Brighton & Hove City Council

Appendix 2:
2019-20 City Corporate KPIs - year-end results

Period: Apr-19 - Mar-20

Scorecard Name	Date From	Date To
2019-20 Corporate KPIs - City - ANNUAL	01-Apr-2019	31-Mar-2020

INDICATOR	UNIT	TARGET	ACTUAL	STATUS

2019-20 Economy Environment & Culture - City (Corporate) ANNUALS

% reduction in Carbon Dioxide emissions per capita from a 2005 baseline [Corporate - city]	**%**	**42.00**	**43.00**	GREEN
	Target better than comparators			**Improving**

Position:
Carbon dioxide (CO2) emissions for Brighton & Hove reduced from an estimated 5.5 metric tonnes per person in 2005, to 3.1 tonnes per person in 2017. This means that performance was better than the 42% target, achieving a 43% reduction per person from the baseline.
This data was released in July 2019 and is two-year lagged, so 2017 is the most recent year for which data is available.
Between 2015 and 2017 there was a reduction from 1007.6 to 900 thousand tonnes of CO2 emitted in the City in total.
BHCC has already achieved the 2020 target set in the City's Sustainable Community Strategy of a 42% reduction in CO2 emissions. The City is on track to meet the long-term target of 80% reduction by 2050. However, following the Council's declaration of climate emergency, a new KPI on a carbon neutral city by 2030 will be introduced, see below for details.
At 3.1 tonnes per person, BHCC is 4th out of 16 comparators and better than the group average of 3.8 tonnes per person, but BHCC's percentage reduction is slightly less than the 43.4% that the comparator group has delivered.

Commentary:
Performance: The main factors driving recent improvements include:
• Rapid progress in decarbonisation of the national electricity supply since 2005, due to changes in how electricity is generated, with a reduction in coal-fired power–stations and an increase in gas-fired and renewable electricity. This is the single most significant factor in reducing CO2 emissions.
• To a smaller extent, improvements in home insulation and replacement of old gas boilers with more efficient boilers has reduced CO2 emissions related to heating.
• Population of Brighton & Hove rose from 253,000 in 2005 to 288,200 in 2017; even with this 14% increase in population, CO2 emissions fell.
Housing: There has been a significant fall in CO2 emissions arising from domestic electricity use (from 264 thousand tonnes (kT) in 2005 to 111 kT in 2017), due mainly to decarbonisation of the national electricity supply. To a lesser degree, CO2 emissions from domestic gas use fell from 322 kT to 245 kT over the same period. This improvement has taken place despite the increase in population and the number of dwellings in Brighton & Hove.
A challenge for Brighton & Hove is the high proportion of older housing stock with 66% of houses built before 1945 (compared to 43% across England) and many private sector properties labelled 'hard to treat' in relation to energy efficiency. Since 2018, all private and public sector landlords are required by law to ensure their properties meet an energy efficiency (EPC) rating of at least Band E.
Carbon emissions from BHCC's own housing stock have reduced too. For 2017-18 an estimated 4,800 tonnes CO2e was emitted relating to energy used in communal areas of council housing, and heating and electricity of seniors' housing; for 2018-19 this was estimated 4,690 tonnes. The council's HRA Energy Strategy set an objective to get all council homes to EPC Band C by 2030. Through investing £1.6M, BHCC is delivering 400 solar PV arrays on its own housing stock, with estimated savings of 1,176 tCO2 to date.
The SHINE project supports BHCC council tenants to reduce their energy use through enhancements to boiler upgrades, home energy saving advice workshops, home energy advice visits and the installation of small energy saving measures. The Council has signed up as an affiliate member of Your Energy Sussex (YES), an energy saving partnership between local authorities aiming to reduce fuel bills and CO2 emissions for residents and businesses. As part

of the YES programme, the Council introduced 100% renewable energy tariffs, encouraging Sussex residents to switch, including switching HRA void properties.
A feasibility study for a district heat network is being undertaken as part of the master planning for Conway St./Hove Station area.
Transport:
CO2 emissions from transport declined from 347 kT in 2005 to 301 kT in 2017.
Local policies can influence behaviours such as encouraging people in the city to choose lower carbon forms of transport. Changes in national legislation, vehicle technology and individual travel behaviours are required to cut emissions in line with set targets. The council is currently embarking on consultation towards a fifth Local Transport Plan [LTP5].
Commerce and Industry:
The University of Brighton's Green Growth Platform supports a network of 1000 green businesses. It helps its members to grow - through a menu of business coaching, product and service development, access to funding, events and skills development - and it builds connections and facilitates collaborations across its membership base.
The Green Growth Platform is at the heart of a flourishing low carbon economy across Sussex. Its work has helped create over 200 green sector jobs in the region and it has worked with local businesses on over 80 projects to develop new low carbon products and services. Visit greengrowthplatform.co.uk for more information.
New Carbon Neutral KPI:
BHCC declared a climate emergency in early 2019, and during 2020 the council will develop an action plan to achieve a Carbon Neutral City by 2030. To reflect this ambitious target, a new KPI will be introduced and will replace this one from the 2020-21 reporting cycle onwards. The new KPI will measure the reduction of Greenhouse Gas emissions (including methane and nitrous oxide as well as carbon dioxide) towards becoming a carbon neutral city by 2030.

Actions:
1. Develop a Carbon Neutral 2030 Action Plan (Mar 2021)
2. Introduce new KPI for 2020-21 to better reflect BHCC's declaration of a climate emergency, to be entitled: "Carbon Neutral: reduce greenhouse gas emissions in Brighton & Hove to net zero by 2030". (July 2021)
3. Reduce CO2 emissions from council owned properties and vehicles with an energy efficiency audit of all council buildings, and delivering a Fleet Strategy (2024)
4. Reducing the need to travel for some journeys and activities, especially through the Planning process (Development & Transport Assessment Manager, ongoing)
5. Deliver a 3-year project to replace more than 18,000 street lighting points with energy efficient low carbon equipment as an "invest to save" programme (Street Lighting Manager, March 21).
6. Install hundreds of on-street electric charging points and rapid charging hubs for taxis, in order to increase the uptake of Ultra Low Emission Vehicles [ULEVs]. (Parking Strategy & Contracts Manager, March 21)
7. Develop a new Transport Strategy for the city (LTP5). Implementing, monitoring and enforcing projects including 20mph zones, the Low Emission (Bus) Zone in central Brighton and the development of a Local Cycling and Walking Infrastructure Plan [LCWIP]. Explore feasibility and options for delivering a Car Free City Centre and Clean Air Zone (Assistant Director-City Transport, March 21)
8. Encourage mixed mode travel and increased use of public transport, with good transport interchanges and better integration of travel information and ticket purchasing (Senior Project Manager / Team A (Public Transport), March 21)
9. Deliver PV arrays on 3 HRA low rise blocks through the Solarise project (Sustainability Programme Officer, Mar 21)
10. BHCC is due to install around 0.5MW of solar during 2020 and a second tranche of likely similar capacity soon after (Property & Design, Mar 21)

INDICATOR	UNIT	TARGET	ACTUAL	STATUS
Nitrogen Dioxide levels in Brighton and Hove (µg/m3 - micrograms per cubic meter): Lewes Road (quarterly lagged by one quarter) [Corporate - city]	**No.**	**36.00**	**27.00**	GREEN **Improving**

Position:
The average concentration of Nitrogen Dioxide (NO_2) measured at monitor BH6 Lewes Road (east side of the road south of the Vogue Gyratory) as a 12 month rolling mean up to the end of 2019 was 27 µg/m3 (micrograms per cubic metre). October to December 2019 is now verified data. Quarterly data is calibrated and ratified by the contractor before publication so is one quarter behind. We are currently investigating and trialling compact real time monitoring methods to assess quality assurance of the data. The latest data from the automatic monitoring station suggests compliance with NO_2 standards for the calendar year 2019 at the BH6 location. That said higher concentrations of NO_2 prevail; closer to the junctions (Lewes-Road Elm Grove & Vogue Gyratory), along Coombe Terrace and Hollingdean Road.

