operators and residents throughout the pandemic, as detailed below:-

- Used the Real Time Passenger Information (RTPI) displays to show relevant messaging for customers on service levels as well as giving advice on social distancing, use of face coverings and general public transport safety messages. The displays were also used to support the Clap for Carers with a special 'Thank You' message displayed on Thursday evenings during the first lockdown.
- Automatically renewed disabled persons bus passes expiring up to and including 31 March 2021 for one year without the need for pass holders to provide new proof of entitlement while our customer facing offices have been closed.
- Introduced an online application process for those applying for their first concessionary bus pass, which will be rolled out to those wishing to renew their passes from April 2021.
- Temporarily removed the time restrictions for concessionary travel to ensure elderly and vulnerable residents could access shops and supermarkets at times specifically allocated throughout the first 6 months of the pandemic, with time restrictions being reinstated when the schools returned in September to help ensure capacity on buses for essential trips.
- Assisted highways in painting Covid 19 messaging on the ground near a number of our assets throughout the first lockdown including all three park and ride sites, Plymouth coach station and at the Cremyll ferry landing stages.
- Installed backing sheets in bus shelters advising passengers on safe travel on public transport
- Worked with the bus shelter contractor, JC Decaux, to increase city centre shelter cleaning frequency, to instil confidence in bus use, in support of the city centre re-opening, post the first lockdown, which has been achieved at no additional cost to the Council.
- Worked with Education colleagues to ensure adequate provision and safety on public transport as schools returned in September. We will continue to offer this support when schools re-open to all pupils in 2021.

¹ Throughout 2020-21, payment amounts were calculated by taking the concessionary patronage for each operator from April 2019 to January 2020 inclusive, and comparing this to the same period in 2018-19 to identify the decline in concessionary trips year on year (it was a decline for all operators). We then took the patronage data for the equivalent month in 2019-2020 and applied this percentage decline to calculate the number of trips we think would have been undertaken in the absence of Covid. The approach to pay on a results basis, using an average from previous months, was consistent with the methodology set out in the Government Policy Procurement notes.

As lockdowns have been introduced and eased bus services have been continuously adjusted to meet demand, ensuring that services remain in place for key workers and school children, whilst also ensuring adequate capacity to comply with social distancing guidelines. Following the end of the first lockdown bus patronage showed some signs of recovery but only peaked at about 60%, when compared with the same period in 2019, coinciding with schools reopening in September. Patronage currently stands at around 25% compared to last year during the latest lockdown.

3.2 Ferries

No Central Government funding has been forthcoming for ferries.

The Cremyll and Mount Batten ferry services were stopped during the first lockdown, both resuming in mid-June with slightly revised timetables. The Cremyll Ferry has continued to operate since this time, although this remains the subject of continuous review, with patronage in the 12 months to 31 January 2021 dropping to 118,925, a decline of 55% on the previous year. However, the Mount Batten ferry was once again, suspended in early January following the announcement of lockdown 3.

3.3 Community Transport

No Central Government funding has been forthcoming for community transport services. However, the Council has supported Access Plymouth through continuation of contract payments for Community Transport irrespective of level of service operated, in accordance with supplier relief guidance issued in April 2020 (PPN/20).

Community Transport returned, post the first lockdown, with a reduced service, in summer 2020. The nature of the clientele meant a significant drop in demand for services and with many of the volunteers also standing down due to their age, it was necessary to offer reduced services to ensure they could be adequately staffed, and in terms of Community Car, to comply with social distancing guidelines. The Shopmobility service was resumed from mid-June 2020 to tie in with the re-opening of shops in the City Centre, albeit on reduced hours of operation, with the Dial-A-Ride service returning from 20 July 2020 running to meet demand. The Community Car service remains suspended but as the vaccination programme is rolled out, there are signs that drivers are looking to return. Access Plymouth have also been working with the NHS regarding the provision of transport to vaccination centres, where this is a barrier to attendance for older, disabled and vulnerable residents.

In the year to January 2021, a total of 4,287 uses of Shopmobility/trips on Dial A Ride were made, down by 77.6% on the previous year.

3.4 Scheduled Coach Services

Scheduled coach services have also been severely affected, with Megabus not operating in Plymouth for many months. National Express significantly reduced their network up to the end of December and, following the announcement of lockdown 3, suspended all services until at least March 2021. The Falcon has continued to provide links between Plymouth and Bristol albeit it at a much reduced frequency supporting commuter traffic on parts of the route (end to end patronage remains low).

3.5 Rail Services

Rail services have also been severely affected, the worst affected amongst public transport modes, with the exception of air travel. April – June 2020 there was 90% reduction in passengers carried nationally, a 40% reduction in passenger trains run and passenger revenue at 7% of 2019-20 levels. Rail is now relying on support to the tune of £700m per month. The industry and commentators are reporting that this is not sustainable. Treasury cannot afford it and could force the industry to cut swathes of the network if passenger numbers show little or no sign of recovery. There is concern if people stay with, or switch to private car, as the economy recovers.

During the summer months of 2020, especially on routes serving popular holiday resorts, including branch lines in the south west, rail services were busy and the industry expects leisure travel to recover faster than commuting. However, the overall trend is that rail demand is still stuck in the sidings.

Currently train operators are gradually agreeing franchise termination fees with the DfT, thereby reducing overall financial risk in their franchise portfolios. Train operators instead will enter into Directly Awarded National Rail Contracts of varying lengths and varying start times.

Until Direct Awards commence, each train operator is operating under Emergency Recovery Measures Agreements (ERMA) where the DfT is taking all the revenue and cost risks while lockdown measures are in place. ERMAs terminate at various times in 2021 or 2022.

4.0 PUBLIC TRANSPORT RECOVERY

Covid-19 has affected all local public transport; bus, rail, passenger ferry and community transport services, and operators will require a great deal of support in the recovery process. Strong messages by Government about not using public transport have had a real impact on travel patterns and we therefore need equally strong positive messaging campaigns once social distancing is relaxed to encourage people to return.

Across public transport networks, there is a need to get passengers back travelling with confidence, but the need to travel has changed. What journeys will people want to make in the South West post pandemic?

For intra-regional journeys, the emphasis is going to be on integration of transport networks linking bus, rail, walk, cycle, taxi and car and providing attractive speed and frequencies between South West cities and capacity into city centres.

Whilst Government CBSSG funding is likely to continue into 2021-22, there will be an expectation for operators to work with, in the case of bus operators, their local authorities on the recovery process. Information received to date implies that the DfT will be directing any bus funding through Local Transport Authorities in the longer term so that LTAs can determine appropriate service levels and ensure a fair allocation of funding. Details at present, however, are lacking and more information is expected in the National Bus Strategy, which has not yet been published.

Whilst CBSSG payments have been gratefully received by bus operators (and the Council), these have only been paid to the point of breakeven. As fixed costs start to impact in the coming months, without further help we could see reductions in service frequencies or even the full withdrawal of services. Prior to Covid-19, marginal services were able to be retained due to the profitability of other routes, but this is unlikely to continue if passengers don't return within 12 months to pre-pandemic levels. People have found alternative ways of travelling throughout the pandemic, some

of which are sustainable. Working patterns and locations have changed, particularly for office-based workers, and retail has suffered greatly so getting passenger numbers back up to pre-Covid levels is going to be challenging.

Our public transport operators, and their staff, remain at the front line of the COVID-19 response; providing key workers access to their places of work, not least Derriford Hospital, and access to essential services for some of the most vulnerable members of our community, and it will be essential to continue a close, co-operative relationship with the operators in order to ensure a comprehensive service is retained, directly supporting Plymouth's economic recovery.

Public transport has been vital to the current response to the COVID-19 emergency and will also be critical to Plymouth's economic recovery. We are a bus based city and it has been, and will be, be our public transport providers who will take our children back to school, our commuters back to work and our communities to friends and families – it is essential that we all do everything we can to make sure they are in a position to do so.

Managing the demand for car travel and reducing car dependency through still being able to provide a comprehensive network of public transport services will be an essential tool towards improving urban air quality and helping to achieve Climate Emergency Action Plans between now and the 2030 date when net zero carbon is to be achieved.

Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee



Date of meeting:	10 March 2021
Title of Report:	Skills and Skill4Plymouth
Lead Member:	Councillor Jon Taylor (Cabinet Member for Education, Skills and Transformation)
Lead Strategic Director:	Alison Botham (Director for Childrens Services)
Author:	Tina Brinkworth
Contact Email:	Tina.brinkworth@plymouth.gov.uk
Your Reference:	AB.TB.100321.1
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

To provide an update to the Brexit, Infrastructure and Legislation Change Overview and Scrutiny Committee on Skills and Skills4Plymouth Transformation Programme.

Recommendations and Reasons

For the Brexit, Infrastructure and Legislation Change Overview Scrutiny Committee to receive the report for consideration.

Alternative options considered and rejected

Not applicable - report is for information only

Relevance to the Corporate Plan and/or the Plymouth Plan

Plymouth Plan

Policy HEA2: Delivering the best outcomes for children, young people and families.

Policy GRO2: Delivering skills and talent development

Corporate Plan: A Growing City

Implications for the Medium Term Financial Plan and Resource Implications:

There are no implications for the Medium Term Financial Plan arising from this advisory report.

Carbon Footprint (Environmental) Implications:

No direct carbon/environmental issues identified

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

* When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.

Appendices

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
		1	2	3	4	5	6	7

Background papers:

Title of any background paper(s)	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
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Sign off:

Fin	djn.20. 21.24 6	Leg	lt/358 23/6/1 60221	Mon Off		HR		Assets		Strat Proc	
Originating Senior Leadership Team member: Ming Zhang											
Please confirm the Strategic Director(s) has agreed the report? Yes Alison Botham											
Date agreed: 25/02/2021											
Cabinet Member approval: Councillor Jon Taylor, Cabinet Member for Education, Skills and Transformation approved by email.											
Date approved: 16/02/2021											

Skills and SKILL4 Plymouth

Post COVID-19, Plymouth is potentially facing high numbers of unemployment along with over 4,000 potential school leavers and 10,000 further and higher education leavers trying to enter a jobs market with high unemployment and fewer new entrant opportunities. The difficult reality is that Plymouth may not have enough jobs for everyone who wants to work, with uncertainty on recovery timescales.

Resurgam; Plymouth's COVID-19 economic recovery plan has been established to support the creation and protection of jobs in Plymouth. The vision for Skills 4 Plymouth is to close the skills for Plymouth by creating a skilled supply of people to match demand. Working direct with employers in growth sectors and growth businesses to identify their skills demands required today and in the future and refocus the skills delivery that is needed to achieve this.

Skills 4 Plymouth objectives:

1. Support Resurgam sectors and businesses in identifying future skills demand and skills recovery interventions that create and protect jobs.
2. Create a capable and trained supply of people to meet future skills demand and close existing skills gaps.
3. To help people affected to be able to make swift, informed choices to develop their skills with collective support wrapped around them to take positive next steps into outcomes that benefit the individual, the community and the economy.
4. To join up in partnership so that the skills journey is seamless and that effort and funding is maximised and not duplicated.

The key activities under Skills 4 Plymouth:

1. Collation of Labour Market Intelligence direct from employers to understand the skills and job opportunities that exist today and in the future, to generate a ten year+ view.
2. Skills gap analysis to identify gaps in provision and the development of an action plan to close the skills gaps
3. Skills Launchpad Plymouth, a virtual Youth Hub, Adult Hub and Employer Hub for accessing independent advice and guidance (www.skillslaunchpadplym.co.uk/)
4. Physical Skills Launchpad space (official opening 23rd March 2021), in partnership with Barclays Bank, Department of Works and Pensions and various other partners to access and repurpose existing funding to create a space where young people and adults can access free and impartial careers advice, information, education and guidance to enable them to make informed decisions and to help them achieve their career aspirations.
5. Embed future skill requirements and careers information aligned to the curriculum into education system from primary through to post 16, to inspire young people and broaden their horizons so that they know the educational and career pathways that will lead to real jobs that will exist when they leave their educational journey. Developing a sustainable pipeline to meet future skills demands.
6. Working in partnership across FE, HE, Adult Training provision and other key stakeholders to align provision to meet employers demands

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Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee



Date of meeting:	10 March 2021
Title of Report:	Culture Plan - a place-based culture strategy for Plymouth 2021-2030
Lead Member:	Councillor Tudor Evans OBE (Leader)
Lead Strategic Director:	Anthony Payne (Strategic Director for Place)
Author:	Hannah Harris
Contact Email:	Hannah@plymouthculture.co.uk
Your Reference:	HH21
Key Decision:	Yes
Confidentiality:	Part I - Official

Purpose of Report

The purpose of this report is to present the 'Culture Plan - a place-based culture strategy for Plymouth 2021-2030'.

Recommendations and Reasons

That Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee notes Culture Plan - a place-based culture strategy for Plymouth 2021-2030

Subject to approval at Cabinet 9 March 21.

Alternative options considered and rejected

The Culture Strategy - Vital Spark expired in 2020 and a refreshed strategy was required to take forward and support the city's ambitious plans

Relevance to the Corporate Plan and/or the Plymouth Plan

The Plymouth Plan remains the City's overarching strategic plan, looking ahead to 2034. The Plan sets out a shared direction of travel for its long-term future bringing together a number of strategic planning processes into one place. The Plan sets out the aspiration to be a healthy and prosperous city with a rich arts and cultural environment and we see the Culture Plan sitting alongside this as a mechanism for achieving the strategic objectives.

Policy INT4 is of particular relevance as it seeks to delivering a distinctive, dynamic, cultural centre of regional, national and international renown and sets out how the city will support a thriving arts and cultural sector.

The arts and cultural sector has the ability to have a positive impact across a wide range of topic areas ensuring this Culture Plan also contributes to the following policies:

- Policy HEA1 Addressing health inequalities, improving health literacy;
- Policy HEA2 Delivering the best outcomes for children, young people and families;
- Policy HEA4 Playing an active role in the community;
- Policy HEA7 Optimising the health and wellbeing benefits of the natural environment;
- Policy GRO1 Creating the conditions for economic growth;
- Policy GRO2 Delivering skills and talent development;
- Policy INT3 Positioning Plymouth as a major UK destination;
- Policy INT6 Enhancing Plymouth's 'green city' credentials;
- Policy INT8 Celebrating diverse communities.

Implications for the Medium Term Financial Plan and Resource Implications:

No financial implications have been identified. The Plan will be managed within Plymouth Cultures existing budgets and each project will be funded on a case-by-case basis.

Carbon Footprint (Environmental) Implications:

Whilst the Plan itself has no identifiable environmental implications, being produced in digital format in the first instance, the Plan has the environment as a key driver stating, 'We will be a city of culture with green credentials, using culture and creativity to tackle the climate emergency'. As such this will be a key criteria for decision-making as projects develop, to ensure the sector acts responsibly and facilitates others to do the same

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

** When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

None identified.

