

REPORT OF THE POLICY & RESOURCES COMMITTEE

HELD ON 18 JUNE 2003

Present: Councillor Bodfish (Chair); Councillors Mrs Brown, Burgess (Deputy Chair) Mrs Drake, Elgood, Fitch, Hawkes, Hazelgrove John (Deputy Chair), Mitchell, Mrs Norman, Oxley (OS), Peltzer Dunn (OS Finance) and Taylor.

1 East Brighton College of Media Arts

- 1.1 The Committee has considered a report which details the current situation at the College and its future prospects. The Director of Children, Families & Schools has been asked to prepare a paper setting out options for the future of East Brighton College of Media Arts as a basis for a public consultation for consideration at the next meeting of the Children, Families and Schools Sub-Committee on 8th September 2003.
- 1.2 East Brighton College of Media Arts (usually referred to as CoMART) opened as a 'Fresh Start' school in September 1999 under the government scheme for reforming failing schools. It replaced Marina High on the same site and with some of the former teaching and support staff. Marina High School was itself a re-branding of the former Stanley Deason High School.
- 1.3 Stanley Deason High School had been made subject to special measures in 1996 following a critical Ofsted inspection. Subsequently the School was again made subject to special measures following a further inspection in February 2000. A new Principal was appointed in 2001 and the school came out of special measures in 2002.
- 1.4 The College has enjoyed a high level of financial and practical support from both the DfES and the Local Authority. In addition to exceptional revenue support, the school is part of the capital development programme financed through PFI. The College has been part of a number of initiatives including an Education Action Zone. EB4U provides earmarked funding for a number of projects. The college will be part of the new 'Excellence Cluster' and will receive funding and other support from the new Leadership Incentive Grant.
- 1.5 The sustainability of the unitary charge to Jarvis, under the PFI contract was predicated on a roll rising to 845 in 2008/2009. On the most optimistic current projections this would be nearer 425 – 450. Not only does this create problems in sustaining the unitary charge, it has consequences for staffing and curriculum. The school cannot sustain a large enough staff to cover each curriculum area with specialist teachers. The breadth of the curriculum is reduced and teachers have to

teach their second and third subjects. Funding for support staff is limited.

- 1.6 Successful negotiations have taken place to secure the services of the head of the Alternative Centre for Education as Executive Head at CoMART for the 2003/04 academic year. He will remain head of ACE. Additional responsibilities will be taken on by the Deputy Heads of ACE and additional staff have been appointed to support their teaching responsibilities. An acting deputy Principal for COMART is sought and there will be two internal appointments to leadership posts to secure a functioning management team for September.
- 1.7 In spite of the sterling efforts of the Acting Principal and Deputy Principal, the leadership and management of the school must be designated weak. There is no continuity or stability and in current circumstances, no vision for the future direction of the school. Pupil behaviour is poor in spite of the best efforts of the acting management team. Internal truancy presents health and safety risks.
- 1.8 Given all the evidence set out in the above paragraphs, it is reasonable to believe that the College would once again be made subject to Special Measures if inspected by Ofsted. If GCSE performance is as predicted by staff, this may well happen in the Autumn Term.
- 1.9 The Director will prepare and evaluate options for the future provision of education for current CoMART pupils and potential CoMART students. These options will include continuing to provide education at the College, possibly as a differently organised secondary school or ceasing to maintain secondary education on this site.

[This item has been referred to Council for information by the Green Group]

2 Future airport run way development in the South East

- 2.1 The Committee has agreed the City Council's formal response to the Government's second consultation on the Department for Transport's Study on the Future of Air Transport in the South-East. The City Council supports the single additional close parallel runway option which represents an acceptable compromise between the economic development benefits and the environmental impacts of a second runway at Gatwick.
- 2.2 Last year the Government published a series of consultation documents seeking views on the future development of air transport in the UK. At that time there were no proposals for additional runways at Gatwick Airport. This was by reason of an agreement between the operator and

West Sussex County Council not to undertake further runway development before 2019.

- 2.3 At the end of last year the High Court held that it was wrong to exclude from that consultation document options for development of new runways at Gatwick. The Government decided not to appeal against the judgement and accordingly has published a second version of the consultation document for the South East. A full-copy of consultation document can be obtained at www.airconsult.gov.uk.

- 2.4 The proposals which are being considered are:
- two separate options for a single additional runway.
 - one option for two additional runways.
- 2.5 Regional Planning Guidance suggests that growth at Gatwick could have economic benefits for Brighton & Hove (and other coastal towns). At the meeting of the Policy & Resources Committee in November 2002 the response adopted was that as there were no proposals for further development Gatwick, the airport could decline in importance. The Committee requested that the White Paper supports the current status of Gatwick and introduces a policy approach that will maintain its current role and encourage growth within its existing constraints.
- 2.6 An expanded airport at Gatwick has the potential to significantly benefit Brighton & Hove as both an internationally recognised business location and visitor destination. A decline in Gatwick's international status could have significant impact on both Brighton & Hove and the wider sub-region.
- 2.7 The consultation document is now proposing the potential for significant expansion at Gatwick. This would have clear benefits for the local economy both through easy access to an increased range of air services and demand for services based in the city. The demand for labour at the airport could also be met within the sub-region.
- 2.8 Transport links in the London-Brighton corridor could become congested if no further investment was made to the road or rail network as part of the development of additional runway capacity at Gatwick. The City Council has held initial discussions with BAA Gatwick to inform them of the need to, for example, ensure that the Gatwick Express rail service from Victoria to Gatwick is further extended to include an express service from Brighton to Gatwick as part of the necessary transport infrastructure works.
- 2.9 The sub-region surrounding Gatwick, including Brighton & Hove, is an area of potential housing shortfall. Calculations show a potential shortfall of 60,000 dwellings in the sub-region. Meeting some of this additional housing and employment growth is likely to be difficult in areas said to be approaching their environmental capacity.
- 2.10 BAA's formal response to the government's consultation states that the direct economic benefits from additional runway capacity at Gatwick will be between £1.9 billion - £4.4 billion
- 2.11 The Government's consultation documents state that some 70,000 additional jobs could be created from new runway capacity at Gatwick