The target: 36 µg/m3 NO_2 is 90% of 40µg/m3 that is the UK legal standard and the World Health Organisation (WHO) Guideline for protection of human health. Consistent attainment of 36 µg/m3 NO_2 would mean beyond all reasonable doubt UK and WHO standards are met. To be able to revoke part of an Air Quality Management Area (AQMA) NO_2 levels need to be less than 36 µg/ m3 at relevant receptors for more than a year. The process to review BHCC's AQMAs has now started.

Commentary:
Between 1996 and 2019 monitoring results (passive diffusion tubes and automatic analysers) next to Lewes Road suggested that Nitrogen Dioxide levels exceeded the EU and UK standard (annual average). The council therefore has a statutory duty to declare an Air Quality Management Area for Nitrogen Dioxide. This was first declared in 2004 and last amended in 2013. Airborne NO_2 and particulate are the second highest risk to overall health after smoking. As direct and passive smoking decreases airborne pollution becomes a more important variable for overall health and wellbeing.

All 2018 monitoring results are reported in the 2019 Air Quality Status Report which can be found at:
https://www.brighton-hove.gov.uk/content/environment/noise-pollution-and-air-quality/air-quality-management-city

For the NO_2 Automatic Analysers on Lewes Road and North Street NO_2 at a concentration of 36µg/m3 is equivalent to 90% of the standard and in Defra's Technical Guidance is regarded as potentially exceeding the target.

The targeting thresholds for this performance indicator are set out below:
GREEN performance under 36µg/m3 is compliant with the legally binding Air Quality Assessment Level (AQAL) at that location
AMBER performance between 36µg/m3 and < 40µg/m3 this is considered a near miss
RED performance exceeding 40µg/m3 this is in excess of the legal limit for NO_2

Proactive measures are being taken to improve emissions of buses and taxis. That said there is much more that needs to be done. Modal shift and encouragement of active travel has provided alternatives to the private car. Recently a lane along the Lewes Road has been closed to allow space for University development construction projects this may have influenced the reduced flow of traffic past the Lewes Road monitor reported here. Further analysis of AQMA automatic traffic is investigating.

Brighton and Hove buses are working with partners to progress with low and no emission

options that work for a fleet operating 24hours (limited downtime for electric charging). This investment is likely to show step changes in the reduction of emissions as batches of the bus fleet are replaced or exhausts retrofitted. We are exploring funding streams and opportunities to work with partners to deliver a local bus fleet that surpasses the euro-VI emission standard as soon as possible. Big Lemon Bus Company is on schedule to have a fully electric bus fleet (12 single decks) during 2020.
2018/19 operator bids for the Ultralow Emission Bus Scheme favoured Crawley-Gatwick instead of the Brighton & Hove with its bus Ultralow Emission Zone. £110K of SCRIF funding (with operator support) is allocated to exhaust retrofit intermediate buses. The oldest buses will be decommissioned or sold on. The better bus scheme presents an opportunity for exemplar electric towns.

The Schools Access Project is supported by the Sussex wide School Travel and Air Quality Awareness initiative (funding from Defra's air quality grant). This involves engagement with schools across Sussex including in the vicinity of BHCC's AQMA and the Lewes Road. The project promotes active no emission travel. Across Brighton there are a number of "cut engine cut pollution" signs. Infographics have been produced promoting emission free travel and better air quality.

June 2013 NO2 levels of 47 µg/m3 were recorded at the automatic analyser BH6 on Lewes Road. Between 2013 and 2019 the BH6 monitor next to Lewes Road has recorded a 43% improvement in outdoor NO2 concentrations. Results suggest one year of compliance with the KPI. That said monitors along parts of the Lewes Road transport corridor continue to record an exceedance of the NO2 legal limit. Pollution exposure at the population levels is important. The pollution map will be updated as part of the 2020 AQMA review. A renewed air quality action plan will need to work towards compliance for those areas that continue to exceed the limit whilst delivering air quality benefits right across Brighton & Hove.

Actions:
1. Carry out statutory duties to assess local Air Quality (monitor or model) and report on this as required by DEFRA (Air Quality Officer, Transport Policy & Strategy)
2. Continue to provide consultee comments on major planning applications with a view to assessing contributions and impacts on the Air Quality Management Area and wider air quality (Air Quality Officer, Transport Policy & Strategy). Seeking mitigation in accordance with policy and making recommendations for planning policy in order to deliver accelerated improvements in air quality.
3. Develop modelling to determine what percentages of the local bus fleet need to surpass the euro-VI emission standard in order to deliver the NO2 legal limits at kerbside and roadside
4. Undertake a full review of the NO2 Air Quality Management Area (prior to July 2020 for consideration of ETS committee thereafter)
5. Consider Control Parking Zones to cover the entire AQMA (Parking and Transport 2020)
6. Annual Report for Air Quality (July 2020 Air Quality Officer, Transport Policy & Strategy)
7. Propose a new Air Quality Action plan for consultation (For ETS approval late 2020 or early 2021)
8. Harmonise the new Air Quality Action Plan (AQAP) with an Ultralow Emission Zone, Freight Strategy and Local Transport Plan 5 (Head of Transport Policy & Strategy)
9. Clarify and bring forward for approval a pipeline of projects to deliver the AQAP and sustainable improvements in reported NO2 and other pollutant levels (Dependent on funding, Head of Transport Policy & Strategy)

Nitrogen Dioxide levels in Brighton and Hove (µg/m3 - micrograms per cubic meter): North Street (quarterly lagged by one quarter) [Corporate - city]	**No.**	**36.00**	**46.00**	RED **Improving**

Position:
The average level of Nitrogen Dioxide (NO2) measured adjacent with North Street as a 12 month rolling mean up to the end of 2019 was 46 µg/m3 (micrograms per cubic metre of air). October to December 2019 is now verified quarterly data. Data is calibrated and ratified by the contractor before publication and is one quarter behind. We are currently investigating and trailing indicative real time monitoring methods co-located with the BH10 automatic monitoring station next to North Street.

The target: 36 µg/m3 NO2 is 90% of 40µg/m3 that is the EU and UK standard and also the World Health Organisation Guideline for protection of human health. Consistent attainment of 36 µg/m3 NO2 (over a number of years) would mean beyond all reasonable doubt EU and UK standards are met. To be able to revoke part of an Air Quality Management Area NO2 levels need to be less than 36 µg/ m3 at relevant receptors for more than one year. Monitoring on North Street is relevant for health protection because many people spend time in the area throughout the year; day and night. 180 buses an hour constantly deliver thousands of people to the Ultralow Emission Zone. Similar to Oxford Street in Westminster footfall (prior to Covid-19) is exceptionally high.

Commentary
The BH10 automatic analyser (reported here) is consistently the third or fourth most polluted monitoring position out of six in the Ultralow Emission Zone (ULEZ). The ULEZ is a mile long from Castle Square in the east to Holland Road in the west. Automatic Analyser monitoring in the ULEZ at site BH10 started in 2012. 2018 monitoring results are published in the Air Quality Status Report, the latest version can be found at:
https://www.brighton-hove.gov.uk/content/environment/noise-pollution-and-air-quality/air-quality-management-city.