Appendices

**Add rows as required to box below*

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
		1	2	3	4	5	6	7
A	Briefing report - Culture Plan							
C	Culture Plan							

Background papers:

**Add rows as required to box below*

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable)
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	If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.						
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Sign off:

Fin	pl.20. 21.2 32	Leg	3627 8/AC/ 25/2/ 21	Mon Off		HR		Asset s		Strat Proc	
Originating Senior Leadership Team member: David Draffan (Service Director Economic Development)											
Please confirm the Strategic Director(s) has agreed the report? Yes Date agreed: 16/02/2021											
Cabinet Member approval: Councillor Tudor Evans OBE (Leader) verbally approved. Date approved: 15/02/2021											

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CULTURE PLAN 2021-2030

Appendix A: Briefing Report



1.0 Introduction

In March 2020 Plymouth Culture was mandated to develop a new ten year culture plan, in recognition that the current strategy 'Vital Spark' covered the period 2010 - 2020. Plymouth has, undoubtedly, evolved as a cultural destination over these ten years and in order to continue to strategically position culture as a driving force for regeneration, economic and social prosperity, a refreshed culture strategy was commissioned.

Shortly after this mandate was issued the UK entered a national lockdown, as a result of the escalating Covid-19 pandemic. Rather than halting the development of the Culture Plan this only served to highlight the importance of the Plan in driving recovery and responding to the evident need to reimagine a fairer, greener future for the sector and city.

2.0 Engagement Process

The Culture Plan is the outcome of an extensive and robust engagement process undertaken from March - November 2020. The Arts Development Company were commissioned through an open tender process to undertake a programme of stakeholder engagement. This was adapted in response to the pandemic and emerging thematic to include 38 one-to-one interviews, three externally facilitated workshops, three consultation workshops and five partner-led focus groups. Sector stakeholders have also contributed feedback through the Covid Sector Survey (completed June 2020) and the draft Creative and Cultural Industries Sector Recovery Plan.

This engagement work has been accompanied by work undertaken by the Audience Development Agency, following an open tender process, to collect economic and social impact data relating to the creative and cultural sector in Plymouth. Data from the full report has been used within the strategy.

3.0 Summary Plan

The Plan is aspirational but builds on our proven track record in order to amplify our existing cultural assets. It sets a vision for the future which acknowledges the city's heritage and propels us into a new era where culture is at the heart of the city's place-making agenda. The strategy identifies a need to make culture visible, accessible and investable, so that we can grow audiences, achieve positive social impact and drive inclusive growth.

3.1 Vision

Plymouth is a magnet city, attracting artists, creatives and social activists. Our city's appeal is characterised by our commitment to people and planet and evidenced by our unique cultural offer that reflects, includes and values our diverse communities.

3.2 Key Drivers

Community

1. We will use culture and creativity to nurture community engagement, building happy, healthy, empowered and connected communities.

Environment

2. We will be a city of culture with green credentials, using culture and creativity to tackle the climate emergency.

Inclusive Economy

3. We will position culture as an economic driver, growing and sustaining a diverse ecology of creative individuals and organisations.

3.3 Ambition Statements

1. We will embrace our unique blue-grey-green landscapes, unlocking assets in our built and natural environments to create memorable experiences only imaginable in Plymouth.
2. We will make cultural encounters part of the everyday for everyone.
3. We will develop an exemplary model of co-creation where our audiences are active participants, making our cultural offer authentic and relevant.
4. We will be the UK's leading city for immersive cultural experiences, recognised for our ability to use digital technology to engage communities and build cross-sector connections.
5. We will embed equality at every level of the sector to actively support diversity of voice and celebrate the creativity in everyone.

3.4 Approach

The Plan identified three strategic priorities that will shape decision-making and resource allocation.



3.5 Programmes of Work

The Plan identifies five programmes of work which will enable the Plan to be implemented. Specific projects and initiatives will sit within each programme which will form an operational business plan which, in turn, will be monitored and reviewed at regular intervals.

Our city is our venue - considering the infrastructure required to unlock spaces for culture across the city.

Culture is Alive - coordinated cross-city programming of cultural activity to create an annual programme and more effectively market the cultural offer and in turn the city.

Creative economy - creating the conditions to build and sustain a diverse and vibrant ecology of artists, creatives and cultural organisations.

Community clusters - positioning culture as a key component in building and supporting resilient and empowered communities how can help shape a better future.

Data story telling - a coordinated approach to collecting and presenting sector data so that we are able to tell the story and make the case for culture.

4.0 Strategy Alignment

The Plymouth Plan remains the City's overarching strategic plan, looking ahead to 2034. The Plan sets out a shared direction of travel for its long-term future bringing together a number of strategic planning processes into one place. The Plan sets out the aspiration to be a healthy and prosperous city with a rich arts and cultural environment and we see the Culture Plan sitting alongside this as a mechanism for achieving the strategic objectives.

Policy INT4 is of particular relevance as it seeks to delivering a distinctive, dynamic, cultural centre of regional, national and international renown and sets out how the city will support a thriving arts and cultural sector.

The arts and cultural sector has the ability to have a positive impact across a wide range of topic areas ensuring this Culture Plan also contributes to the following policies:

- Policy HEA1 Addressing health inequalities, improving health literacy;
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- Policy GRO1 Creating the conditions for economic growth;
- Policy GRO2 Delivering skills and talent development;
- Policy INT3 Positioning Plymouth as a major UK destination;
- Policy INT6 Enhancing Plymouth's 'green city' credentials;
- Policy INT8 Celebrating diverse communities.

The Culture Plan does not specifically include actions relating to sport. However, we see sport as part of the wider cultural identity of the city and recognise that the lines between some art forms and physical activity, such as dance, are rightly blurred. As such we will work closely with the Plymouth Sports Board to ensure the Culture Plan complements the Plymouth Plan for Sport. Where possible we will align our efforts around our shared ambitions to 'get people active' and 'reduce health inequalities and improve people's health and wellbeing'.

The mutually beneficial relationship between culture and the visitor economy remains important for Plymouth. We have worked closely with Destination Plymouth to incorporate the theme 'Our brilliant culture and heritage' into the Plymouth Visitor Plan and see the Culture Plan as a mechanism for delivering again this objective.

The Plan is also aligned with national policy and thinking. We have taken account of National and Local Industrial Strategies to identify how this Plan can support headline ambitions for inclusive growth. Equally, we are mindful of the times we are living in and the need to reflect, reimagine and rebuild, and so have paid close attention to recommendations for recovery, such as Cultural Cities Recovery, published October 2020.

The Plan responds to the Arts Councils strategy, Let's Create, and the four investment principles. These principles naturally align with the ambitions and approach set out in this Plan. They provide a framework, creating the conditions needed for the growth and evolution of the sector and the city.

5.0 Next steps

The Culture Plan will be converted into easy read and audio versions to support accessibility. A pocket guide will also be created in order to reach a wider, more public audience.

In support of the Plan an implementation plan will be developed. It is acknowledged that the sector remains in crisis, which will have implications in the short to medium-term. Therefore, the Creative and Cultural Industries recovery plan will be further developed to serve as the Plan's implementation plan for the next 12-24 months. This will ensure that short-term actions are directly linked to our long-term ambitions whilst enabling us to remain agile and adapt delivery plans over time

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Culture Plan

**a place-based Culture
Strategy for Plymouth**

2021-2030

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Plymouth Culture is a sector support organisation established to provide independent support, guidance, brokerage and strategic leadership to the creative and cultural sector in Plymouth. Plymouth Culture is a Charitable Incorporated Organisation (CIO) and receives core funding from Arts Council England as a National Portfolio Organisation and Plymouth City Council.

In our capacity as the strategic lead for the creative and cultural sector in Plymouth, we have coordinated and authored this Culture Plan on behalf of the city and the sector following extensive engagement work.

Once published Plymouth Culture will continue to play a lead role in ensuring the plan is implemented but this is a plan beyond Plymouth Culture and will be owned and actioned by all stakeholders.

Executive Summary

Work on this Culture Plan began in early March 2020, just weeks before the Covid-19 global pandemic put the UK into lockdown. At this point we rightly questioned the value, role and efficacy of developing a ten-year plan when the creative and cultural sector was in critical shock and all our futures remained uncertain.

However, in consultation with sector stakeholders it became clear that this plan was a necessity and that, despite having a ten-year horizon, was relevant to the immediate future of the sector. It was also clear that our long-term strategic ambitions should not be detached from the short-term recovery plans for the sector. The arrival and impact of Covid-19 was in fact an opportunity to stop and reflect on the sector, the city and the world in a new light. As such, this plan has been written during a pandemic and through that lens, and we feel it is all the better for it. This unexpected and unprecedented time has brought our global societal issues from the margins to the centre and allowed us to think beyond the next project to the systems, processes and structures that require change within our sector and our society.

The result is not simply a plan which responds to Covid-19 but rather a more considered plan that recognises the role the creative and cultural industries can play in reimagining and recreating a better, fairer, greener, more sustainable and equitable world. But in order to do that we need to model systemic change within our own sector. To do this we continued to ask ourselves two key questions throughout the process of developing the plan: 1) What was wrong with yesterday?¹ and 2) How does our collective action build a more resilient sector?

This plan aims to establish an ambitious cultural vision for Plymouth. One that builds on our strong cultural foundations and creates a framework for future decision-making.

The plan is timely, albeit acknowledging the influential interruption of Covid-19. As we consider the legacy of Mayflower 400 and the international spotlight it has placed on Plymouth, coupled with the opening of significant cultural assets such as The Box and the Market Hall, as well as anticipating the arrival of the British Art Show (BAS9), it is important that the plan builds a coherent, future-facing narrative for culture.

It is essential that the plan is owned by the creative and cultural sector and championed by stakeholders from all sectors across the city. That is why our extensive engagement process has included a variety of stakeholders and is built upon their collective contributions. Whilst the conversations were wide-ranging and often divergent, we were able to identify consensus around the unique characteristics of Plymouth:

- Plymouth's creative and cultural sector has a DIY culture; an inbuilt entrepreneurial spirit where change and innovation is driven from the grassroots, artist-led community.
- The co-investment model built between Plymouth City Council and Arts Council England has been highly successful and makes Plymouth a trusted partner for funders, evidenced by funders such as British Film Institute (BFI) renewing funding in the city.
- The sector and city are edgy and raw, built out of a working-class, naval history.
- We have built a reputation for doing things differently, something we make no apology for, meaning Plymouth has been and continues to be a pioneering city.
- Our city, its communities and culture, have been shaped by the natural environment. We are a waterfront city where we embrace the horizon as a point of arrival and departure.
- The Britain's Ocean City brand presents an opportunity to create a distinctive identify for the city.

Whilst these attributes make Plymouth distinctive, they contribute to persistent challenges within the sector:

- A history of waiting for permission, and over reliance on grant funding in certain cases.

¹ Culture Reset 2020, Claire Doherty and David Micklem

- An active independent and freelance community which is vulnerable due to a lack of structural, sustained support.
- Limited strategic collaboration regarding marketing and audience development efforts despite an open and generous relationship between organisations.
- Limited success securing business sponsorship and external investment outside of arts and culture funding.

Consequently, this plan is not focused on the next big project, title or event but rather, recognises that behavioural change will drive structural change and in turn sector and city transformation. It focuses on the adoption of shared values and an investment in real collaboration in order to create the conditions in which creativity can flourish in everyone. Ultimately the plan seeks to develop a diverse and resilient creative and cultural sector in order to position it as the driving force for economic and social prosperity in Plymouth.

We have identified three key drives which underpin the plan, the community, the environment and the economy, and three priorities that will enable us to realise our ambitious vision place - our spaces, people - our community and sector - our creative economy.

Now, more than ever, we recognise the need for the plan to be agile and so it will be accompanied by an implementation plan. In the immediate future this will be a sector recovery plan but will evolve over time through a managed process of monitoring, evaluation and refinement.

Foreword

Plymouth is a vibrant cultural city and we are committed to placing culture at the centre of our work to make it a fairer, greener city for everyone. We are in no doubt about the value that culture brings to our city and our communities. It will play a pivotal role in making Plymouth 'one of the most vibrant waterfront cities in Europe' and Britain's Ocean City.

Ten years ago, when we published the first Culture Strategy for Plymouth - Vital Sparks, we committed to long-term strategic investment in culture alongside key partners such as Arts Council England and Heritage Lottery. This strategic partnership has been highly successful and enabled Plymouth to become a leading city for Contemporary Visual Art, culminating in the opening of The Box, described as the most significant cultural initiative in the UK in 2020.

This plan is a necessary step in shaping and driving the next phase of our cultural development. We have no plans to slow down our efforts and in fact we see this plan as a clear statement that our ambitions have global horizons.

We are proud to be an industrial city built on an entrepreneurial culture and a pioneering spirit. This plan is ambitious but it is rooted in Plymouth, where we are proud to do things differently. It makes it clear that our priorities are our communities, our planet and our creative sector so that we can achieve real change for the benefit of everyone. We are acutely aware of our city's role in history and the need for us to rebuild the systems and processes we operate in order to make a greener, fair, more sustainable and inclusive city a reality. We recognise we still have work to do.

I want our cultural offer to define us as a playful, welcoming city; a brave city that doesn't shy away from the global challenges we face and instead continues to take risks, stand up and stand out. I want our cultural identity to be shaped by our communities and to do that, our cultural offer needs to be an entitlement not a privilege.

I wholeheartedly endorse the Plan for Culture and the approach to making culture more inclusive, accessible and visible for all who live, work, study and visit our incredible city.

Cllr Tudor Evans OBE
Leader Plymouth City Council

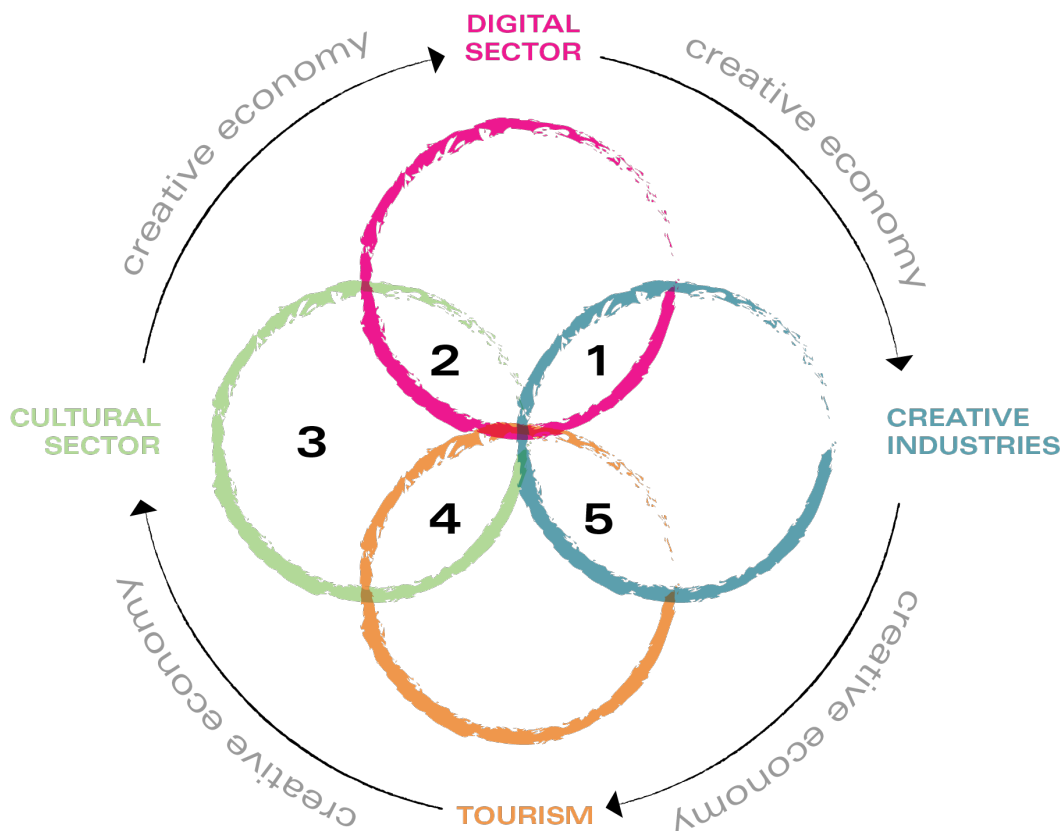
Background

What is Culture?