Airport. This would potentially add increased pressure on the provision of housing within the South-East region. However, BAA's formal response to the government challenges such a high figure, and they firmly report that *"a runway development at Gatwick would generate significant economic benefits for airlines, users, business, tourism, competitiveness, productivity, investment and employment"*.

- 2.12 Officers in Economic Development & Regeneration are liaising with BAA Gatwick, Sussex Enterprise and the Regional Development Agency to identify the potential increase in the City's GDP from increased runway capacity at Gatwick Airport.
- 2.13 Shoreham Airport is one such facility that could benefit from and support the Government in releasing pressure and accommodating air traffic from the South-East's larger Airports such as Gatwick. Following the publication of the Government's first consultation documents, the Airports Owing Authorities commissioned a regeneration vision and masterplan for Shoreham Airport that will as one of its key tasks test the likely demand for such regional air services from Shoreham.

[This item has been referred to Council for information by the Conservative Group]

3 Designated Public Places Order

- 3.1 The Committee has been informed of a broad range of actions to deal with alcohol related anti-social behaviour and persistent perpetrators of street drinking. In addition, Members have given provisional approval for a Designated Public Places Order to ban street drinking throughout the City and, following advertisement of that Order (in accordance with legislation), to introduce the ban in early August.
- 3.2 The Criminal Justice and Police Act 2001 introduced the power for Local Authorities to designate public places in which it will become an offence to drink alcohol after being required by a Police Officer not to do so. The Police will have the power to require the surrender of alcohol and containers in these circumstances and those who fail to comply will be liable to arrest.
- 3.3 Street drinking in Brighton and Hove is of major, and consistent, public concern and the anti-social behaviour which arises from it contributes to fear of crime, as well as "turning off" those areas for more general public use. This effect in itself can be the catalyst for further deterioration of an area and for an increasing incidence of serious crimes such as drug dealing. Tackling street drinking and the associated

incivilities and anti-social behaviour is therefore a priority for the Council and for the Crime and Disorder Reduction Partnership (CDRP).

- 3.4 A Bye-law banning street drinking was introduced for the St. James's Street area in 2001. The ban has been instrumental in helping to achieve the regeneration of the area and the reduction of crime and fear of crime. The involvement of the community, which was one of the outcomes of consultation undertaken to support the introduction of the ban, has sustained and they have significantly contributed to an evaluation of the effect of the Bye-law upon that area. The evaluation findings have confirmed that while street drinking in the area has decreased as a result of the bye-law, displacement has occurred and has almost certainly contributed to the increasing problem of other 'hotspot' drinking sites. The 17 Street Drinking Hotspot areas have been identified:

The Level
St. Peter's Church
Royal Pavilion Gardens
St. James Street (ongoing)
The Cottages (bus stop on Upper Rock Gardens)
Public toilets in Upper Rock Gardens
Outside St. Anne's/Fitzherbert Centre/HALO (grassed area)
Trafalgar St. car park
Norfolk Square
York Place / London Road
Back of St. Andrew's Church, Hove
Opposite Goldstone Villas beside public toilets
Outside St. Patrick's Hostel, Hove
Inside HSBC North St. out of hours cashpoint area
Pelham Square, Off Trafalgar Street
Souprun at middle level Madeira Terrace
Seafront promenade (above Madeira Terrace)

- 3.5 The Crime and Disorder Reduction Partnership (CDRP) is taking forward the Designated Public Places Order and is working partnership with other services to develop and put in place a range of enforcement remedies and other interventions which will be necessary to enable the Order to be successfully implemented.

- 3.6 The Objectives of the Designated Public Places Order and of joint work to tackle the problem are therefore proposed as –

- To provide additional powers to the Police who are a key partner in the Crime and Disorder Reduction Partnership to deal with persistent street drinking and alcohol related anti-social behaviour.

In particular, the new powers will also deal with the offences (as recorded by the police)

- Disturbances within licensed premises
 - Disturbances in Public places that are alcohol related
 - Drunkenness
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- To give a clear message about the unacceptability of anti-social behaviour, consistent with the priorities of the Crime and Disorder Reduction Partnerships (CDRP) and the work of the new anti-social behaviour team
 - To contribute to the range of actions which are being delivered by the CDRP to reduce violent crime in a public place (largely alcohol related), to reduce fear of crime and improve the quality of life for residents and visitors in the City
 - To contribute to the range of actions which are being delivered by the CDRP to reduce alcohol misuse and which are expected to be further developed, building on the anticipated recommendations of the Government's Alcohol Strategy (publication awaited)
 - To reduce the numbers of street drinkers and hotspot areas through combining enforcement with outreach services
 - to tackle the 'root cause' of alcohol misuse where possible by increasing the capacity of treatment options and support currently available to street drinkers in the city and the number of referrals into treatment and support
 - To recommend environmental improvement in order to sustain the positive changes, particularly in hot-spot areas

[This item has been referred to Council for information by the Labour Group and the Liberal Democrat Group]

Councillor Ken Bodfish
Chair, Policy & Resources Committee
July 2003