For the NO2 Automatic Analysers on Lewes Road and North Street NO2 at concentration of 36 µg/m3 is equivalent to 90% of the standard and in Defra's Technical Guidance is regarded as potentially exceeding the target.

The targeting thresholds for this performance indicator are set out below:
GREEN performance under 36µg/m3 is compliant with the legally binding Air Quality Assessment Level (AQAL)
AMBER performance between 36µg/m3 and < 40µg/m3 this is considered a near miss
RED performance exceeding 40µg/m3 this is in excess of the legal limit for NO2

The BH10, 2019 annual concentration: 45.7 µg/m3 is essentially the same as the previous three months when the twelve month rolling mean was 45.5 µg/m3.

For the first twelve months ending March 2013 (Initial twelve months after equipment installation) baseline levels were recorded at almost: 64 µg/m3. Since that time (six year and nine months) the BH10 monitoring station has recorded a 28 % improvement in outdoor NO2 concentrations. Further improvements in road traffic emissions including; buses, taxis and deliveries are required to surpass the KPI limits set out in the national air quality strategy. Committee are keen that officers consider an expansion of the ULEZ or a Clean Air Zone to include buses and other vehicle types.

Actions:
1. Carry out statutory duties to assess local Air Quality (monitor or model) and report on this as required by DEFRA (Air Quality Officer, Transport Policy & Strategy)
2. Continue to provide consultee comments on major planning applications with a view to assessing contributions and impacts on the Air Quality Management Area and wider air quality (Air Quality Officer, Transport Policy & Strategy). Seeking mitigation in accordance with policy and making recommendations for planning policy in order to deliver accelerated improvements

in air quality.
3. Develop modelling to determine what percentages of the local bus fleet need to surpass the euro-VI emission standard in order to deliver the NO2 legal limit at kerbside and roadside (Air Quality Officer, Transport Policy & Strategy).
4. Undertake a full review of the NO2 Air Quality Management Area (prior to July 2020 for consideration of ETS committee thereafter).
5. Consider Controlled Parking Zones to cover the entire AQMA (Parking and Transport 2020)
6. Annual Report for Air Quality (July 2020 Air Quality Officer, Transport Policy & Strategy)
7. Propose a new Air Quality Action plan for consultation (For ETS approval early 2021)
8. Harmonise the new Air Quality Action Plan (AQAP) with an Ultralow Strategy or Clean Air Zone, Freight Strategy and Local Transport Plan 5 (Head of Transport Policy & Strategy)
9. Clarify and bring forward for approval a pipeline of projects to deliver the AQAP and sustainable improvements in reported NO2 and other pollutant levels (Dependent on funding, Head of Transport Policy & Strategy)

Annual average daily traffic counts on key routes into the city - Inner routes [Corporate - city]	**No.**	**135,000.00**	**134,776.00**	GREEN **Improving**

Position:
The data show that the Annual Average Daily Traffic [AADT] flow of vehicles entering and leaving the city centre using key routes has decreased between calendar year for 2018 and 2019.
The data and KPI are reported against a numeric target which has been set within the council's Performance Management Framework and reflects the objectives within the council's Local Transport Plan. The target recognises that maintaining or reducing traffic flows is considered to be beneficial in terms of reducing the likelihood of congestion; improving air quality; minimising noise impacts; reducing collisions and casualties; and lessening the need to travel for some people; and will correspond with greater use of alternative forms of transport to the car for some journeys.
The data are taken from seven automatic counters located on the council's roads between the outer sites and the city centre. They are collected and analysed annually and became available at the beginning of the next calendar year.

Commentary:
The decrease in flows between 2018 and 2019 actual comes out as a 1.40% change in traffic indicating there has been no major change to the average daily traffic flow of vehicles entering and leaving the city on the city's inner routes as a result of projects, or roadworks and events (planned or unplanned), given the daily variation that can occur in general traffic flows throughout the year.
The trend is consistent with recent, national traffic flow trends which show a resumption of traffic growth after the economic recession and that van traffic has grown faster than car traffic on all types of road in recent years. This is in part due to the growing trend in on-line shopping which is resulting in an increase in the number of home delivery vehicles.
Future opportunities could include making changes to traffic flows or routeing as a result of 1) increased activity and movement associated with improvements to the transport system (such as traffic management, parking controls and charges, improved bus services, use of technology etc) and 2) the planned growth of the city (including more housing and jobs, greater visitor numbers and construction traffic) in both the designated City Plan Development Areas and Urban Fringe sites.

Actions:
1) Data will continue to be collected, collated and analysed from the existing counters in order to assess annual trends in traffic volumes over time on inner routes. (March 2020, Traffic Monitoring and Research Officer)

2) More in-depth analysis can be undertaken on a route by route basis if required, in order to identify any possible changes in routeing or travel behaviour as a result of any significant intervention or event, or to identify daily or seasonal patterns in traffic volumes on inner routes. (March 2020, Traffic Monitoring and Research Officer)

% of bus services running on time [Corporate - city]	%	95.00	80.43	RED
	Target better than comparators			**Declining**

Position
The 2019/20 provisional result of 80.4% (subject to final validation July 20) indicates a declined position to that reported in 2018/19 (85%). The target has been set for the council at 95% by the Traffic Commissioner, a tribunal of the Department for Transport.
The CIPFA Comparator Group performance for 2017/18 averaged at 84%. BHCC is ranked 3rd out of the 7 comparators who submitted data with a result of 85% for that period. The All England average is 83% for 2017/18.

Commentary:
B&HCC has a compact road network and experiences a high volume of traffic which requires constant maintenance and improvement. Over the past couple of years Brighton & Hove Buses who operate 96% of bus services in the city have invested in measures to improve timekeeping, including double door buses to reduce dwell times and a key card system that has improved the efficiency of the boarding process. The council has implemented improvements to bus stops in the city to facilitate this.
The council has now introduced a number of bus lane enforcement cameras on key arterial routes.
Due to two major regeneration Projects, Valley Gardens and Preston Barracks, there has been significant traffic management measures in place associated with implementation of both projects. This has caused an impact on bus punctuality on a number of key bus routes that serve the strategic bus network.
BHCC highways officers have been working in partnership with the Brighton & Hove Buses to ensure that bus punctuality is monitored and impacts kept to a minimum during these works.

Actions:
1. Implement review recommendations identified in the network review undertaken in 2018/19 over the course of the following 18 months (Public Transport Manager, Jul 21)
2. In terms co-ordination and managing utilities work on the network, B&HCC is employing its powers provided under the Traffic Management Act to ensure better co-coordination and execution of works carried out by utility companies to mitigate impacts on the network (Interim Traffic Manager, ongoing).

% of people in the city who walk for travel at least once per week [Corporate - city]	%	57.90	57.90	GREEN **Declining**

Position:
This result comes from the Sport England Active Lives Survey, a biannual web survey carried out nationally by IPSOS MORI and published by Sport England.
The latest data is based on time period 2017-2018, figures released July 2019. Next figures are expected July 2020. This is a slight decrease on last year's result of 61.9%. However, for the South East this figure is 42.4% and nationally it is 42.2% demonstrating we are outperforming averages.
The target is set based on our latest result.

The council has continued to invest in active travel projects, including working with businesses and schools to encourage more people to walk for all or part of their journey, however levels were already relatively high.