Culture is who we are. It is our identity, shaped by our past and which defines our future. It is all that we do, how we live and express ourselves. It is what gives our communities and our city its soul. A strong cultural identity can make a place distinctive and attractive. It also has the power to bring communities together, improve health and wellbeing, imagine and construct a better future.

We embrace this definition of culture through this plan. By adopting a place-based approach, this plan makes the case for culture as an integrated part of our city and daily lives. It seeks to move away from the view of culture as a sector only, and move towards culture as a mechanism and driving force for addressing our civic agendas as a city.

For the purposes of this plan we have taken account of the wider creative industries extending beyond funded arts and culture to include heritage, cultural tourism and commercial operations including design, digital technologies and media. We have worked within the DCMS definition of the creative industries but have excluded telecoms, sport and gambling from the plan remit. It is this definition we use when referring to the creative and cultural industries and are the parameters we have used when calculating economic impact.



Key

- 1) Publishing, computer games, software publishing, computer programming, computer consultancy activities
- 2) Film, TV, music, radio
- 3) Heritage, retail of music and video recordings, manufacture of musical instruments, reproduction of recorded media
- 4) Heritage
- 5) Arts, museum activities

We recognise the value and role of creativity across the entire economy, and the sector's ability to create high value jobs. As such, we make reference to the wider creative economy within the Plan. This takes into account the creative people and projects that operate within other sectors, contributing extensively to the economy as a whole.

Throughout the plan we apply the following definitions:

Funded arts and culture - cultural organisations and arts projects that are delivered through public or private funding, either full or part-funded.

Culture - a collective term applied to the arts and heritage sector which may include funded and non-funded activity, but also a term that applies to the identity, values and behaviours of the city.

Creative Industries - Cultural and creative organisations and initiatives that operate through both funded and commercial income streams.

Creative Economy - Creative roles and activities that take place within non-creative or cultural businesses.

Creative Ecology - The complete creative and cultural environment made up of funded, non-funded and commercial activity.

Why do we need a Culture Plan?

All future-facing, leading cities need a Culture Plan as a critical component of the wider place-making agenda. There is an abundance of evidence to demonstrate the significant economic and social impact of culture at an individual and city level. As such, the Culture Plan is not a stand-alone document but is designed to complement non-arts agendas and integrate with existing city strategies to achieve our collective ambitions for Plymouth.

The Culture Plan provides a framework for decision-making and helps to direct resources to identified priorities. The Plan outlines how we grow and sustain a thriving cultural sector in order to positively impact the lives of individuals and the economic and social prosperity of the city. It has been compiled by the sector and key stakeholders to ensure that it is collectively owned and that individuals and organisations understand the contribution they can make towards achieving our long-term ambitions. Ultimately this ensures that we have a strong, collective sector voice within the city and that culture in Plymouth remains an investable proposition to partners external to the city.

The Plymouth Plan remains the City's overarching strategic plan, looking ahead to 2034. The Plan sets out a shared direction of travel for its long-term future bringing together a number of strategic planning processes into one place. The Plan sets out the aspiration to be a healthy and prosperous city with a rich arts and cultural environment and we see the Culture Plan sitting alongside this as a mechanism for achieving the strategic objectives.

Policy INT4 is of particular relevance as it seeks to delivering a distinctive, dynamic, cultural centre of regional, national and international renown and sets out how the city will support a thriving arts and cultural sector.

The arts and cultural sector has the ability to have a positive impact across a wide range of topic areas ensuring this Culture Plan also contributes to the following policies:

Policy HEA1 Addressing health inequalities, improving health literacy.

Policy HEA2 Delivering the best outcomes for children, young people and families.

Policy HEA4 Playing an active role in the community.

Policy HEA7 Optimising the health and wellbeing benefits of the natural environment.

Policy GRO1 Creating the conditions for economic growth.

Policy GRO2 Delivering skills and talent development.

Policy INT3 Positioning Plymouth as a major UK destination.

Policy INT6 Enhancing Plymouth's 'green city' credentials.

Policy INT8 Celebrating diverse communities.²

For the reasons outlined above, the Culture Plan does not specifically include actions relating to sport. However, we see sport as part of the wider cultural identity of the city and recognise that the lines between some art forms and physical activity, such as dance, are rightly blurred. As such we will work closely with the Plymouth Sports Board to ensure the Culture Plan complements the Plymouth Plan for Sport³. Where possible we will align our efforts around our shared ambitions to ‘get people active’ and ‘reduce health inequalities and improve people’s health and wellbeing’.

The mutually beneficial relationship between culture and the visitor economy remains important for Plymouth. We have worked closely with Destination Plymouth to incorporate the theme ‘Our brilliant culture and heritage’ into the Plymouth Visitor Plan and see the Culture Plan as a mechanism for delivering again this objective.

It is important to note that this Culture Plan does not replace existing plans such as The Visual Arts Plan - Go Beyond⁴, The Public Art Plan⁵ and Plymouth Principles and the Music Report. These plans have been invaluable in shaping this plan and will continue to be delivered within the wider strategic framework of the Culture Plan.

The plan is also aligned with national policy and thinking. We have taken account of National and Local Industrial Strategies to identify how this plan can support headline ambitions for inclusive growth. Equally, we are mindful of the times we are living in and the need to reflect, reimagine and rebuild, and so have paid close attention to recommendations for recovery, such as Cultural Cities Recovery, published October 2020⁶.

The plan responds to the Arts Councils strategy, Let’s Create⁷, and the four investment principles. These principles naturally align with the ambitions and approach set out in this plan. They provide a framework, creating the conditions needed for the growth and evolution of the sector and the city.

Where are we now?

Plymouth is by no means starting from scratch when it comes to a cultural offer. Over the last ten years, since the first cultural strategy was published, there has been a strategic and sustained investment in culture. This has been evident in the preservation of the local authority arts budget, in comparison to other cities and despite budget pressures, and the coordinated efforts of city and cultural leaders to leverage investment into the sector.

This decade of collaboration and investment has resulted in an increase in arts and cultural organisations across the city. According to the most recent Inter-Departmental Business Register data available, 365 business units (i.e. companies or sole traders) classed as “Arts, entertainment, recreation & other services” are based in Plymouth. This accounts for 6% of all enterprises in Plymouth and is reflective of the sector profile across the South West and the rest of England.

² <https://www.plymouth.gov.uk/planningandbuildingcontrol/plymouthplan/approvedplymouthplan>

³ https://www.plymouth.gov.uk/sites/default/files/Plymouth_Plan_for_Sport.pdf

⁴ <http://plymouthculture.co.uk/visual-arts-plan/>

⁵ <http://plymouthculture.co.uk/public-art-plan/>

⁶ <https://www.corecities.com/sites/default/files/field/attachment/ACE316%20Cultural%20Cities%20Enquiry%20V10.pdf>

⁷ <https://www.artscouncil.org.uk/letscreate>

The sector makes a significant economic contribution to the city. It is important that this is understood and valued by all stakeholders so, to support the development of this plan, Plymouth Culture commissioned Audience Agency⁸ to gather baseline economic data for the sector.

Using the definitions outlined above, the creative and cultural sector employs 1,520 people in Plymouth. A further 610 indirect jobs are supported by the cultural sector, resulting in a total of 2,130 direct and indirect jobs in the creative and cultural industries in Plymouth.

The sector is dominated by small and micro organisations with just a handful of larger cultural organisations. Employment is clustered within these large employers with the three largest cultural-sector employers in Plymouth employing 29% of the cultural workforce, and the largest five employing 39%. Cultural-sector jobs are concentrated in the St Peter & the Waterfront and Moor View wards, together accounting for just under half of employees.

Using Gross Value Added as a model for economic output, the cultural and creative sector in Plymouth accounts for £69.1m of economic output per year. When indirect effects are taken into account, this increases to an economic output of £98.8m.

The productivity of the sector is £69,000 GVA per full-time employee, higher than the average across all sectors in Plymouth which is £49,770.

The development and growth of the sector has attracted additional funding. Plymouth secured a funding uplift of 38% from Arts Council England (ACE) for National Portfolio Organisations (NPO) in the 2018-22 round. Ten Plymouth organisations were granted NPO status for 2018-22, placing Plymouth 26th out of all English Local Authorities in terms of NPOs per head of population. In total Plymouth NPOs were granted £16m over 2018-22, around £59 per resident. This places Plymouth 13th out of all English Local Authorities in terms of NPO funding per head⁹.

The social impact created by the sector is equally important and significant. Many of our creative and cultural organisations are working in wards and neighbourhoods across the city with hard-to-reach communities and individuals. They are engaging the most disadvantaged and marginalised residents, working on the front line to make a difference to the lives of those individuals, something that has never been more evident than during the pandemic.

Plymouth has an over-representation of less-engaged Audience Spectrum segments: 21% of adults fall into one of the 'Highly engaged' Audience Spectrum segments, 42% a Medium Engagement segment, 37% a Lower Engagement segment. This compares with 25%, 41% and 33% of adults in England as a whole.

According to the TGI survey, adults in Plymouth are less likely than those elsewhere in England to attend almost all areas of arts and culture – most notably opera, museums, jazz, classical music, ballet, and theatre.

This data is essential in helping to paint a picture of the cultural offer and impact within the city. Ultimately though, it shows us that we have work to do. Work to understand and measure the full reach and impact of the sector; work to standardise data collection and monitoring across the sector; work to deploy data as a decision-making tool across the sector and the city.

This baseline data, and an awareness of the gaps it presents, has helped to shape this plan and the associated action plans.

⁸ Plymouth Culture - Culture Strategy Research report, Audience Agency, December 2020

⁹ The NPO funding received from ACE is just one source of investment into the city and is included because it represents a sustained, strategic relationship with the city. Many other funders are supporting cultural organisations and initiatives such as British Film Institute, British Council, Innovate UK, Historic England, National Lottery Heritage Fund and numerous trusts and foundations to name a few examples.

VISION

Plymouth is a magnet city, attracting artists, creatives and social activists. Our city's appeal is characterised by our commitment to people and planet and evidenced by our unique cultural offer that reflects, includes and values our diverse communities.

Plymouth has been on a cultural journey for over a decade. Strong civic and cultural leadership has already enabled Plymouth to build a reputation as a city of culture. This vision acknowledges all that has gone before and charts a path for our next phase of cultural development; one that focuses on amplifying and connecting what we have, strengthening the sector and situating culture at the heart of city planning and decision-making.

Incredible work over recent years has shone a spotlight on Plymouth, drawing national and International attention. Our job now, as outlined within this plan, is to sustain this energy and convert attention to engagement. We want people to be drawn to the city to live, work, visit, study and invest in ways that support our vision for a culture-led fairer, greener, sustainable city.

Key Drivers

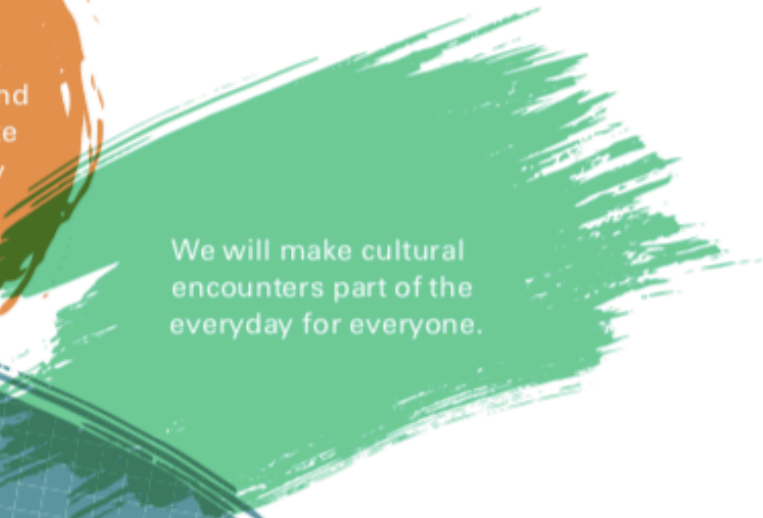
Three key drivers will sit at the heart of all decision-making to ensure this plan works to create a greener, fairer sector and city.



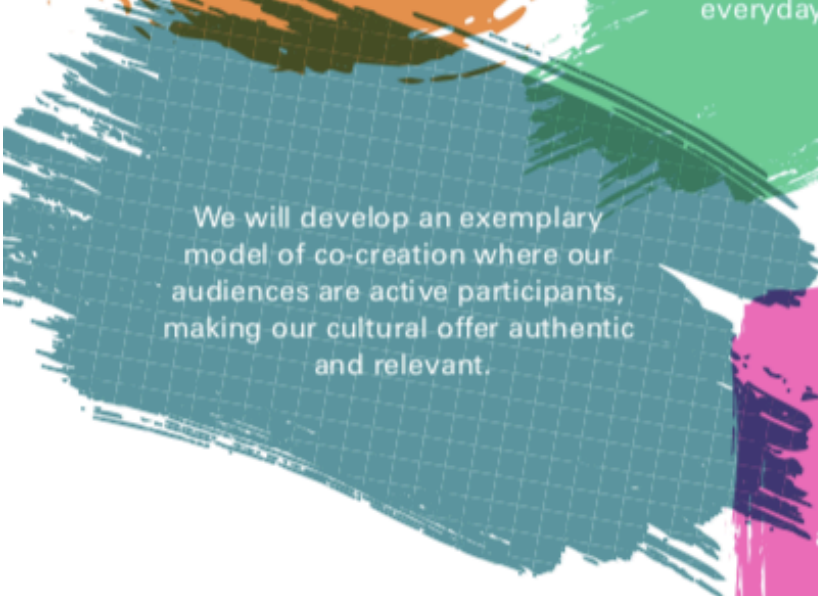
AMBITIONS




We will embrace our unique blue-grey-green landscapes, unlocking assets in our built and natural environments to create memorable experiences only imaginable in Plymouth.




We will make cultural encounters part of the everyday for everyone.



We will develop an exemplary model of co-creation where our audiences are active participants, making our cultural offer authentic and relevant.