Actions: The council has recently started work on developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for the city. It will aim to improve the walking and cycling network, promote active travel and enhance links between Brighton & Hove and neighbouring areas, including the South Downs National Park. It will enable the council to review and prioritise the infrastructure that is needed to plan and improve the city's walking and cycling network, therefore encouraging more residents (and visitors) to cycle and walk more regularly. The plan will lead to a 10-year prioritised programme of walking and cycling improvements focused on principal cycling and walking routes, and within 'walking zones' centred on town and local centres with the highest levels of footfall. The council is also beginning to develop our fifth Local Transport Plan (LTP5) for the city, which will set out our vision and priorities for transport and travel across the city to 2030 and include a delivery plan of transport and travel improvements and measures, with a strong focus on walking and cycling. The delivery of phases 1 and 2 of the Valley Gardens improvement scheme will also provide safer walking and cycling links throughout the area, and therefore encourage more walking and cycling.

1. Local Cycling and Walking Infrastructure Plan. (Laura Wells, autumn 2020)
2. Local Transport Plan (Paul Holloway, summer 2021)
3. Valley Gardens Phases 1 and 2 (Oliver Spratley, late 2020)

% of people in the city who cycle for travel at least once per week [Corporate - city]	**%**	**14.40**	**14.40**	GREEN **Improving**

Position:
This result comes from the Sport England Active Lives Survey, a biannual web survey carried out nationally by IPSOS MORI and published by Sport England.
The latest data is based on time period 2017-2018, figures released July 2019. Next figures expected July 2020. This is a very slight increase on last year's result of 14.0%. However, for the South East this figure is 7.0% and nationally it is 6.1% demonstrating we are outperforming averages. The target is set based on our latest result.

Commentary: The council has continued to invest in active travel projects, including working with businesses and schools to encourage more people to cycle for all or part of their journey. The introduction (in September 2017) of the BTN BikeShare public bicycle hire scheme and subsequent expansion has further encouraged cycling, for leisure, work and other journeys.

Actions: The council has recently started work on developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for the city. It will aim to improve the walking and cycling network, promote active travel and enhance links between Brighton & Hove and neighbouring areas, including the South Downs National Park. It will enable the council to review and prioritise the infrastructure that is needed to plan and improve the city's walking and cycling network, therefore encouraging more residents (and visitors) to cycle and walk more regularly. The plan will lead to a 10-year prioritised programme of walking and cycling improvements focused on principal cycling and walking routes, and within 'walking zones' centred on town and local centres with the highest levels of footfall. The council is also beginning to develop our fifth Local Transport Plan (LTP5) for the city, which will set out our vision and priorities for transport and travel across the city to 2030 and include a delivery plan of transport and travel improvements and measures, with a strong focus on walking and cycling. The delivery of phases 1 and 2 of the Valley Gardens improvement scheme will also provide safer walking and cycling links throughout the area, and therefore encourage more walking and cycling.

1. Local Cycling and Walking Infrastructure Plan. (Laura Wells, autumn 2020)

INDICATOR	UNIT	TARGET	ACTUAL	STATUS

2. Local Transport Plan (Paul Holloway, summer 2021)
3. Valley Gardens Phases 1 and 2 (Oliver Spratley, autumn 2020)
4. Further expansion of BTN BikeShare or conversion to e-bike

% of people in the city who are employed [Corporate - city]	**No.**	**77.60**	**76.20**	AMBER **Improving**

Position:
This KPI shows the employment rate for working-age residents of Brighton & Hove. The latest result is for the period from January 2019 – December 2019. The data is sourced from the ONS Annual Population Survey, rather than being a census.

The result of 76.2% shows an increase of over four percentage points (4.7 per cent) over the previous year (71.5%). The Amber target of 71.5% for 2019/20 has been exceeded by 4.7 percentage points, whereas the Green target for 2019/20 is 77.6% – thereby giving a 'Amber' result.
The latest result sees Brighton & Hove's position strengthen considerably during the previous 12 months, from 14th to 7th out of 15 in relation to our CIPFA nearest neighbours.
The average employment rate for our CIPFA group has remained relatively unchanged since last year at 74.2% (compared with 74.1% in the previous 12 month period).
The Brighton & Hove employment rate has been on an upwards trajectory improving since 2011 as the city recovered well from the recession but has seen a decline in 2015, increased again in 2016, lost ground since then but then regained significant ground in the last 12 months.

Brighton & Hove employment rate (working-age residents):
Jan - Dec 2011: 69.7%
Jan - Dec 2012: 71.4%
Jan - Dec 2013: 72.0%
Jan - Dec 2014: 73.7%
Jan - Dec 2015: 71.7%
Jan - Dec 2016: 74.7%
Jan – Dec 2017: 73.3%
Jan – Dec 2018: 71.5%
Jan – Dec 2019: 76.2%

Commentary:
The city has gained considerable ground in the last twelve months. This followed an increase in the number of businesses in the city by approximately 500 during January 2017 – December 2017 and in the previous year a fall in the number of businesses by around 2,000 (January 2016 – December 2016). This will have inevitably impacted on the number of jobs lost in the city and clearly the situation has improved in the last year with a positive impact on employment rates.

The Council in collaboration with the Economic Partnership has prepared a new Economic Strategy for the City and the Action Plan is being taken forward. The strategy sets out a clear vision for Brighton & Hove in the context of its place within the Greater Brighton City Region. The Strategy sets out priorities for actions and interventions that will unlock growth and secure investment in the city's economy; it includes measures to support business creation, business growth and jobs along with actions to mitigate any potential negative impacts of Brexit by helping business to embrace opportunities that may be created through international trade and export.

In Spring 2020, the Economic Development Team was due to report to Committee on delivery against the Year One Priority Actions in the Action Plan. This was postponed due to Covid-19

and the more pressing need for the Economic Development Team to support businesses in the city, such as dealing with business enquiries for the Covid-19 business grants and other business support activities.
Delivery of the Action Plan commenced in January 2019 and examples of two major projects being delivered in the Action Plan are given below.
The ERDF Hot House Grant programme is called ‘Invest4’. The Grant Fund Manager has been appointed and is working with the University of Chichester to develop the communication strategy and publicity material. Grants to business will range from £2,000 to £170,000 and can be capital or revenue; businesses will be able to apply via an initial expression of interest followed by a full application if their initial expression of interest meets the criteria and the applicant meets the criteria for the fund.
The Business & Intellectual Property Centre Brighton is due to open following a refurbishment of two spaces on the second floor at Jubilee Library. The BIPC at Brighton will be part of a group of libraries across the country offering a range of support services to business. Working in collaboration with local business support organisations, the Coast to Capital LEP and intellectual property specialists the centre will become a hub for events, workshops, peer to peer activities and networking opportunities aimed at helping business to grow and build resilience.

Actions:
The delivery of the Action Plan in the Brighton & Hove Economic Strategy by 2023, including delivery of six Priority Actions:

- Priority Action 1: Establish an innovation Programme and Civic Innovation Demonstrator
- Priority Action 2: Unlock stalled development sites through investment partnerships with Government and regional partners
- Priority Action 3: City Region Trade and Invest Team
- Priority Action 4: City Skills for Productivity Commission
- Priority Action 5: Developing long-term community capacity and citizen leadership
- Priority Action 6: Promote the development of a circular and sustainable economy.

(Economic Development Programme Manager, Mar 21)

% Growth in the number of jobs [Corporate - city]	**No.**	**1.84**	**1.00**	AMBER **Improving**

Position:
This KPI shows the percentage jobs growth rate for Brighton & Hove. The data is sourced from the ONS Business Register and Employment Survey, with this latest result being for 2018. There is therefore a lag compared with the majority of other KPIs which have data covering the 2019/20 time period.