We will be the UK's leading city for immersive cultural experiences, recognised for our ability to use digital technology to engage communities and build cross-sector connections.



We will embed equality at every level of the sector to actively support diversity of voice and celebrate the creativity in everyone.

IMPACT

We want the Culture Plan to drive positive change at the individual, sector and city level. Our ambitions are therefore reflective of the type and scale of change we wish to see.

We want the collective impact of the plan to result in -

- Plymouth building a reputation as a fun, playful city.
- Residents feeling a sense of pride in Plymouth borne out of a strong cultural identity.
- The cultural offer reaching across the city to every visitor, resident, neighbourhood and community.
- The cultural sector attracting and retaining a diverse audience who are actively involved in making culture.
- People talking about culture and engaging in conversation because it is fun, challenging and visible.

In quantitative terms we want to¹⁰ -

- Unlock 5 new spaces for culture annually.
- Increase jobs in the creative and cultural sector by 30% by 2030.
- Introduce 10 new cultural initiatives in neighbourhoods annually.
- Increase our core arts audiences by 20% by 2030.
- Increase our non-arts audiences by 30% by 2030.
- Reduce environmental impact of our sector helping to reach the city's ambition for net-zero carbon emissions by 2030.
- Secure £0.5m annually in non arts funding by 2030.
- Increase out-of-Plymouth visitor numbers to cultural venues and programmes by 40% by 2030.

¹⁰ NB - baseline data will be required to monitor progress against targets. Targets will be reviewed annually and detailed in the implementation plan.

Modelling the Change

We need a different approach if we are going to achieve a different outcome. This is about behavioural change.

In order for our city to achieve its cultural ambitions, we will adopt and demonstrate the following characteristics in all our cultural decision-making:

Take risks. Plymouth has a history of being daring, bold and radical and now more than ever, we need to be prepared to take some risks. In the unpredictable world in which we live, status quo is not an option, nor is it desirable. As such, we need to think radically about our cultural offer to ensure we are, and remain, a future-facing city.

Feel the fear. In order to achieve the much-needed systemic change in the sector and across society, we need to get comfortable feeling uncomfortable. If we can learn to trust in the process and partnerships, we can tolerate an element of fear that will ultimately allow us to push the boundaries. We might fear change, fear the unknown, fear uncertainty but if we can allow ourselves to operate in that fearful space, it will be where the most important and exciting ideas and collaborations emerge.

Stewardship not ownership. Our approach to leadership needs to evolve. This means adopting a stewardship model where we see our role as facilitators and think about the long-term consequences of decisions rather than simply short-term gains. In so doing we will create the conditions for culture and community to flourish.

High quality is non-negotiable. It is important that we open and maintain a critical debate regarding quality. High quality must be a hallmark of our cultural offer, both in terms of our built assets and our programming, regardless of scale or location. For this to be possible we need to establish a benchmark and invite honest and open discussion about the term quality. We know that with a diverse ecology a single measure of quality is not possible or indeed helpful. Instead, we need to evolve a set of quality metrics such as those set out by Arts Council England using a series of Quality Metric Statements:

- Concept: it was an interesting idea
- Presentation: it was well produced and presented
- Distinctiveness: it was different from things I've experienced before
- Challenge: it was thought-provoking
- Captivation: it was absorbing and held my attention
- Enthusiasm: I would come to something like this again
- Local impact: it is important that it's happening here
- Originality: it was ground-breaking
- Risk: the artists/curators really challenged themselves with this work

- Excellence: it is one of the best examples of its type that I have seen

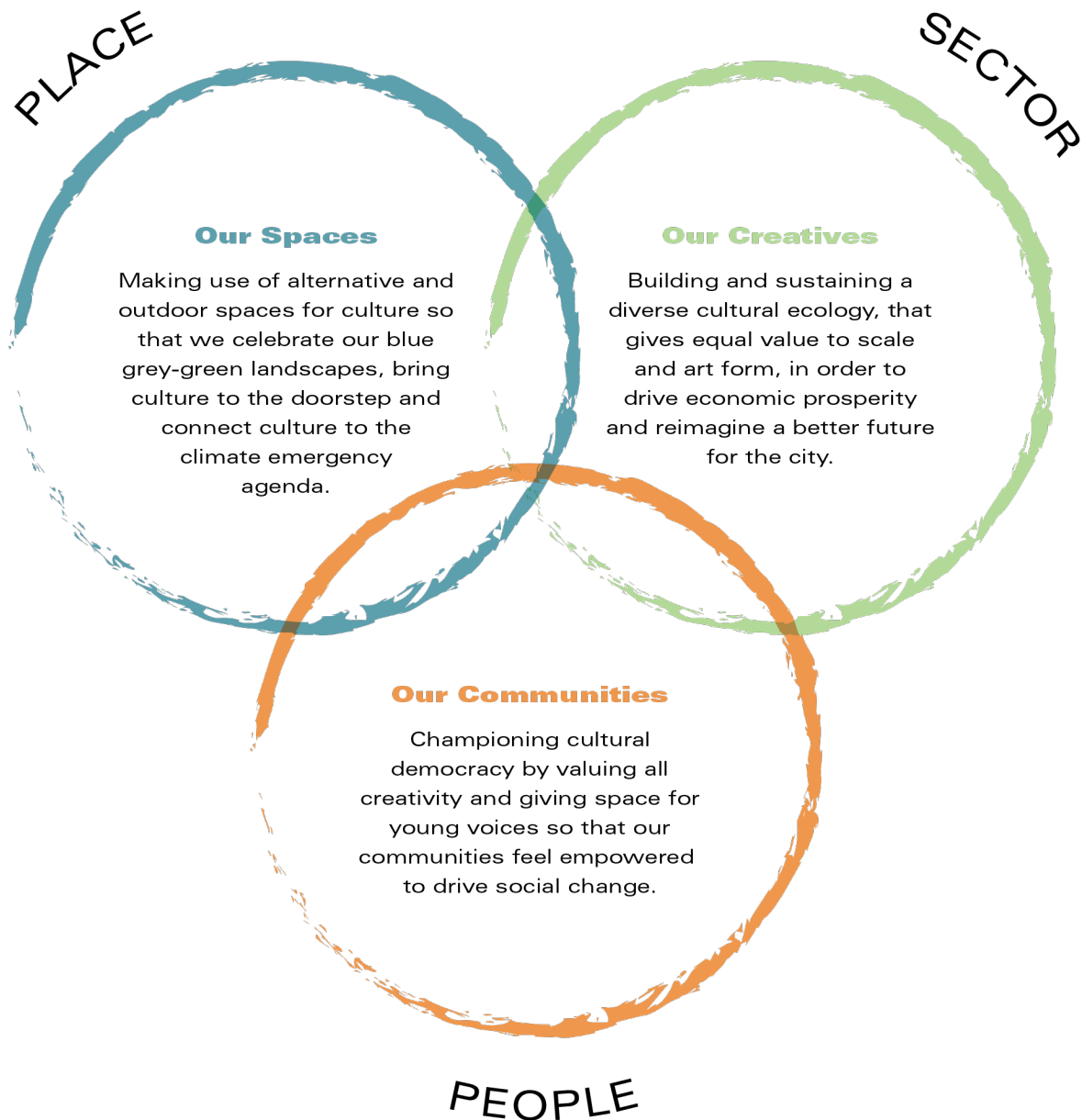
Inclusivity drives diversity¹¹. Inclusivity will sit at the heart of all we do. We will not consider inclusivity a problem to be solved or a project to be delivered. Instead, we will embed inclusivity as a decision-making tool in all that we do, in the knowledge that doing so will invite diversity. It is diversity at every level of our cultural sector, from content production, to curation to leadership, that will drive a higher-quality, more ambitious and relevant cultural programme.

Collaboration built on trust. The cultural sector in Plymouth has built a reputation for open and honest communication between partners, which has undoubtedly been a component of its success. In this changing world we need to move beyond simply sharing information and develop a truly collaborative approach. This will need to include sharing data, pooling resources, distributing responsibilities and understanding city needs not just organisational/individual needs. This collaboration will only be possible through deep trust in one another, formed through generosity and maintained through shared values.

¹¹ The term 'diversity' is used in the broadest sense and refers to race, age, gender, sexuality and socio-economics. The plan recognises the need for increased diversity in the sector, in every sense, and calls for a focus on inclusivity in order to improve diversity. We want everyone to have fair and open access to culture and will need to take specific actions to improve access for those who have been under-represented.

Approach

The plan will focus on three strategic priorities which will shape decision-making and resource allocation.



Our Spaces

The city is our venue. The waterfront our stage. The architecture our canvas.

Plymouth is uniquely situated. An urban, post-war concrete jungle boasting a city designed by celebrated architects. A city flanked by Europe's finest waterfront, the first UK National Marine Park, and eight nature reserves with sprawling green spaces, parks and woodlands.

Plymouth is a city that, despite being rebuilt at speed and to a budget, has been purposefully designed to connect with and embrace its natural assets. Abercrombie and Watson, the architects behind the city masterplan in 1944, intended that your eye would be drawn to the Hoe and the sea beyond; that the grid-like formation would accommodate garden city spaces; that the white Portland stone would provide a neutral backdrop for colour to be added; that the open, airy feel of the city would enable the man-made structures to sit in harmony with nature.

The encouragement and potential for movement, exchange, vibrancy and imagination has been designed into the city.

Plymouth has always been brave and radical. It has been a city that does more than simply imagine what could be, but rather it reimagines its own future. Our challenge and opportunity now is to not only reimagine but realise a different future. Our spaces and places, and how we interact with them, are central to this process.

Blue, grey, green. Our natural assets are unique, with our urban city flanked by green spaces and a spectacular waterfront. The blue-grey-green landscape creates alternative places and spaces for culture to exist that will transform the city but also the way in which culture is seen and experienced.

The city itself provides us with the backdrop we need to create world-class culture, that is homegrown and authentic to Plymouth. This work could only exist in Plymouth, not just because of where we place it but because of the source of its inspiration. This is about our cultural offer truly reflecting our surroundings and about our environment driving content creation. A symbiotic relationship where culture brings our city to life and our city breathes life into culture.

Art, culture and creativity should fill our streets and adorn our buildings. It should light up our waterfront and be seen dancing along our shoreline. It should be heard from the rooftops and felt in quiet places of reflection. It should be visible that culture is alive in our city.

Proximity is key. The value of hyper-local cultural activity is not just as a response to Covid-19. It is absolutely essential to driving an audience development agenda.

This is not outreach. This is not about cultural organisations taking their work out into communities. No, this is more than that. This is about site-specific work located in places and spaces that people and communities inhabit on a day-to-day basis, so that the cultural encounters are on their terms.

Our residents and visitors alike should experience culture on their doorstep, literally. It should be a day-to-day encounter which normalises culture, makes it feel part of their lives and gives them the confidence to access and engage with the full cultural offer.

Everyday doesn't mean ordinary. Placing culture in everyday locations and scenarios does not mean we have to dumb it down. Wherever art, culture and creativity is situated it should be the highest-quality example of that type of work that can be found. Non-traditional and non-arts audiences deserve the highest-quality cultural offer. This is a question of access not quality. The work should absolutely challenge, enchant and engage audiences everywhere. It should be extraordinary regardless of scale, budget or location.

Living heritage. We know our place in history and we acknowledge all that this entails, from slavery to colonialism and from piracy to political unrest. We will continue to be informed by our past but it does not have to define us.

Plymouth is a welcoming city. A city not only of departure but of arrival. For centuries, people have been drawn to Plymouth as a city of refuge that offers the possibility of an alternative future. A city shaped by the ocean as a point of arrival and departure, where different cultures collide to create communities and to shape our cultural identity.

Our heritage should be a live conversation, one which invites dialogue about the past, present and future. An open conversation with multiple voices helping us to reflect on our history and take decisive action for a better future.

Permanent, temporary and transient. Working in the alternative, outdoor and public spaces requires time, curatorial consideration and aftercare. There is value in long-term, permanent initiatives as well as fleeting, pop-up interventions.

We will actively adopt and implement the eleven principles of the Public Art Plan for Plymouth. We will carefully consider how art in the public realm is developed, delivered, maintained and removed to ensure a meaningful and curated programme is agreed and valued. We will develop mechanisms for decision-making which involve experts in this field and which prioritise relevance, co-creation and quality as key metrics for decision-making.

Climate emergency. We can't celebrate and access our natural assets without taking climate emergency seriously. The reason we want to place our unique natural landscape of Plymouth at the centre of this plan is so that we can mainstream the conversation about climate emergency and use culture to drive social action.

We must not create a cultural offer that simply celebrates our unique setting. It must be a programme that facilitates dialogue about climate emergency and leads to action, ultimately protecting and preserving our environment. Arts and culture have the ability to engage audiences in global agendas whilst driving individual action by visualising data, communicating information and evoking a personal, emotional reaction that leads to positive activism.

We will give thought, therefore, to not only content but process. We will consider the environmental impact of cultural activity across the city and take decisive action to eliminate or offset this impact. We will build a sector that has, in itself, demonstrable green credentials. We will also build a sector that understands the central role it has to play in the climate emergency agenda, here in Plymouth and beyond.

We need to talk about the high street. High streets up and down the country have been in decline for years. There has been active encouragement to redesign high streets and reconsider the role they play outside of a retail offer. Now, more than ever, we need to completely reimagine the high street.

Culture and creativity offer a potential , but it needs to run deeper than simply driving increased footfall or making the city centre look and feel more attractive. This is not about culture offering a short-term fix, but rather a long-term plan for a reimagined, repurposed high street.

For this to happen we need to understand what our long-term vision is. We need to consider ownership models that facilitate this change and value creativity as a planning and decision-making process rather than simply the packaging at the end. We need creatives to sit at the heart of this strategic planning conversation for transformative change to happen.

Creating the conditions - key actions

1. Unlocking outdoor and alternative spaces for culture through city-wide partnership.
2. Curate an annual calendar of cultural events, owned by the sector programmed across the city.

3. Curate an annual talks programme exploring issues of climate emergency and environmental equality.
4. Secure cultural representation on city-centre developments to reimagine and transform our high street.
5. Establish a public art committee, with accountability for the adoption and implementation of the Public Art Plan for Plymouth.
6. Support the development of a digital platform that promotes and facilitates the use of vacant spaces for cultural initiatives.

Our Creatives

Our artists and creatives are the change-makers, the radical thinkers, the social activists. They create movements for change and will be the ones who reimagine a global future.

The artists and creatives in our city are the individuals who will make our cultural ambitions a reality. We need to create the conditions for artists and creatives to start and grow their careers in the city, and to ensure they have the necessary infrastructure to thrive. It needs to be evident internally and externally to the city that Plymouth is the cultural destination of choice for creatives.

A healthy sector needs a diverse ecology of individuals and organisations, and, as such, we need to value our freelance artists and creatives as much as our established cultural institutions. An ability to support long-term stability for the sector as well as an open, honest and generous culture will enable individuals to take risks, build collaborations and drive cultural and social innovation.