The number of employee jobs in Brighton & Hove rose marginally from 136,364 in 2017 to 137,741 in 2018 giving a KPI result of 1.0% (percentage change of total jobs 2017-2018), an increase of 1,377 jobs. This fell marginally short of the Green target (1.84%) set for the year’s jobs growth rate but above the Amber target of -0.10%, therefore giving an ‘Amber’ result.
Brighton & Hove saw no change compared with the previous year in its position of 7th out of 15 CIPFA nearest neighbours in terms of rank for its total number of jobs.
Brighton & Hove saw a marked improvement compared with the previous year for percentage change for growth of jobs, from its position of 12th in 2017 to 6th in 2018.
The average jobs growth rate among our CIPFA nearest neighbours in 2018 stood at 1.0%, the same as for Brighton & Hove.
The Brighton & Hove jobs growth rate has fluctuated over recent years with a significant rise by around three percentage points from 1.11% in 2014 to 4.1% in 2015, followed by a downturn to

1.89% in 2016 and again in 2017 by -0.10%. The city's jobs growth rate has gained ground with a 1.00% increase over the last year.

Brighton & Hove jobs growth rate:
2010: -0.26%
2011: 3.34%
2012: 2.15%
2013: 2.51%
2014: 1.11%
2015: 4.1%
2016: 1.89%
2017: -0.10%
2018: 1.00%

Commentary:
The limited supply of commercial space is a major factor impacting on Brighton & Hove's growth potential. Demand for space is high and the city has some of the highest commercial values in the South East.
Brighton & Hove saw a fall in the number of businesses by around 2,000 in 2016/17 and this will have inevitably impacted on the number of jobs lost in the city. This situation has improved in recent years with an increase in the number of businesses in the city by approximately 500 in 2017/18 and 285 in 2018/19 which has had a positive impact on Brighton & Hove's employment rate.
In Spring 2020, the Economic Development Team was due to report to Committee on delivery against the Year One Priority Actions in the Action Plan. This was postponed due to Covid-19 and the more pressing need for the Economic Development Team to support businesses in the city, such as dealing with business enquiries for the Covid-19 business grants and other business support activities.
Examples of two major projects being delivered in the Action Plan are given below.

The ERDF Hot House Grant programme is called 'Invest4'. The Grant Fund Manager has been appointed and is working with the University of Chichester to develop the communication strategy and publicity material. Grants to business will range from £2,000 to £170,000 and can be capital or revenue; businesses will be able to apply via an initial expression of interest followed by a full application if their initial expression of interest meets the criteria and the applicant meets the criteria for the fund.
The Business & Intellectual Property Centre Brighton is due to open following a refurbishment of two spaces on the second floor at Jubilee Library. The BIPC at Brighton will be part of a group of libraries across the country offering a range of support services to business. Working in collaboration with local business support organisations, the Coast to Capital LEP and intellectual property specialists the centre will become a hub for events, workshops, peer to peer activities and networking opportunities aimed at helping business to grow and build resilience.

Actions:
The delivery of the Action Plan in the Brighton & Hove Economic Strategy by 2023, including delivery of six Priority Actions:

- Priority Action 1: Establish an innovation Programme and Civic Innovation Demonstrator
- Priority Action 2: Unlock stalled development sites through investment partnerships with Government and regional partners
- Priority Action 3: City Region Trade and Invest Team
- Priority Action 4: City Skills for Productivity Commission
- Priority Action 5: Developing long-term community capacity and citizen leadership
- Priority Action 6: Promote the development of a circular and sustainable economy.

(Economic Development Programme Manager, Mar 21)

INDICATOR	UNIT	TARGET	ACTUAL	STATUS
% growth in private sector jobs [Corporate - city]	**No.**	**1.23**	**0.90**	AMBER **Improving**

Position:
This KPI shows the percentage growth rate for private sector jobs in Brighton & Hove. The data is sourced from the ONS Business Register and Employment Survey, with this latest result being for 2018. There is therefore a lag compared with the majority of other KPIs which have data covering the 2019/20 time period.

The number of private sector jobs in Brighton & Hove grew from 114,499 in 2017 to 115,529 in 2018 giving a KPI result of 0.90% growth. This fell short of the Green target of 1.23% for the year's jobs growth rate but exceeded the amber target of 0.76% growth, thereby giving an 'Amber' result.
In 2018 the City had the 4th fastest private sector jobs growth rate out of 15 CIPFA statistical neighbours, an increase from 10th place in 2017.
The Brighton & Hove jobs growth rate has been positive post-recession, peaking at 5.66% in 2011. Since 2011 the private sector jobs growth has remained fairly steady at 2-3% per annum, with the exception of a rise to 4.51% in 2015 but again dropping back slightly to 3.18% in 2016 and a further decline to 0.76% in 2017.
Brighton & Hove performed above average compared to its neighbouring areas with a growth rate of 0.90% compared with a CIPFA average of 0.71% for 2018.
Brighton & Hove ranked 7th in 2018 in terms of the number of private sector jobs, which is unchanged since 2017.

Brighton & Hove private sector jobs growth rate:
2010: 0%
2011: 5.66%
2012: 2.07%
2013: 2.31%
2014: 2.43%
2015: 4.51%
2016: 3.18%
2017: 0.76%
2018: 0.90%

Commentary:
The growth in private sector jobs is marginally lower than the growth in total jobs (0.90% compared with 1.00%).
Brighton & Hove has been named as the number one city for homeworkers in the UK demonstrating the entrepreneurial spirit of the city's residents and the challenge for the future is to support businesses as they grow through some of the measures outlined within the recently adopted Economic Strategy.
The Council and Brighton & Hove Economic Partnership prepared a new Economic Strategy for the City and an Inward Investment & Trade Strategy for Greater Brighton City Region. These strategies set out a clear vision for the City and City Region with a set of priorities for actions and interventions that will unlock growth and secure investment in the city's economy; include measures to support business creation, business growth and jobs etc. The Economic Strategy was adopted by Full Council in December 2018 and delivery of the Action Plan is underway.
In Spring 2020, the Economic Development Team was due to report to Committee on delivery against the Year One Priority Actions in the Action Plan. This was postponed due to Covid-19 and the more pressing need for the Economic Development Team to support businesses in the city, such as dealing with business enquiries for the Covid-19 business grants and other business support activities.

INDICATOR	UNIT	TARGET	ACTUAL	STATUS

Delivery of the Action Plan commenced in January 2019. Examples of two major projects being delivered in the Action Plan are given below.
The ERDF Hot House Grant programme is called 'Invest4'. The Grant Fund Manager has been appointed and is working with the University of Chichester to develop the communication strategy and publicity material. Grants to business will range from £2,000 to £170,000 and can be capital or revenue; businesses will be able to apply via an initial expression of interest followed by a full application if their initial expression of interest meets the criteria and the applicant meets the criteria for the fund.
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Actions:
The delivery of the Action Plan in the Brighton & Hove Economic Strategy by 2023, including delivery of six Priority Actions:

- Priority Action 1: Establish an innovation Programme and Civic Innovation Demonstrator
- Priority Action 2: Unlock stalled development sites through investment partnerships with Government and regional partners
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- Priority Action 6: Promote the development of a circular and sustainable economy.

(Economic Development Programme Manager, Mar 21)

Number of businesses signed up to the Brighton & Hove Living Wage Campaign [Corporate - city]	**No.**	**597.00**	**609.00**	GREEN **Improving**

Position:
The KPI represents the actual number of Brighton & Hove businesses that have signed up to the city's Living Wage Campaign, committing the organisation to pay all staff members the living wage.
We have achieved 100 new sign-ups over the last 12 months (1 April 2019 to 31 March 2020), taking the total to 609 which exceeds the Green target for 2019/20 of 597.
This figure was not time-lagged, being updated in real time on the Living Wage Brighton website. Approximately 3,484 employee wages have been increased as a result of the campaign. Digital, third sector and retail are the three most represented sectors in the campaign at present.
On a national level, there are nearly 6,000 businesses that are accredited living wage employers; this indicates the city's relative performance in signing up 609 businesses is very good. However, comparison with national performance is difficult, as the Living Wage Foundation currently charges businesses to become accredited. There is no charge for businesses to join the Brighton & Hove Living Wage.

Commentary:
We have achieved 100 new sign-ups over the period, taking the total to 609, achieving a 'Green' rating. Signing up businesses from the care, retail and hospitality sectors is more challenging, as salaries for these sectors will often fall below the living wage. It is therefore positive to note that 17 businesses signed up to the campaign are in the care sector, 53 are in the retail sector and 27 in the hospitality and catering industry.

The number of businesses signed up represents approximately 3.9% of the total business population in Brighton & Hove (15,840), showing that there is still a great deal of work to do. During the last 12 months, there has been a lot of work to further promote the campaign and encourage take-up among businesses in the city. This concerted effort is planned to continue as it is plausible that there are many businesses that do pay all staff the living wage but are not signed up to the Living Wage. In April this year we achieved the milestone of achieving 600 sign-ups.

Actions:
The council's Economic Development Team has contracted with the Brighton & Hove Chamber of Commerce to carry out the following actions in relation to the Living Wage Campaign throughout 2020/21. Alongside signing up new employers and promoting the campaign, the Brighton & Hove Chamber of Commerce is committed to:

- Regular social media advertising to reach more businesses
- Organize a milestone sign-up celebratory event
- Host an event to mark Living Wage Week.

The 2020/21 target is 150 new businesses signed up to the campaign by 31st March 2021, taking the total to 759. (Economic Development Programme Manager, Mar 21)

Number of visitors to Brighton and Hove [Corporate - city]	**No.**	**10,891,000.00**	**11,010,000.00**	GREEN **Improving**

Position:
- Total number of Visitors to Brighton & Hove for 2018 was 11,010,000 therefore this is a increase of 1.5% on visitor numbers from 2017.
- The total estimated expenditure in 2018, derived from Tourism related expenditure was £850m which was an increase of 1.5% on 2017.
- Brighton and Hove significantly out-performed the South East region which saw staying trips to the region decrease by 23%
- Undertaken by Tourism South East the overall aim of the research is to provide indicative estimates for the volume, value and resultant economic impact of tourism on the destination. The research involves the application of the Cambridge Tourism Economic Impact Model or 'Cambridge Model'; a computer-based model developed which collates statistical data from 2017 and estimates of the overall volume of visitors coming into an area in one particular year, expenditure in the local economy and the number of jobs that are dependent upon tourism.

Commentary:
- Across the UK, the trend for domestic visitors rose in both trips and expenditure. Similarly, in nearly all cases international visitor trips continue to grow to record levels; Brexit negotiations saw a decline in European visitors, but record number of US, Brazilian, Chinese and Australian visitors ensured overseas numbers were buoyant.

- From what we know about other regions in England, the South East has performed least well, although the region still generates, by far, the largest value from the visitor economy outside London. Brighton & Hove, has significantly out-performed the rest of the South East.

- The total value of overnight visitor expenditure was estimated at £515m.
- The total expenditure estimated for day trip expenditure was £335m.
- In 20178 it is estimated that Tourism Supported: 15,730 FTE jobs and 21,448 Actual jobs which equates to around 15.7% of all employee jobs in Brighton & Hove

Actions:

INDICATOR	UNIT	TARGET	ACTUAL	STATUS

• Implementation, delivery and monitoring of the Visitor Economy Strategy 2018 to 2023. Monitoring: (Head of Tourism and Venues, ongoing)

• Formulate, implement and monitor Destination Management Plan to deliver objectives specified in Visitor Economy Strategy (Head of Tourism and Venues, ongoing)

2019-20 Families Children & Learning - City (Corporate)

Number of first time entrants to the youth justice system [Corporate - city]	**No.**	**31.00**	**20.00**	GREEN
	Target better than comparators			**Improving**

Position:
There were 20 First Time Entrants (FTE) to the Youth Justice System during the year ending 31st March 2020 based on local data.

Annual trend as follows from PNC data:
Oct 18 to Sep 19 – 32
Oct 17 to Sep 18 – 22
Oct 16 to Sep 17 – 27
Oct 15 to Sep 16 – 42
Oct 14 to Sep 15 – 57

Stand-alone quarter trend from local data:
Jan to Mar 20 - 5
Oct to Dec 19 - 5
Jul to Sep 19 - 3
Apr to Jun 19 - 7
Jan to Mar 19 - 6
Oct to Dec 18 - 11

The target of 31 is based on maintaining performance for 2018/19.
Brighton & Hove's FTE rate for the year ending 30th September 2019 is 144 per 100,000, below the national rate of 219 per 100,000, the regional rate of 166 per 100,000 and the YOT Family average of 228. Brighton and Hove is ranked 31st lowest out of 155 YOTs in England and Wales for the year ending 30th September 2019.
Breakdown by disposal: All 5 FTEs had a substantive outcome of Referral Order.
Breakdown by main offence: All 5 were Violence Against the Person

Commentary:
FTEs remain low and well within the target for Brighton & Hove YOS, with continued close oversight of decision-making via the joint diversion panel and close liaison with courts and Police in relation to those charged with offences.
The five FTEs in quarter 4 are all for offences of violence against the person, with three for assault and two for possession of offensive weapons. These offences are gravity score 4, which under strict Police national guidelines cannot be diverted via the YOS unless there are extenuating circumstances.
There is a robust system of quality assurance in place, with management oversight of diversion assessments and proposals. The pan-Sussex Out of Court Disposal process has been agreed, with clear guidance to Police and YOS in respect of decision-making via the gravity matrix. This aims to ensure that prosecution and court proceedings are only used where absolutely necessary and appropriate for children and young people.

Actions:
1. Embed decision-making according to Gravity Matrix: in progress (YOS Manager, July 20)
2. Write up joint Pan-Sussex Out of Court Disposal Protocol (YOS manager, Sep 20)

INDICATOR	UNIT	TARGET	ACTUAL	STATUS
% of people with a learning disability in employment [Corporate - city]	**%**	**8.30**	**8.30**	GREEN
		Target better than comparators		**No change**

Position:
The percentage of people with a learning disability (LD) in Brighton and Hove who are in receipt of Adult Social Care and are currently in paid employment is 8.3% at 31st March 2020.

The quarter-on-quarter trend is:
Q4 2019/20 – 8.3% (58 clients out of a total of 697)
Q3 2019/20 – 8.3% (58 clients out of a total of 699)
Q2 2019/20 – 8.4% (59 clients out of a total of 703)
Q1 2019/20 – 8.3% (58 clients out of a total of 695)
Q4 2018/19 – 8.3% (59 clients out of a total of 707)

• 46 clients are in paid employment less than 16 hours a week
• 12 clients are in paid employment 16 hours a week or more
• 488 clients are not in paid employment and not actively seeking work / retired)
• 36 clients are not in paid employment and seeking work
• 106 clients are in unpaid voluntary work
• 9 clients have an unknown employment status

The 2018/19 outturn figure for Brighton and Hove was 8.8%, down from 9.8% in 2017/18 and from 11% in 2016/17, but above the England average of 5.9% and the South East average of 6.4%. Brighton and Hove is ranked 38th highest out of 152 Local Authorities.