Our spaces and systems need to be inclusive and accessible and this is only possible if creative individuals are involved in decision-making.

Cultural ecology. We know that for a healthy ecosystem to function, it must have all components and they must operate in balance. This means large and small, emerging and established organisations existing harmoniously. This is not an either- or situation. We need a full ecology to exist to foster the ideas and energy, but also to create the network of progressing that makes it possible for organisations and individuals to stay and grow within the city. It is the full complement and critical mass of the creative ecology that will make it vibrant and sustainable.

We recognise the value of and need for not-for-profit cultural organisations, publicly funded arts, commercial creative enterprises and cultural tourism products. We need all sub-sectors to thrive in order to create a robust sector which continues to drive economic and social prosperity for the city.

Creative economy. The creative and cultural industries are a growth sector nationally and this is mirrored in Plymouth. They are a resilient sector, growing during recession and outstripping the performance of other sectors. Importantly, though, one of the unique characteristics of the sector is the spillover effect it creates. The impact of culture and creativity is felt far beyond the sector boundaries, from the influence it has on place-shaping and the contribution it makes to business development in other sectors.

We recognise the potential to nurture a thriving creative economy within Plymouth; where creative and cultural activity intersects with the wider economy to create cross-sector collaborations. A thriving creative cluster will drive economic growth by bringing design-thinking, digital expertise and a strong visual identity to all businesses open to collaboration. The presence of a creative cluster will naturally attract dynamic people and businesses to the city, further building our cultural identity and reputation as a creative city.

Driving decision-making. To create a happy, healthy, inclusive and prosperous city culture needs to sit at the heart of decision-making. The cultural sector has much to offer wider societal agendas and should not be confined to a sector silo. The sector's ability to engage communities, communicate information, create user-centred solutions and positively impact wellbeing outcomes, means that it should be part of city-level decision-making. Culture needs to sit at the heart of the city's strategic approach to planning, partnership and investment in order to drive better social and economic outcomes for all.

Diversity of voice. Our cultural ambitions will not be met unless there are structural changes made to the way our sector operates. We cannot grow our audiences or bring new entrants into the sector if it is not reflective of our Plymouth communities and society.

We need to improve inclusivity in all cultural organisations and at all levels in order to bring diversity of voice into the sector. More than simply creating space for diverse voices, we need to really listen, so that those voices help shape strategic plans, methodologies and content. For too long, inclusivity and diversity has been discussed only in the context of audiences, but sector development and audience development go hand-in-hand. Diversity in board, management and practitioner roles will improve decision-making and produce critically-engaged work that excites, engages and challenges existing and new audiences.

Stabilising the structure. The structures that make up the cultural sector are fragile, often built on personal energy, generosity and volunteering. Whilst this drives a dynamic DIY culture, which has been incredibly important in Plymouth, it is not sustainable; people become burnt out, the true cost of initiatives is never fully understood, and it can reinforce sector hierarchies.

We know we are in a climate where funding is scarce and is only likely to become more challenging. As such, we need to find alternative ways of working, through collaboration, so that the funding can be used efficiently and resources can be deployed to maximise impact. In particular, we need to acknowledge the responsibility large and funded cultural organisations have in supporting small and emerging initiatives, organisations and practitioners.

The reality is that there is simply not enough financial resource to support everything and everyone. Therefore, we need to establish a transparent and robust process for identifying and agreeing priorities for the sector and city, and create a support mechanism. This is not about creating a parent-child dependency, nor it is about centralised control of culture. This is about creating the conditions for innovation and creativity to thrive by providing the secure scaffolding on which the sector can grow.

Retention and attraction. Plymouth has an enviable reputation for creative arts education and through the combined offer of the two universities, art college and further education college, attracts a considerable number of students to creative and cultural programmes.

This supports the vibrancy of the sector and the city but for us to continue to attract students, we must retain graduates. If graduates have a clear progression route with tailored and accessible support, which nurtures graduate start-ups and emerging artists, students will see the creative and cultural industries as a viable career option. Graduate retention breeds student attraction and we continue to feed the sector with new and diverse voices thus enhancing the cultural offer of the city.

Plymouth has an extensive support package, including incubation spaces, networks, funding, advice, training and mentoring, but it needs to be better connected and visible.

Social enterprise. The sustainability of the sector remains a challenge. It is vital that in the next phase of the sector and the city's development, consideration is given to the development of new business models. Of particular interest is the role that social enterprise might play in evolving the sector through an alignment of shared cultural and social values.

Where possible, we want to see a balanced portfolio of funded, not-for-profit and commercial activity. This means diversifying income streams and investment sources. There is a need and opportunity to position the creative and cultural sector in a way that makes it possible to leverage non-arts investment. This will also involve developing our understanding of how public and private, social and commercial investments can sit side-by-side for cultural initiatives.

Future jobs. The jobs market is changing and we have a responsibility to prepare the next generation with the skills and attributes necessary to lead a socially and economically prosperous society.

The creative and cultural industries are central to the future jobs agenda in two ways: 1) the growth of digital and emerging technology jobs within the sector, and 2) the creative and digital skills the sector can bring to the wider economy. Jobs within the emerging and immersive technologies sphere have flourished and look set to grow exponentially in the coming years.

Plymouth has had its eye on this horizon and has developed world-class expertise and facilities in the field of immersive technologies. This presents an opportunity for Plymouth to become a leading city for the design and delivery of immersive experiences. In particular, we are developing a reputation for cross-sector collaborations and community engagement through the use of immersive technologies that create experiences unique to Plymouth. As a leading hub, there is potential to create jobs, support start-ups and attract investment in this field.

Creating the conditions - key actions

1. Adopt best practice across the sector including the 5 Guiding Principles - A Fair Trade Model for Freelancers¹² and Resurgam¹³ inclusive growth charter.
2. Design and embed a cultural leadership programme to identify and nurture future leaders.
3. Map the sector support provision across the city to identify clear progression routes for graduates and new sector entrants.
4. Build on the iMayflower programme to secure further investment and jobs within immersive technologies/experiences.
5. Establish a Cultural Compact comprised of cross-sector stakeholders to leverage city investment by linking cross-city agendas with culture.
6. Develop appropriate support structures to build and sustain the creative ecology.
7. Embed collaboration programmes within NPO budgets as an annual programme.
8. Promote the Resurgam Spend4Plymouth initiative within the cultural sector to increase local procurement of cultural and creative services.
9. Establish a music partnership to implement the recommendations within the Music Report.

¹² Fuel initiated the Freelance Task Force along with over 100 sponsors (including Theatre Royal Plymouth and the Barbican Theatre Plymouth who sponsored June Gamble and Charlotte Kransmo respectively), in response to the current COVID-19 pandemic and its impact on freelancers within the Theatre/Live Arts industry. The 5 Guiding Principles: A Fair Trade Model for Freelancers was created by Alister O'Loughlin and Miranda Henderson with contributions from June Gamble and Charlotte Kransmo (all members of the original Freelance Task Force and South West Freelance Task Force).

¹³ Resurgam: Plymouth's Covid-19 Economic Recovery Plan (<https://www.resurgam.uk>) is a collective effort by cross city, cross sector stakeholders to make the city more resilient and grow back better than before to ensure that the benefits of growth are experienced by all Plymouth's people, and that a fairer, healthier, safer and greener city is achieved.

Our Communities

Our communities are the authors, curators, directors, producers and co-creators of our culture. Our empowered communities will drive social change.

Our communities¹⁴ are more than just passive consumers of culture. They are active participants responsible for making and shaping culture. Plymouth's unique reputation for socially engaged practice and community-led regeneration, which exists in pockets of the city, presents an opportunity to create an approach to the co-creation of culture unlike any other city.

It's this approach that will enable the city to develop a more sophisticated plan for audience development, where we see genuine diversification and retention of audiences. It is this meaningful relationship with audiences, as co-creators, that will move our cultural offer beyond simply fun and engaging to become relevant, authentic, challenging and inspiring. It is in this space that the ability of arts and culture to empower communities to drive social change, improving the social and economic outcomes for all, will be clearly demonstrated. Thus, we position culture as a driving force for transformation across non-arts agendas.

¹⁴ Throughout this plan we use the term 'community' to refer to residents of Plymouth. Residency may be permanent or temporary, for example as students or visitors. Communities may form around a geography or interest and we embrace both within this plan.

Cultural democracy. We want to extend and diversify our cultural audiences. We want to retain and grow our existing, core arts audiences in order to achieve our ambitious vision for the cultural offer in Plymouth. In equal measure, we want to reach and engage non-arts audiences.

Although these are highly-divergent audiences, adopting and investing in cultural democracy as central to our approach will resonate to the full audience spectrum. Cultural democracy as a methodology will mean that our audiences are more than passive consumers; more than engaged supporters, they will be active participants. As such, they will co-create our cultural programme as active decision-makers in the commissioning, funding, creation, production and distribution of culture.

The effect of this approach will be twofold. For our non-arts audiences their active participation in co-creating the cultural offer will mean that it is relevant, reflective of the issues and voices of their community of interest. As such, this connects them to the cultural offer, giving them shared ownership in it. They will know that culture is for them and won't feel a need to seek permission to access the cultural offer.

For our core arts audiences, cultural democracy will have a profound effect on the type and quality of cultural work produced, ultimately enhancing their experience. The cultural offer will be more ambitious, more challenging, more topical, more diverse and more engaging. It will reflect Plymouth's communities of interest but will be globally significant.

The voice of young people. Plymouth is a young city, making it paramount that young people are at the heart of shaping and making culture. We not only want them to be a core audience segment, but we want their voices to be evident in what, how and where culture is made and located. In order for that to become a reality, we need to involve young people at every level of our cultural offer so that they are part of decision-making.

We want our young people to be proud of Plymouth and to feel a personal connection to our cultural identity. We know that they are the leaders of the future and, as such, we need to create the opportunities for them to shape the future of Plymouth. This is about more than career pathways, it is about building confidence, making connections, exploring identity and empowering young people to lead happier, healthier more fulfilled lives. That connection to place will encourage young people to make Plymouth their home and to continue to invest in building a thriving city.

Creative Education. We know that early childhood experiences and encounters of any kind have a profound effect on future outcomes, none more so than creative and cultural encounters. We want our cultural offer to integrate with our schools and education providers so that every young person has access to art, culture and creativity in the curriculum. Additionally, we want creativity to be embedded in all subjects so that we can develop creative thinkers, agile problem-solvers and resilient future leaders.

Plymouth's unique mix of educational expertise within marine, science, technology and creative arts means that we have the potential to provide access to a balanced Science Technology Engineering Arts and Mathematics (STEAM) curriculum at every level of the education system.

Social action. Without doubt, we want our cultural offer to be fun and playful, to enchant and delight audiences. However, we know that culture and creativity have the power to do far more. Culture can reach and transform communities in ways that other agendas and organisations can't. When used correctly, culture can be a vehicle for communication and for opening discussion on a wide range of important issues.

We want to be a city that harnesses the power of culture to create space for open dialogue and conversation about our most pressing societal issues. We want to use culture to challenge perceptions and encourage curiosity to such an extent that individuals and communities are compelled to take action. We want creativity to help communities imagine a better future and to equip them with the skills to make social change happen.

We will be a city that embraces social activism and values the role of culture in building resilient communities capable of driving grassroots movements that create a better, fairer more sustainable future for Plymouth and its people.

Creating the conditions - key actions

1. Position the BAS9 as a key component for sector recovery by focusing on social practice, audience development and community engagement.
2. Develop a consistent model of youth engagement, including at board level, across the NPOs which can be rolled out across the cultural sector.
3. Embed the Fab City concept in the Climate Emergency Action Plan.
4. Support Plymouth's cultural education offer through collaboration and advocacy.

Programmes of Work

We have identified five programmes of work which will enable the plan to be implemented. Specific projects and initiatives will sit within each programme that will form an operational business plan which, in turn, will be monitored and reviewed at regular intervals.

Our city is our venue

We will look to create an infrastructure across the city that facilitates individuals and organisations to deliver culture in all communities and locations. For example, this might include physical structures, power points, access to transport, Wi-Fi connections, licensing relaxations and live streaming technologies. Ultimately, we want to remove the barriers and mobilise our partners to put in place the infrastructure needed to enable amazing things to happen.

Culture is alive

We will seek to curate a programme of activity across the city on an annual basis. This will involve multiple partners and is not looking to centralise activity but rather make it visible and accessible with a collaborative approach to marketing and programming. This will work hand-in-hand with the above work programme to make sure venue and neighbourhood activity is connected so that audiences can grow and diversify.

Creative economy

We want to create support structures that enable individuals and organisations to have a sustainable and fulfilling career within the creative industries. By building a thriving cultural sector, we know there will be spillover benefits for the wider creative economy, offering job opportunities and economic growth potential.

Community clusters

We want to plug culture in at the community level so that culture and creativity supports the creation of healthy, happy, resilient communities. To do this we know we need to work in focused communities over the long-term but it is important that we have the ability to connect and activate these communities across the entire city in order to influence decision-making and drive positive change.

Data story telling

We want to get better at collecting, sharing and translating data so that it tells a story about the work and impact of the sector in the city. It is important that we use data effectively so that we can make informed decisions and craft a compelling narrative.

Funding, Finance & Investment

Funding for arts and culture has seen a steady decline over the last decade, both at national and local level. In many cities, the retention of a non-statutory arts and culture service and revenue budget has been unachievable, resulting in department and budget cuts. With the challenges presented by a post-Covid world on top of an extended period of austerity and inevitable economic recession, the future landscape for public funding in the arts looks bleak.

Plymouth City Council has remained committed to culture, and actively championed the retention of arts and culture budgets. Simultaneously, the Council has worked hard to develop a strategic partnership with Arts Council England to achieve a co-investment model for NPOs, Mayflower 400 and The Box. This is commendable, and certainly bucks the trend in other cities, and will need to continue in support of this plan.

As we enter the next phase of cultural development, we will need to work hard to retain, increase and diversify funding and investment into the sector if we are to achieve the ambitions set out in this plan. The focus of this plan means that we need to not only consider the amount of investment but the way in which funding decisions are made, how funding flows within the sector and how funding reflects the direction of travel set out in the Culture Plan.

It is therefore recommended that we take a four-pronged approach to funding, finance and investment into the creative and cultural sector.

Retention of public arts funding

We want to retain and, where possible, increase the existing level of Arts Council NPO and project funding into the city. In the current climate it will be a challenge to ensure the level of overall funding from this source does not decline. This will require a collaborative, coordinated approach across the sector to share information, pool resources and create a coherent, investable proposition.

Widening of public funding

The plan makes it clear that our priority is to position culture within the mainstream conversation, helping to achieve the objectives of the Plymouth Plan and addressing societal and city challenges around health, education, housing, quality of life, inclusive growth and community cohesion. Therefore, we need a partnership approach across sectors and an associated mechanism for attracting large-scale public investment into the city. This needs to be a coordinated, strategic approach where each sector and partner understands the role they play and value they bring to a shared agenda. The opportunity to leverage funding into arts and culture through partnership with other sectors and shared agendas has never been a stronger reality.