The target of 8.3% is based on maintaining 2018/19 performance.

This performance indicator is a snapshot of people of working age who are in receipt of social care services and have learning disability as their primary support need. These are the people furthest from the labour market (i.e. people with the highest social care needs). Of the 697 social care clients in this category, 58 (8.3%) were in paid employment on the last day of the quarter. Based on the most recent data available this still would place Brighton & Hove in the second quartile nationally for this indicator.

Commentary:
Supporting people with disabilities to explore their vocational options is a multi-disciplinary activity involving services across the city. The council leads and facilitates this work in a number of ways to benefit all disabled citizens, not limited just to the people counted for this indicator. The council's Supported Employment Team works with local people who have disabilities, including learning disabilities, helping them seek and maintain employment. The team follows the Supported Employment Model, which has been successfully used for decades as a model for supporting people with significant disabilities to secure and retain paid employment. The model uses a partnership strategy to enable people with disabilities to achieve sustainable long-term employment and businesses to employ valuable workers. (www.base-uk.org/about-supported-employment).

In 2019-20 75 people with disabilities were taken onto the service during the year. The service continues to encourage sustainable employment for young people who are 19 plus, who are NEET, as part of the ESIF funded Think Futures Project in partnership with West Sussex. In 19/20 of the 75 new clients 25 were under age 25. In Quarter 4, the team took on 20 new referrals, of whom 6 were under age 25.

There have been delays with this work due to the COVID pandemic. The finalisation of reporting arrangements, business improvement around reporting and analysing data has been delayed and it is hoped that the first half of 20/21 the reporting of data will be improved.

In addition there has been delays is the service undertaking a service Equalities Impact Assessment in 19/20.

Actions:
All delayed/or unable to report due to the COVID pandemic.
1. Continue to encourage sustainable employment for young people who are 19 plus, who are NEET, as part of the ESIF funded Think Futures Project in partnership with West Sussex. (Supported Employment Manager and Youth Employability Service Manager, March 2020).
2. Finalise reporting arrangements for client-based demographics and numbers (Supported Employment Manager, March 2020).
3. Undertake a service Equalities Impact Assessment (Supported Employment Manager, March 2020).

2019-20 Health & Adult Social Care - City (Corporate)

INDICATOR	UNIT	TARGET	ACTUAL	STATUS
Under 18 conception rate per 1,000 women aged 15-17 [Corporate - city]	**No.**	**19.30**	**12.70**	GREEN **Improving**

Position:
In the 12 months ending Dec 2018, there were 12.7 conceptions for women under 18 (aged 15 – 17), per 1,000 women. This is an average rate and is the latest data available. It should be noted that the data for this period are marked as having ‘low reliability’ due to the small number of conceptions.

The target for this period was 19.3 conceptions per 1,000. The target was set to maintain 2017 performance. Prior to this previous performance rates per 1,000 women under 18 for Brighton and Hove was 17.9 conceptions per 1,000 in 2016 and was 25.2 in 2015.

In 2018 the national rate was 16.7 per 1,000 and the South East rate was 13.5 per 1,000. It is not possible to produce a statistical neighbour average, however Brighton and Hove had the second lowest average for under 18 conceptions rates in the group. The rates for statistical neighbours ranged from 29.9 to 11.1 per 1,000.

The local reduction of 34.2% compared to the previous 12 months is greater than a 2.9% reduction seen in the South East, and a 6.7% reduction in England in the same time. There has been a 74% reduction locally in the under 18 conception rates since 1998, compared with a 64% reduction in the South East, and England respectively.

Commentary
The Starting Well Programme Manager secondment started in February, which combined with the Covid 19 conditions and subsequent response work, has resulted in the actions below being delayed.

Actions
1. To work with the Partnership Advisors for Health and Wellbeing within FCL and schools to ensure all schools to prepare for the new statutory RSE Guidance. (Public Health Starting Well Programme Manager).
2. To monitor service delivery quarterly and complete a review of the new integrated adolescent service with FCL directorate (Public Health Staring Well Programme Manager).
3. To review the access to contraception data and health promotion activities, to ensure we are reaching the right young people. (PH Starting Well Programme Manager).

INDICATOR	UNIT	TARGET	ACTUAL	STATUS
Number of alcohol-related hospital admissions per 100,000 population [Corporate - city]	**No.**	**541.00**	**556.40**	AMBER
		Target better than comparators		**Declining**

Position:
Annual estimates for 19/20 indicate Brighton & Hove will have a rate of 556.4 hospital admission episodes (provisional estimate based on data April to Dec 2019/20) for alcohol-related conditions (narrow definition) per 100,000 persons
Jan to Mar 18 there were 108 hospital admission episodes
Apr to Jun 18 there were 124 hospital admission episodes
Jul to Sep 18 there were 119 hospital admission episodes
Oct to Dec 18 there were 119 hospital admission episodes
Jan to Mar 19 there were 120 hospital admission episodes
Apr to Jun 19 there were 135.2 hospital admission episodes
Jul 19 to Sep 19 there were 133.68 hospital admission episodes
Oct 19 to Dec 19 there were 145.5 hospital admission episodes
There was an equivalent estimated rate of hospital admission episodes of 173.2 in England for the same period.
Brighton & Hove has again performed better than England for this quarter.
These figures are currently unpublished and have been estimated by the Public Health team using both HES data and ONS 2018 mid-year population estimates. They have been calculated using the Public Health England definition for this indicator.
The recent trend (published by Public Health England on Fingertips) since 2014/15 has been for Brighton & Hove to have a lower rate than England for hospital admissions for alcohol-related conditions. The 2017/18 annual rates have now been published and were 551 admissions per 100,000 (our estimate at this point last year was 535) for Brighton & Hove and 632 admissions per 100,000 for England. As predicted, Brighton & Hove performed significantly better than England. This would continue the downward trend for Brighton & Hove.
Brighton & Hove alcohol admission rates have traditionally been higher than other local authorities in the South East region but low compared to its CIPFA comparators. Brighton & Hove moved from the fourth to the second lowest admission rate at 551 in 2017/18, compared to its CIPFA comparators who had rates ranging from 499 to 1,002.
Commentary:
A number of different factors and organisations contribute to the reduction in alcohol related hospital admission rates. Providers of substance misuse treatment services have a role in this, as do Police (with regard to managing the night time economy), Higher Education organisations, local entertainment establishments, retail operators and other health and social care support organisations.
The work of the Alcohol Programme Board, and the associated domain groups, take forward the work streams that address alcohol related harm, including hospital admissions. The reduction in hospital related admissions should reflect the work that has been taken forward in the last three years. This has included a focus on supporting ‘frequent returners’ to hospital with an alcohol related issues, to address the underlying causes of their alcohol consumption. There has been work with off licences to reduce the amount of high strength beers and ciders available, which has meant that fewer of the ‘street drinking’ population are consuming high amounts of alcohol, which could result in a hospital admission.
Since 2018/19 there has been an upturn in the alcohol related performance in treatment services. A greater number of individuals are now successfully completing treatment for alcohol and not re-presenting within 6 months
The Safe Space project continues to operate on Friday and Saturday nights until the early hours in the City centre. Service monitoring data suggest the service does have some impact in reducing alcohol-related A&E admissions

Actions:
1. To look at broader issues around alcohol, the Local Authority and partners are currently

developing a new alcohol action plan based on the results of the Alcohol ‘CLeaR’, a self-assessment tool supported by Public Health England. This will help the partnership to identify areas to focus on for future development. (Alcohol Programme Board members led by Commissioner, ongoing)
2. Collaborative development work is underway between the mental health services, substance misuse services and the local hospital trust. The aim is to improve communication between the various teams, and ensure that the needs of individuals presenting at the hospital are appropriately met by support agencies. (CCG commissioners and PH commissioners, ongoing)

Rate of deaths from drug use per 100,000 population [Corporate - city]	**No.**	**6.16**	**9.70**	AMBER **Declining**

Position:
The rate of deaths related to drugs for Brighton and Hove for 2016-2018 was 9.7 deaths per 100,000 population. There were 85 deaths in total over the two year period.