Alternative funding models

The reality is that funding and resources will reduce so the creative and cultural sector needs support to develop new funding models. Avenues such as crowdfunded, social investment, equity investment and philanthropic giving are all operating to some degree, but we need to build the capacity and capability within the city for these funding strategies to be effective. Again, there is merit in considering a coordinated approach to this work in order to share skills and resources and disseminate best practice.

New income streams

As well as funding models, the sector needs to review its business models. New streams of income or business structures might present an opportunity for organisations to remodel the proportion of funding verses income. Covid has forced many organisations and individuals to adapt their offer and delivery, raising interesting questions about the future use of buildings, how you monetise digital content, how you create a hub-and-spoke model in order to redistribute resources across the city, how you collaborate effectively and how you build resilience and sustainability. Learning from business models within other sectors is appropriate and this is the time to disrupt the models that exist.

Creating the conditions - key actions

1. Developing an investment strategy to sit alongside the Culture Plan which is approved and owned by the Cultural Compact.
2. Identifying suitable training programmes for artists and cultural organisations to develop new business models and fundraising skills.

Consultation Process

This Culture Plan is the outcome of an extensive and robust engagement process. The Arts Development Company¹⁵ were commissioned through an open tender process to undertake a programme of stakeholder engagement. This was adapted in response to the pandemic and emerging thematics to include 38 one-to-one interviews, three externally facilitated workshops, three consultation workshops and five partner-led focus groups. Sector stakeholders have also contributed feedback through the Covid Sector Survey (completed June 2020) and the draft Creative and Cultural Industries Sector Recovery Plan.

This engagement work has been accompanied by work undertaken by the Audience Development Agency, following an open tender process, to collect economic and social impact data relating to the creative and cultural sector in Plymouth. Data from the full report has been used within this plan.

Consultees

Adrian Vinken - Theatre Royal Plymouth
 Alix Harris - Beyond Face
 Amanda Lumley - Destination Plymouth
 Amanda Ratsey - Plymouth City Council
 Ann Holman - Our Plymouth
 Anna Navas - Plymouth Arts Cinema
 Andrew Brewerton - Plymouth College of Art
 Beth Richards - Take a Part
 CAMP - CAMP Directors
 Charles Hackett - Destination Plymouth
 Chris Bennewith - University of Plymouth
 Chloe Hughes - Plymouth City Council (The Box)
 Claire Turbutt - Plymouth City Council
 Councillor Nick Kelly - Conservative party Leader Plymouth
 Councillor Tudor Evans - Labour Party Leader Plymouth and Leader of Plymouth City Council
 David Draffan - Plymouth City Council
 Debbie Geraty - Plymouth Music Zone
 Diane Mansell - Plymouth Waterfront Partnership
 Donna Howard - KARST
 Dr Sarah Chapman - University of Plymouth, Arts Institute
 Elinor Eaton - Plymouth City Council
 Gabi Marcellus-Temple - Wonderzoo
 Gareth Hart - Iridescent & PSEN
 Gem Smith - Take a Part
 Hannah Sloggett - Nudge Community Builders
 Hannah Rose & Rachel Dobbs - LOW PROFILE
 Helen Chaloner - literature Works
 Ian McFadzen - Plymouth Science Park
 Jack Harman - Hutong & Grassroots Music Alliance Plymouth
 James Edgar - Plymouth Design Forum
 Judith Robinson - Plymouth City Council (The Box)
 June Gamble - Plymouth Dance
 Kate Farmery - Plymouth City Council (The Box)
 Katy Richards - CAMP
 Kim Wide - Take a Part
 Laura Kriefman - Barbican theatre Plymouth
 Lindsay Endean - Mayflower 400
 Lindsey Hall - Real Ideas
 Liz Slater - Plymouth City Council
 Lucy Rollins - Flock SW
 Mandy Precious - Theatre Royal Plymouth

¹⁵ <https://theartsdevelopmentcompany.org.uk>

Marianne Locatori - Theatre Royal Plymouth
Matt Pontin & Lisa Howard - Fotonow
Mark Trewin - City College Plymouth
Nicola Moyle - Plymouth City Council (The Box)
Nigel Hurst - Plymouth City Council (the Box)
Nina Sarlaka - Plymouth City Council
Paul Brookes - Plymouth City Council (The Box)
Patrick Knight - Plymouth City Council
Phil Rushworth - Independent Producer
Richard Stevens - City Bus Plymouth
Rupert Lorraine - University of Plymouth
Rhys Morgan - VAP
Sarah McAdam - Plymouth Marjon University
Slain McGough Davey - Wonderzoo
Steve Hughes - Plymouth City Centre Company
Stuart Elford - Devon and Plymouth Chamber of Commerce
VAP Directors - VAP
Victoria Allen - Plymouth City Council
Zoe Sydenham - Plymouth City Council
Students Plymouth Marjon University - Focus Group
Barbican Theatre Rebels - Focus Group
Funky Llama Theatre Royal Plymouth - Focus Group
Plymouth and Devon Freelance Task Force - Focus Group
Beyond Face - Focus Group

Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee



Date of meeting:	10 March 2021
Title of Report:	Waterfront Business Improvement District (BID) Renewal
Lead Member:	Councillor Tudor Evans OBE (Leader)
Lead Strategic Director:	Anthony Payne (Strategic Director for Place)
Author:	Patrick Knight, Economy, Partnerships & Regeneration Manager, Economic Development
Contact Email:	patrick.knight@plymouth.gov.uk
Your Reference:	Waterfront BID3 Renewal
Key Decision:	Yes
Confidentiality:	Part I - Official

Purpose of Report

This report:

- Summarises the principles and themes of the draft Waterfront BID3 Business Plan 2022-2027
- Sets out Plymouth City Council's support for the renewal of the Plymouth Waterfront Partnership (PWP) Business Improvement District (BID) for Plymouth's Waterfront.
- Defines the Council's financial and other support for PWP's Waterfront BID3 (2022-27) as well as a commitment to establish baseline agreements for the Council's existing services within the BID area.

Recommendations and Reasons

Subject to approval at Cabinet 9 March 21 -

1. the Brexit, Infrastructure and Legislative Change OSC are invited to consider the Business Improvement District (BID) proposals and provide feedback to the BID, and to consider including the Business Plan in its work programme when available with a view to making a recommendation to the City Council regarding exercising its power of veto.

Reason: To meet the requirements of Regulation 12 of the Business Improvement District (England) Regulations 2004 in relation to the use of the power of veto and to provide independent scrutiny of the Business Improvement District proposals.

Alternative options considered and rejected

Option 1: Progress Waterfront management through a different vehicle using a voluntary contributions approach

This has been rejected by PWP because the anticipated income and levels of commitment would be significantly reduced as a result of differential contributions from different businesses.

Option 2: Amend some of the assumptions in the Business Improvement District Business Plan

This was rejected as the level of service provision within the Waterfront has to be enhanced above pre-Business Improvement District levels for the duration of the BID Business Plan in order to meet the requirements of the regulations. In addition experience in delivering the BID Business Plans demonstrates the added value of a realistic but challenging programme of integrated initiatives in leveraging other sources of income above the basic Business Improvement District levy.

Option 3: Abandon the Business Improvement District Model

This was rejected as it might mean that some of the services and management to be undertaken by the Plymouth Waterfront Partnership would have to be managed in-house and it is not considered this would achieve value for money or efficient operations.

Relevance to the Corporate Plan and/or the Plymouth Plan

The Waterfront Business Improvement District has played a key role in delivering the Council's vision of one of Europe's most vibrant waterfront cities. The BID principles are closely aligned to the Council's values as set out in the Corporate Plan, and the proposals are designed to deliver against the key Growing City priorities. The BID proposals support the strategic themes within the Plymouth Plan, as a growing, healthy and international city.

Implications for the Medium Term Financial Plan and Resource Implications:

There are no specific financial commitments asked for as a result of this report. The future 5 year Business Plan will be subject to scrutiny and further recommendations will be taken forward at that point.

Carbon Footprint (Environmental) Implications:

Delivery of the Waterfront BID Business Plan 2020-30 will help address the City Council's commitment to improve Plymouth's environment and establish a carbon neutral city by 2030:

The Plan's 'Blue-green' theme, including support for the Plymouth Sound National Marine Park, aims to reconnect people to the ocean, leading to increased understanding, respect and care for Britain's Ocean City and its associated blue and green environment.

PWP will also continue to promote use of non single use plastics supporting the city's 'Plan for Plastic'.

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

** When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

The business plan and associated service level agreements will address risk and health and safety management. The Brexit, Infrastructure and Legislative Change OSC will be invited to assess these implications in its review of the BID proposals.

Appendices

**Add rows as required to box below*

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
		1	2	3	4	5	6	7
A	Briefing report							
B	Equalities Impact Assessment							

Background papers:

*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable)						
	1	2	3	4	5	6	7
Draft Plymouth BID Business Plan (see www.waterfrontbid.co.uk/pwp-bid-renewal)							
Baseline Service Level Agreements see: www.waterfrontbid.co.uk							

Sign off:

Fin	ba.20. 21.24 8	Leg	MS/3 6280	Mon Off		HR		Asset s		Strat Proc	
Originating Senior Leadership Team member: David Draffan (Service Director for Economic Development)											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 26/02/2021											
Cabinet Member approval: Councillor Tudor Evans OBE (Leader)											
Date approved: 23/02/2021											

Appendix A – Briefing report

1. Introduction and Summary

1.1 This report sets out Plymouth City Council's support for the renewal of the Plymouth Waterfront Partnership (PWP) Business Improvement District (BID) for Plymouth's Waterfront. It defines the Council's financial and other support for PWP's Waterfront BID3 (2022-27) as well as a commitment to establish baseline agreements for the City Council's existing services within the BID area. Any business contributions through the BID that come from the private sector (BID levy c.£1,758,000) are effectively additional investment over and above the support made by the City Council which totals c.£6,210,000, plus targeted grant and other match funding totalling £5,025,000, over the five years. This brings the total projected value of the Waterfront BID to £12,993,000.

1.2 Through the Plymouth Waterfront Partnership and the consolidation of resources the City will attract more visitors and visitor spend, increasing the number of jobs within the visitor economy, encouraging enterprise, improving skills and helping to make Plymouth a thriving regional centre.

1.3 Plymouth, Britain's Ocean City, is one of the major visitor destinations in the South West of England. The city attracts over 5.2 million visitors annually (2019 data) who spend in excess of £334million, in turn supporting just under 7% of the city's employment. Waterfront BID3 will support delivery of the new Visitor Plan 2020-30 working in partnership with Destination Plymouth and Plymouth Culture. This will enable the city to strengthen its position as the regional centre for Devon and Cornwall, by creating a great day out and evening destination, resulting in increased day and staying visitor numbers.

1.4 With Plymouth's Waterfront identified as the city's key asset, enhanced by the development of the Plymouth Sound National Marine Park, Waterfront businesses will be positioned at the heart of this growth.

The BID will continue to focus on business priorities of increasing visitor numbers, customer spend and commercial success through:

- Leadership - Providing a strong business voice to lobby and influence for future investment and public realm improvements for the Waterfront.
- Marketing - Supporting regional and national marketing campaigns and key events linked to local businesses, to attract new customers and increase loyalty, whilst radically improving visitor signage and information.
- Operational management - contracts will hold the City Council and all area service providers to account for the standard of existing cleansing, maintenance and other services. BID investment will only be used to pay for additional services prioritised by businesses.
- Finance - Attracting significant match funding in addition to contributions from businesses for expenditure within the Waterfront.

The Waterfront BID will help the City to achieve its strategic visitor objectives of:

- Grow visitor numbers by 15% from 5.2 to 6 million by 2030
- Grow visitor spend by 30% from £334 to £450 million by 2030
- Generate a further 1000 jobs in the visitor sector by 2030

In addition the new plan aims to:

- **Make international tourism worth £60 million** a year spend in the city, that's 65% growth by 2030
- **Grow UK staying visits by 25%** to achieve £150 million spend, focusing on leisure short breaks
- **Make business meetings and conference tourism worth £25 million a year** in spend to the city, a 55% increase in a decade, using Plymouth's industry strengths to create a strong positioning
- Be renowned as the #1 must do destination in Devon & Cornwall....'

1.5 The implementation of the BID will result in delivery of significant improvements, providing a private sector-led approach to managing the Waterfront area and attracting more visitors and customer spend. The new BID will enable the city to deliver the National Marine Park, the Waterfront Masterplan and other major initiatives and in a way that benefits Waterfront businesses.

2. Context

2.1 As Plymouth recovers from the Coronavirus global pandemic, though delivery of the Resurgam Plan and its new Visitor Plan 2020-30 held by Destination Plymouth, PWP's new BID term would enable it to be a key strategic partner in the design and delivery of these plans. The new BID Business Plan focuses on four key, inter-related themes:

- Transformational, (Creating the Waterfront of Tomorrow Today)
- Vibrant Tourist Attraction
- Environmental Excellence
- Business Voice

2.2 These themes align with the city's plans to develop the UK's first National Marine Park and new Cultural Strategy. In addition, the existing PWP Waterfront BID already plays a lead role in the city's visitor economy, working in close partnership with the City Council, City Centre Company BID and Destination Plymouth to maximise delivery outcomes. This work builds on the development and delivery of the Mayflower 400 commemoration programme during 2020/21.

2.3 Marketing of Plymouth's events programme will promote travel by walking, cycling, water and public transport for all visitors, in line with and supporting initiatives funded by the Transforming Cities Fund.

2.4 The Waterfront BID Business Plan, in concert with the Visitor Plan 2020-30, also aims to help deliver skills and talent development (GRO2), including business support work with hotels/accommodation providers, retailers and other businesses to maximise their environmental performance e.g. reducing heat wastage, increasing use of renewable energy sources, local / ethical procurement, thereby also reducing their overall carbon footprint, environmental credentials and business costs.

2.5 Notwithstanding the above, it is important to recognise that the Waterfront BID Business Plan (in common with cities located around the world) aims to increase the number of visitors that travel to, visit and consume within Plymouth. People are free to choose where to holiday, study or conduct their business and - if Plymouth is to deliver growth and increase productivity in line with the Plymouth Plan - then it must successfully attract visitor and business tourists in the context of an exceptionally competitive global marketplace.

2.6 Tourism is a significant industry in Devon and Cornwall (14% of employment) and has been recognised in the heart of the South West (HotSW) LEP prospectus. The new Visitor Plan (2020-2030) is a key component of the implementation of the Plymouth LES; aiming to grow visits to the city to 6 million and spend to £450 million generating a further 1000 jobs by 2030. The Resurgam Plan identifies the visitor economy (including Tourism, Retail and Culture) as a priority growth sector.

2.7 Following PWP's successful delivery of its existing forty-two project Waterfront BID Business Plan (2017-22), PWP's Board of Directors have taken the decision to proceed to a BID ballot for a new BID (2022-27) following extensive consultation with over 900 businesses. This report recommends that the City Council signals its strong support for the new BID's establishment by the private sector, to continue the good work already achieved through the original and second Waterfront BIDs (2012-2017 and 2017-2022). The renewal of a Business Improvement District for the Plymouth Waterfront would support the City's Visitor Plan (2020-2030) held by Destination Plymouth.

2.8 The Plymouth Waterfront Partnership (PWP) is responsible for delivering the Waterfront BID. PWP is an independent, Not For Profit Company Limited by Guarantee, which currently operates with a Board of Directors representing key business sectors in the BID area, run by and for local businesses. PWP has successfully delivered its second BID Business Plan (2017-22) and has decided to renew its BID for a further 5 years of delivery.

2.9 Once a BID has been established all businesses contribute a BID Levy based on the rateable value of their premises (hereditaments) to ensure fairness and equity. BIDs have a maximum duration of five years, hence the need to renew the Waterfront BID at this stage.

2.10 Waterfront BID3 will generate c.£1.758m of additional BID levy contributions across the 5 year term. It will include c.500 BID levy payers and 400 basic level, non-voting/non-paying members, encompassing 4 square miles of the city's primary waterfront destinations and target 4 major strategic priorities.

The full draft version of the PWP Waterfront BID3 Business Plan (2022-2027) is available at: www.waterfrontbid.co.uk/pwp-bid-renewal

3. Business Plan Priorities

Since October 2020, the Plymouth Waterfront Partnership (PWP) has surveyed more than 900 Waterfront businesses/organisations, held formal and informal consultation meetings (mainly online, due to Covid-19 lockdown restrictions). It has also circulated a BID renewal business survey, receiving a c.30% response rate from businesses liable to pay the BID Levy. Furthermore, PWP has circulated a secondary consultation leaflet, describing the proposed four themes in the BID Business Plan and will incorporate this business feedback into the final BID Business Plan as appropriate. The priorities below have been identified through the above consultation exercises, and will inform the Waterfront Business Plan.

3.1 Permanent and Dedicated Management

Continue the Waterfront management structure accountable to businesses to prioritise and deliver benefits for all users. Taking control of the trading environment by co-ordinating and championing business and partner efforts to regenerate the area, whilst working in partnership with and holding the City Council to account for delivery of existing services.

3.2 Improved Marketing

Deliver a five-year marketing plan, supporting the overall city marketing strategy held by Destination Plymouth, to position Plymouth's Waterfront as a major UK visitor destination targeting day visitors, short breaks, cruise, conferences and the international visitor market. Improved website and visitors information, promoting Plymouth's Waterfront, sailing events and the city as a national conference destination including conference enquiry handling.

3.3 Major Events

Continue the major Summer Shore-side Events Programme, by creating major on-shore events that complement existing on-water sports, delivering themed weekend activities.

3.4 Visitor Welcome, Access, Signage and Information

Dramatically improve signage, interpretation and visitor information exploring digital and traditional media to tell Plymouth's many stories. Develop enhanced pedestrian and cycling links between the City Centre and Waterfront. Continue to develop linked boat, cycle and pedestrian trails.

3.5 Safer Waterfront

Deliver improved management and promotion of shops, pubs and late licensees. Work with partners to provide night-time street and taxi marshals.

3.6 Cleaner Waterfront

Ensure that the Council's cleansing standards are maintained and operationally manage existing Council cleansing staff to ensure a Waterfront rapid response clean. Anti-litter campaigns and a community volunteers' programme for regular Waterfront clean ups.

3.7 Waterfront Environment

Develop attractive planting schemes to secure award-winning status. Provide Christmas illuminations focused on linking the City Centre with the Barbican. Commission a bespoke 'visitor welcome' training programme for Waterfront staff, bus and taxi drivers.

3.8 Inward Investment and Regeneration

Lead economic development in the Waterfront, encouraging new businesses and brands to invest. Coordinate efforts to create mini-destinations nationally famed for their individuality and enthuse the community working with residents groups and businesses city-wide through community crowdfunding schemes, volunteering initiatives and new events.

3.9 Lobbying and Influence

With the power of a strong BID mandate, PWP will use its business voice to lobby for: more static/mobile CCTV cameras; better Barbican street lighting; car parking and gateway improvements; improved maintenance and repair of Waterfront public toilets; tackling waste hotspots including using bin stores and seagull proof bins. PWP will also be the primary consultee for City Council strategies and major planning applications within the Waterfront area.

3.10 BID Member Benefits

Use the buying power of the BID to provide reduced utility and insurance costs; gain increased networking and advertising opportunities; free listing of BID Members on the Visit Plymouth and PWP websites and membership of Destination Plymouth; reduced cost of Chamber of Commerce and Federation of Small Businesses membership; create a Privilege Card for all Waterfront businesses, with promotional offers on entertainment, food and shopping.

4. Management and partnership arrangements

4.1 The proposed new BID aims to contribute to and capitalise on wider initiatives, including the Plymouth Visitor Plan 2020-30, Waterfront Masterplan, Cultural Strategy and other significant initiatives. The Waterfront BID will identify and support visitor economy related commercial development opportunities, to enable the Waterfront to become an outstanding visitor destination and premier destination. This will provide new jobs, better leisure facilities and improved pedestrian, cycling and other transport links with the City Centre, preserve the Waterfront area's extensive maritime heritage and improve and better maintain public space.

4.2 To secure the huge opportunities for the Waterfront requires a complete step change in dedicated delivery and management of the area, together with annual investment from both the private and public sector through the Waterfront BID. PWP's new BID3 Business Plan emphasises the importance of partnership working, including enabling local business and community groups to make their own unique contributions.

4.3 PWP will continue to provide leadership and management and be directly accountable to Waterfront businesses for the delivery of the new BID Business Plan, working in partnership with Plymouth City Council, Destination Plymouth, the Police Authority, Educational Establishments and other public agencies to benefit businesses located within the Waterfront area. Following detailed consultations with businesses, PWP have decided to make a minor alteration to their existing BID the existing BID boundary area, through the inclusion of Drake's Island. Consequently the new BID boundary will now cover the primary attraction areas of The Barbican, Sutton Harbour, The Hoe and foreshore, Millbay and Royal William Yard, Mount Batten, Mayflower Marina, Queen Anne's Battery Marina, Drake's Island and parts of Union Street and Durnford Street, to ensure a wide view is taken on the visitor experience. The BID boundary will also continue to include Bretonside, West side of Sutton Road, West Hoe, Notte Street, Vauxhall Street and Stonehouse.

4.4 The Waterfront BID will be managed by PWP which will be directly accountable to Waterfront businesses for the co-ordination of the Waterfront area and the successful delivery of the Waterfront BID.

4.5 The Waterfront BID's governance will be the responsibility of the PWP Board with operational matters overseen by the Waterfront BID Advisory Panel, giving Waterfront businesses and other stakeholders control in formulating strategy and overseeing BID project delivery. In addition, as a member of the PWP, businesses will also have a vote on major decisions.

4.6 The Waterfront BID area will continue to buffer against the boundary of the City Centre Company's existing BID area, ensuring enhanced links between the two areas and a seamlessly positive visitor experience.

4.7 The BID Business Plan has been driven at every stage by business owners and managers seeking to improve their trading environment and profitability.

4.8 PWP has listened to business concerns, ideas and priorities, evolving its new BID Business Plan from a highly structured, detailed, democratic consultation process, involving a number of key stages. The total budget (direct contributions plus match funding) will be invested to drive customer numbers and spend by more effectively marketing the Waterfront, improving the experience for residents and visitors and maximising the economic potential of the city's most spectacular asset.

4.9 The Plymouth Waterfront Business Improvement District Business Plan and the proposed projects within it are the result of extensive consultation with Waterfront businesses on what they want.

4.10 There are c.320 BIDs in the UK, including Exeter, Falmouth, Newquay, Tavistock, Taunton, Torbay, Bristol and Plymouth. A mark of their success is that c.99% of BIDs are renewed by business ballot for their third term ballot. The City Centre Company is in its fourth term following three successful renewals.

5. Structure and delivery arrangements

5.1 A Business Improvement District (BID) is a private sector led management organisation for a precisely defined geographical area, where business rate payers have identified projects and services that will have a positive impact on their trading environment. Businesses within the area vote to invest collectively in delivering these improvements which are wholly additional to those already delivered by local, statutory bodies.

5.2 The BID is designed to attract and deliver investment in the Waterfront area, build sustainable partnerships and deliver agreed projects. The BID legislation does not require that the Local Authority

endorse the BID proposals, however it is essential that Plymouth City Council confirms its support, financial and in kind.

5.3 The City Council will provide existing statutory services and in kind support, such as premises, ICT, legal and administration. In addition, PCC will continue provision of BID levy billing, collection and enforcement costs (through the Courts to a maximum value of £9,000 per annum), HR, payroll, accountancy and invoice payment support.

5.4 Through the Waterfront BID the City Council will be held accountable to the business community and required to maintain their existing levels of service within the Waterfront. BID projects will be entirely additional to existing City Council services.

5.5 National BID legislation enables the PWP to establish a contractual agreement with the City Council over its provision of existing services in the Waterfront area to guarantee that they continue throughout the five year BID lifetime.

5.6 PWP will establish a contractual agreement with Plymouth City Council to regularly review Council services delivered within the Waterfront BID area. Once the Waterfront BID has been established, the Council will be contractually obliged to maintain agreed standards to conform to baseline service level agreements for all services provided (and listed in the body of this report).

6. BID Ballot arrangements

6.1 In November 2021 the businesses will have to decide whether to vote Yes or No to fund delivery of the Waterfront BID Business Plan for 2022-27. If a majority of businesses vote Yes, then all businesses in the BID area will be required to contribute an annual BID Levy payment, based on the rateable value of the premises that the business occupies (hereditament).

6.2 All non-domestic rate paying businesses within the proposed BID area whose property (hereditament) has a Rateable Value of over £7,000 will be eligible to vote on the final Waterfront BID Business Plan. A four week postal ballot will be held between 27 October 2021 and 25 November 2021. The result of the ballot will be publically announced on 26 November 2021.

6.3 Each person entitled to vote in the Waterfront BID ballot shall have one vote in respect of each hereditament in the geographical area of the Waterfront BID on which non-domestic rates are payable.

6.4 The ballot will have to meet two tests. First, a simple majority (above 50%) of those voting must vote in favour. Second, those voting in favour must represent a majority of the aggregate rateable value of hereditaments voting.

6.5 The ballot papers will be forwarded to those ratepayers who are eligible to vote by 27 October 2021 and must be returned by 5pm on 25 November 2021.

7. BID Levy arrangements

7.1 Business BID Levy contributions will be spent entirely to service the area within the boundary of the Waterfront BID. This will ensure fair representation for businesses investing within their own areas.

7.2 The BID Levy will be paid by every business located in a building (hereditament) with a Rateable Value of over £7,000 and ring fenced for projects identified in the final BID Business Plan.

7.3 The BID Levy is match funded by Plymouth City Council and other partners to generate further funds from additional sources. This Waterfront BID aims to lever £3 of additional match funding for

every £1 of BID levy received from businesses within the Waterfront BID area, to maximise the delivery of project and service improvements.

7.4 The proposed annual BID Levy is based on 1.7% of a business property's rateable value (RV). The BID Levy will not be increased by any annual inflationary factor. For example, if the RV is £30,000 a business will pay £450.00 per annum, or £8.65 per week.

7.5 The Waterfront BID Levy will be payable by all businesses (unless exempted) located within the boundary of the defined Waterfront BID area. Plymouth City Council will be required to contribute approximately £18,700 per annum in BID Levy payments as it owns properties located within the proposed BID boundary.

7.6 If a majority of businesses vote Yes, all c.500 identified businesses within the Plymouth Waterfront BID area will be required to contribute through a Levy. The Plymouth Waterfront Partnership will then aim to secure match funding which could multiply the five-year investment from £1.5 million to £5 million.

7.7 Based upon rateable value, the average Waterfront business will pay an annual levy of £353 (£6.79 per week) in return for significantly higher benefits in terms of visitor spend and other advantages.

7.8 Projected Budgets over 5 years

Total Estimated Levy Income from Waterfront Businesses	£1,758,000
Total value of existing City Council Services	£6,210,000
Total Other Match Funding e.g. PCC Support To Secure Grants, etc	£5,025,000 (projected)

Total 5 Year Project Expenditure £12,993,000 (projected)

*Based upon current projected budgets and grant applications which could be subject to change.

8. The Waterfront BID Levy, Liability and Collection

8.1 The Waterfront BID Levy will be payable by all businesses located within the boundary of the defined Waterfront BID area. The first day of the new 5-year BID term will be 1st April 2022.

8.2 The Waterfront BID Levy will be set on the 1st April 2022, based on the rateable value shown in the 2017 Local Non-Domestic Rating list, updated for any changes in ratepayer appeals, additions and removals from the list to date. For new assessment, splits and mergers (of rateable values) brought into the list between 1st April 2022 and 31st March 2027, the rateable value used will be that as shown in the Non-Domestic Rating 2017 at the date the new or amended assessment is brought into that list. The Waterfront BID Levy will not be adjusted to reflect any changes to the rateable value during 5 years of the Waterfront BID. In addition any "Taken out of Rating" cases will be deleted from the effective date as advised by the Valuation Office Agency to the City Council's Non-Domestic Rates section. The Waterfront BID levy not be increased each year any annual inflationary factor.

8.3 The following types of businesses within the Waterfront BID area will be exempt from paying the BID Levy:

Commercial car parking spaces that are rated separately; concessions; on-street traders and

promotions; telephone masts, and advertising poster drums. The Waterfront BID Levy will not be reduced where the ratepayer is a charity or non-profit making organisation. The BID levy will also not be affected by the Government's Small Business Rate Relief Scheme which came into effect on 1st April 2005. The Waterfront BID Levy is payable on the whole rating assessment irrespective if part or all of it is empty. In the case of empty properties, the Waterfront BID levy will be collected at 100% from either the owner or leaseholder (if an occupational lease exists).

8.4 The BID levy will be collected by Plymouth City Council annually on 1st April at no cost to the BID. The Council will reimburse PWP with BID Levies on a quarterly basis. The BID Levy collection rate will be 1.7% and the BID Levy will not be increased each year by any annual inflationary factor.

9. Plymouth City Council service provision and match funding

9.1 Assuming the Waterfront BID is successfully established, Plymouth City Council will continue to provide the following services and target associated match funding over the 5 years of the BID's lifetime:

Source of Match Funding	Value	Confirmed?	New?	Cash?
Existing City Council Services – see www.waterfrontbid.co.uk for full details of SLAs				
Plymouth City Council – Street Scene Services	£1,266,000	Confirmed	Existing	In Kind
Plymouth City Council – Maritime Services	£620,000	Confirmed	Existing	In Kind
Plymouth City Council – Car Parks	£383,000	Estimated	Existing	In Kind
Plymouth City Council – Public Protection Service	£110,000	Confirmed	Existing	In Kind
Plymouth City Council – Tourist Information Centre	£175,000	Confirmed	Existing	In Kind
Plymouth City Council – CCTV	£33,000	Confirmed	Existing	In Kind
Elizabethan House, Smeaton's Tower, Merchant's House	£159,000	Confirmed	Existing	In Kind
Tinside Lido and Mount Wise Swimming Pools	£1,354,000	Confirmed	Existing	In Kind
iuPlymouth Hoe Events	£1,038,000	Confirmed	Existing	In Kind
Highway Maintenance	£353,000	Confirmed	Existing	In Kind
Street Lighting and Traffic Control	£495,000	Confirmed	Existing	In Kind
Highway Licensing and Enforcement	£29,000	Confirmed	Existing	In Kind
Street Trading and Enforcement	£195,000	Confirmed	Existing	In Kind

TOTAL	£6,210,000			
Other Match Funding				
LEP Getting Building Fund	£625,000	Confirmed	New	In Kind
Heritage Lottery Fund	£4,400,000	Prospective	New	In Kind
TOTAL	£5,025,000			
Total of Existing and New City Council & Other Match Funding The BID reserves the right to modify these figures depending on circumstances	£11,235,000			

9.2 PCC will continue to be responsible for managing Street Trading activity within the Waterfront BID area, with an agreed surplus generated from street trading, café licenses, events, fairs, festivals being transferred from PCC to PWP following the end of each financial year.

9.3 The City Council may assist PWP with cash flow over the initial 6 months of its new BID in order for it to establish a trading operation and delivery of BID projects.

9.4 The proposed Waterfront BID3 projects and services will be entirely additional to any services already delivered by Plymouth City Council. PWP will establish a contractual agreement with Plymouth City Council to regularly review Council services delivered within the Waterfront BID area. Once the Waterfront BID has been established, the Council will be contractually obliged to maintain agreed standards to confirm to baseline service level agreements for all the services listed in the table above.

For full details of Baseline Service Level Agreements see: www.waterfrontbid.co.uk

10. Governance and Management

10.1 The PWP Board of Directors will represent business sectors currently operating in Plymouth's Waterfront. A Plymouth City Council Cabinet Member will also have a seat on the Board and will be excluded from rotation at any Annual General Meetings. The full board will meet five times per year.

10.2 The Waterfront BID Advisory Panel operations committee will represent all business sectors and areas of the Waterfront BID area. The Advisory Panel will meet regularly and will support the Board of Directors by providing further business feedback on the development and delivery of BID projects. Representatives from each of the St Peter & the Waterfront, Sutton & Mount Gould and Plymstock Radford Wards will have a seat on the Advisory Panel.

11. Alteration of BID Arrangements

The Waterfront BID area and the BID Levy percentage cannot be altered within the five year lifetime without an Alteration Ballot.

The Waterfront BID themes, projects, headings, costs and timescales can be altered by the Board, within the constraints of BID income - providing that the Waterfront BID's aims are adhered to.

The Waterfront BID Advisory Panel operations committee and any sub-groups may offer advice on budget management within their areas of speciality.

If the Waterfront BID proposal is approved, it will start from 1st April 2022 operate for five years until 31st March 2027. At or before the end of this period, the Board may choose to seek renewal of the Waterfront BID's mandate.

The PWP BID operates an information website that contains a record of the Waterfront BID's delivery achievements so far; this may be viewed at: www.waterfrontbid.co.uk. Within this website there is a downloadable documents section that may provide:

- 1) The original and second PWP BID Business Plans (2012-2017 and 2017-22)
- 2) The Proposed Draft PWP BID3 Business Plan (2022-2027)

The final PWP Waterfront BID3 Business Plan will be available before the end of August 2021 at: www.waterfrontbid.co.uk

Brexit, Infrastructure and Legislative Change Overview Scrutiny Committee

Work Programme 2020-21



Please note that the work programme is a 'live' document and subject to change at short notice. The information in this work programme is intended to be of strategic relevance.

For general enquiries relating to the Council's Scrutiny function, including this Committee's work programme, please contact Helen Prendergast, Democratic Adviser on 01752 668000.

Date of meeting	Agenda item	Prioritisation Score	Reason for Consideration	Responsible Cabinet Member /Officer
21 October 2020	Corporate Carbon Reduction Plan: Update on Progress	(5)	Recommendation from Committee for a progress update	Councillor Sue Dann/ Paul Barnard
	Climate Emergency Action Plan: Update on Progress	(5)	Recommendation from Committee for a progress update	Councillor Sue Dann / Paul Barnard
	Brexit (including Ports/Lorry Parks)	(5)	The impact of Brexit on Plymouth including its Ports	Councillor Tudor Evans OBE/Kevin McKenzie
4 November 2020	Brexit Organisational Risks	(5)	The impact of Brexit on Plymouth	Councillor Tudor Evans OBE/Giles Perritt/Kevin McKenzie
2 December 2020	Brexit - Economic Impact and Business Preparedness	(5)	The impact of Brexit on Plymouth	Councillor Tudor Evans OBE/Giles Perritt/Kevin McKenzie
13 January 2021	Corporate Carbon Reduction Plan Year	(5)	Scrutiny prior to consideration at Full Council	Councillor Sue Dann/ Paul Barnard
	Climate Emergency Action Plan	(5)	Scrutiny prior to consideration at Full Council	Councillor Sue Dann/ Paul Barnard
	Plymouth Plan Review	(5)	Scrutiny prior to consideration at Full Council	Councillor Mark Coker/ Paul Barnard

Date of meeting	Agenda item	Prioritisation Score	Reason for Consideration	Responsible Cabinet Member /Officer
12 February 2021	Fishing	(6)	Impact of Brexit on the local fishing industry	Councillor Tudor Evans OBE/David Draffan
10 March 2021	Public Transport Covid-19 Impact	(5)	Impact of Covid-19	Councillor Mark Coker/Paul Barnard
	Cultural Plan	(5)	Resurgam programme and the Impact of Covid-19	Councillor Peter Smith/David Draffan
	Skills and Skill4Plymouth	(5)	Resurgam programme and Impact of Covid-19	Councillor Jon Taylor/Alison Botham
	Plymouth Waterfront Partnership Bid Renewal	(5)	Bid renewal/draft business plan	Councillor Peter Smith/David Draffan
	Corporate Plan Monitoring Quarter 2	(5)	How the Council was performing against its priority performance indicators	Giles Perritt/Councillor Lowry
Items to be Scheduled in 2021/22				
July 2021	Climate Emergency - CEAP Year 2 and CCRP Year 2 Year 2 progress Reports (6 monthly)	(5)	Recommendation from Committee for a progress update	Councillor Sue Dann/Paul Barnard
	The Box	(5)	Impact of Covid-19/Progress Update	Councillor Peter Smith/David Draffan
	Mayflower 400	(5)	Impact of Covid-19/Progress Update	Councillor Peter Smith/David Draffan

Annex I – Scrutiny Prioritisation Tool

		Yes (=1)	Evidence
Public Interest	Is it an issue of concern to partners, stakeholders and/or the community?		
Ability	Could Scrutiny have an influence?		
Performance	Is this an area of underperformance?		
Extent	Does the topic affect people living, working or studying in more than one electoral ward of Plymouth?		
Replication	Will this be the only opportunity for public scrutiny?		
	Is the topic due planned to be the subject of an Executive Decision?		
	Total:		High/Medium/Low

Priority	Score
High	5-6
Medium	3-4
Low	1-2

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Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee – Tracking Decisions 2020/21

Minute No.	Resolution	Target Date, Officer Responsible and Progress
Minute 43 Corporate Plan Performance Report 15 January 2020	The Committee <u>agreed</u> to request that with regard to the measurement of the efficiency of the transport network, an additional performance indicator is included in the Corporate Plan for the time taken for a set of journeys at peak and non-peak times be measured and the difference evaluated.	Date: March 2021 Progress: Feedback had been received from Highways Maintenance who did not routinely monitor or collect this information, nor do systems exist which could capture this information. There would also be a cost to set up and maintain this monitoring. It was therefore proposed not to include an indicator around either the operational scorecards or the corporate plan report. Complete
Minute 13 Brexit Risk Update 4 November 2020	The committee <u>agreed</u> a set of recommendations to be submitted to Cabinet on 10 November 2020 (as per attached appendix 1).	Date: November 2020 Progress: the recommendations were submitted to Cabinet on 10 November 2020 (as per appendix 1 attached). Complete
Minute 16 Economic Impact and Business Preparedness 2 December 2020	The Committee agreed the following recommendations which would be submitted to Cabinet at the 8 December 2020 meeting; <ol style="list-style-type: none"> 1. That Cabinet sign off Pledge 11; 2. That Cabinet considers whether the terms of reference of the Committee should be amended in the light of the end of the Brexit transition period. 	Date: December 2020 Progress: the recommendations were submitted to Cabinet on 8 December 2020 which were agreed. Complete

Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee – Tracking Decisions 2020/21

<p>Minute 20</p> <p>Policy Update</p> <p>13 January 2021</p>	<p>Kevin McKenzie (Policy and Intelligence Advisor) undertook to circulate an up to date policy briefing to Committee Members.</p>	<p>Date: January 2021 Progress: An email was sent to members of the Committee on 15 January 2021 with the briefing update.</p> <p>Complete</p>
<p>Minute 21</p> <p>Plymouth Plan Climate Change Review</p> <p>13 January 2021</p>	<p>Paul Barnard (Strategic Director for Strategic Planning and Infrastructure) undertook to provide information on the Fab City Network to Councillor Wheeler.</p>	<p>Date: January/February 2021 Progress: A response was awaited.</p>
<p>Minute 22</p> <p>Climate Change Emergency Plan 2021</p> <p>13 January 2021</p>	<p>Paul Barnard (Service Director for Strategic Planning and Infrastructure) undertook to -</p> <ul style="list-style-type: none"> (a) discuss with the South West Devon Waste Partnership the actions being undertaken by Devon County Council and Torbay Council to change behaviours to reduce the waste being sent to the incinerator, in order to align with Plymouth’s Climate Emergency Plan 2021 to reduce, re-use and recycle within the waste hierarchy; (b) to provide a briefing note to Councillor Wheeler on the use of the spare heat generated from the incinerator to provide benefits to local residents, local housing and new local housing developments; (c) to provide a response to Councillor Buchan regarding the provisions of the Local Electricity Bill and any opportunities arising from the Bill for the city. 	<p>Date: January/February 2021 Progress: With regard to (a), a response was awaited.</p> <p>With regard to (b) a response had been provided to Councillor Wheeler on 21 January 2021.</p> <p>With regard to (c) and email was sent to Councillor Buchan on the Local Electricity Bill on 25 January 2021.</p> <p>A meeting had been held with Councillor Wheeler and the Ward Members regarding the two cycle lanes.</p>

Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee – Tracking Decisions 2020/21

	Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure) undertook to brief Councillor Wheeler regarding the two cycle lanes proposed for St Budeaux.	
Minute 31 Recommendations 12 February 2021	The committee <u>agreed</u> a set of recommendations to be submitted to Cabinet on 9 March 2021 (as per attached appendix 2).	Date: March 2021 Progress: The recommendations would be submitted to Cabinet on 9 March 2021 for consideration. Complete

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Appendix I**Recommendations to Cabinet Meeting on 10 November 2020 –**

Cabinet agreed to accept the following recommendations-

Cabinet should ask government to:

1. Lay out in detail what plans it has to mitigate the loss of EU funding to the city. (accepted)
2. Detail the priorities it has for the marine and maritime research sectors post-Brexit, and what will be done to mitigate the loss of EU funding in the sector. (accepted)
3. Explain why the government thinks that the South West fishing fleets will be adequately protected. (amended)
4. Encourage agricultural employers to improve the wage offer for agricultural labour so that it is a more attractive career path for young people through the Heart of the South West Local Enterprise Partnership. (amended)

Cabinet should ensure:

5. That Plymouth City Council and our key suppliers review our business continuity arrangements against the negative impacts of Brexit as identified in the risk register, and have robust plans in place to mitigate service delivery interruption. (accepted with qualification)
6. Consider the merits of reviewing large capital projects with contractors given capacity of project managers to engage contractors within the short timeline available. (amended as detailed in report)
7. We consider the budgetary impact of the identified risks on the Medium Term Financial Plan. (accepted)
8. We continue to make a proactive offer to any foreign based businesses that may be considering leaving the City due to Brexit impact. (accepted)
9. We are successfully locating and communicating with EU citizens in Plymouth who have not yet applied for settled status, and that; (accepted)
10. A needs assessment is conducted to identify vulnerable EU citizens and the support we can offer to assist them to apply for settled status. (accepted with qualification)

Cabinet should:

11. As far as reasonably practical, ensure Plymouth City Council is proactive in communicating Brexit information to the wider city to enable preparedness of organisations and businesses, and is positive where possible in its Brexit communications where opportunities have been identified. (accepted)
12. Consider whether the resources already deployed to support business e.g. account managers are able to respond to all enquiries via a single contact number. (Proposal amended as detailed in report)
13. Ensure that Plymouth City Council works with appropriate partners with a view to agreeing a planned schedule improving landing facilities at the fishing quay (Accepted)

Appendix 2**Recommendations to be submitted to Cabinet on 9 March 2021 -**

The committee agreed to recommend the following recommendations for approval by the Cabinet -

- (1) regulatory changes the UK can make independently to facilitate trade and ensure a level playing field for UK fishermen;
 - for example the regulation of fishing within the 6 – 12 mile limit;
- (2) regulatory flexibility that could realistically be negotiated with the EU through the mechanisms afforded in the Trade and Cooperation Agreement;
 - for example the regulations governing the depurification of bivalves;
- (3) where regulatory barriers cannot be changed but apply an additional burden to UK fishermen to provide an effective subsidy arrangements that ensure a level playing field with their EU counterparts;
 - for example around the costs of compliance with the need for Export Health Certificates and Catch Certificates; this might be supported by an EFRA select committee enquiry into the impact of the Trade and Cooperation Agreement and the potential for this to be mitigated by the implementation of the Fisheries Act;
- (4) ask that the UK government could support the industry -
 - (a) through measures to stimulate the UK market -
 - the role of the crown procurement service is supporting initiatives like Fish on Fridays in UK schools;
 - requiring UK supermarkets to ensure that the fish they sell is as fresh as possible eg sourced locally where this is possible;

- (b) by ensuring that the voice of the UK fishing industry is heard
 -
 - secure a role for local authorities in agreeing statutory fisheries management plans envisaged by the fisheries and a corresponding duty to consult with the local industry;

- (c) considering the future of the fishing industry -
 - securing the workforce of the future and establish suitable apprenticeship schemes;
 - upgrading the infrastructure the industry depends on, the quays and auctions;
 - the potential for electronic auction technology to be integrated with customs to reduce the administrative burden on the export industry;

- (5) measures that Plymouth City Council can take independently -
 - working with Brittany Ferries and AB Ports and the French customs authorities to secure the Plymouth/Roscoff route;
 - continue to support the industry across the South West peninsula and beyond through measures like Call4fish;
 - work with Sutton Harbour Holding and other partners to upgrade the fish quay;
 - explore how the Council can work with large retailers locally to improve the opportunities for selling local fish;
 - review the opportunities area available within the city to improve training and apprenticeships within the fishing industry.

Officers were asked to review these recommendations with the expert panel members and industry witnesses present at the scrutiny meeting.