Trend
2015 – 17: 8.6 per 100,000 population, 74 deaths
2014 – 16: 6.5 per 100,000 population, 56 deaths
2013 – 15: 7.5 per 100,000 population, 65 deaths
2012 – 14: 7.2 per 100,000 population, 63 deaths

The target of 6.16 per 100,000 population is the statistical neighbour average for the rate of drug deaths in 2016-2018.
The national rate is 4.5 per 100,000, and the South East Rate is 3.9 per 100,000. Brighton and Hove has the highest rate for drug deaths in the statistical neighbour group, the second highest rate for the South East, and is 13 highest out of all authorities in England.

Commentary:
High numbers of drug deaths have historically related to heroin use and initiatives in the city to reduce the number of heroin deaths continue. These include local delivery of a programme of naloxone mini-jet provision for clients and their families. This year has seen the formal roll out of a programme of training and mini-jet provision to hostel staff, which will aid access to mini-jets for this vulnerable population.
The number of opiate users accessing treatment and continued high levels of retention in treatment, along with the successful completion of treatment, also have a role in driving an improving picture locally.
The on-going challenge of identifying and addressing the mental health needs of those who subsequently die through drug use continues. The number of suicide deaths which contribute to this data set continues to affect the overall number of those dying locally who are recorded as having a drug related death.

Actions:
1. Continue to support people using substances to enter and remain in treatment services. This is an important factor in keeping people safe. (Substance Misuse Commissioner, on-going)
2. Continue to ensure that all clients in treatment with a known history of using Heroin/other Opiates are offered first aid training and a naloxone mini-jet. (Substance Misuse Commissioner, quarterly)
3. The widespread distribution of the opiate antidote (naloxone) together with first aid training helps reduce deaths from overdoses Continue to work with partners such as hostels and A&E to support their use and distribution of naloxone with clients who are known heroin users/present with an overdose. (Substance Misuse Commissioner, on-going)
4. Work with mental health services to share learning of the risks of suicide with staff and clients in substance misuse services. (Substance Misuse Commissioner, on-going)

5.The Medicines Management Team at the Clinical Commissioning Group continues to work with GP surgeries and specialists in secondary care to reduce the prescribing of benzodiazepines and other medications.
6. Continue to review and feedback the detailed findings of the DRD audits and incorporate recommendations into the Harm Reduction Action Plan. (Substance Misuse Commissioner, ongoing)
7. Pro-actively generate learning from those who die in treatment by compiling a list of clients who have died in treatment or have been identified by Sussex Police as a suspicious/drug related death via the Drug Death Risk meetings. Reviewing cases and share the learning across treatment services, rough sleepers team, Sussex police, Adult Social Care and Public Health. (Substance Misuse Commissioner, on-going)

% of people aged 18+ who smoke [Corporate - city]	**%**	**15.40**	**19.30**	RED **Declining**

Position:
Smoking prevalence of adults in Brighton and Hove was recorded in 2018 at a rate of 19.3% for adult prevalence (APS); there are around 46,222 current smokers in Brighton & Hove. This is a 5.4 percentage point reduction since 2012 (24.7%), but remains higher than the average for England (14.4%) and the South East (12.9%).
Smoking prevalence in routine and manual workers is higher (33.6%) than England (25.4%) and South East (25.0%) averages.
In 2018/19, 5.8% of women smoked at time of delivery. This is significantly below the England (10.6%) and South East (9.7%) average.
Compared to our nearest CIPFA statistical neighbours Brighton & Hove (19.3%) has the second highest smoking prevalence after Nottingham (20.6%).
Most wards across Brighton and Hove have smoking rates similar to or higher than the England average with the exception of Withdean and Hove Park which are lower. Wards such as Moulsecoomb and Bevendean, East Brighton and Queens Park have the highest smoking prevalence.

Commentary:
Tobacco remains one of the most significant public health challenges in England today killing 200 smokers a day. In Brighton and Hove at least one person dies every day from a smoking attributable disease.

During Q4 of 2019/20, the covid-19 crisis has brought renewed focus on the need for smoking cessation because Covid-19 is a respiratory condition. The UK symptom tracker data tells us that smokers are at an increased risk of developing self-reported symptoms of Covid-19 (particularly fever and a persistent cough). There is also evidence that smokers in hospital who have Covid-19 are at a higher risk of severe illness than non-smokers. They are also much more at risk of range of serious health problems requiring them to be admitted to hospital. Smoking damages the lungs and weakens the immune system. This makes it more likely that smokers will get complications and take longer to recover from illnesses. Overall, smokers are five times as likely to get influenza and twice as likely to get pneumonia than non-smokers.

Nationally and locally smoking prevalence is declining; however, there remains significant health inequalities related to smoking. Local services target particularly high prevalence groups which may require multiple quit attempts, longer structured quit programmes and potentially have higher nicotine dependency and fewer social resources to effect successful lifestyle changes. These include:
- Routine and manual workers
- Those living in areas of deprivation
- People with mental health conditions

- BAME groups
- 18–25 year olds
- LGBTQ people
- Those living with long term conditions
- Those who are homeless or in assisted living accommodation
- The unemployed and those looking for work
- Those unable to work due to caring for home and family
- People living with learning disabilities

Outcomes are also worse in many of these groups, for example people with mental health conditions die on average 10-20 years earlier than others.

In the past 12-months, the most frequently used setting for accessing quit support was GP services, with over 1,500 individuals receiving an initial appointment. However, the most successful 4-week quit rate was achieved via the hospital setting at 81% of all clients quitting successfully, compared to 37% in General Practice and 34% in Pharmacy.

Local Healthy Living Pharmacies (HLPs), GP's and level 1 pharmacies normally offer a range of stop smoking services including a Nicotine Replacement Therapy (NRT) E-voucher scheme for the Health Trainers and Albion In The Community (AITC), a domiciliary service and young people's smoking cessation. A Patient Group Direction (PGD) and service specification for Varenicline has also been introduced – Varenicline is the most effective smoking cessation pharmacotherapy. However, due to Covid-19, much of this provision has been reduced or suspended with appointments continuing using telephone and email. GP practices have had to stop providing altogether for an interim period whilst they adjust to the challenges of Covid-19. However, demand from service users has been met and no waiting list is in place at the current time. Adapting to the 'new normal', the council plans to remobilise these providers, where possible, within the permissible boundaries of the social distancing requirements.

Stop smoking services are promoted as part of national campaigns for New Year and National No Smoking Day during March and, in response to Covid-19, a national '#QuitforCovid' campaign has been devised, with campaign packs sent to all local authorities. Findings from YouGov Covid-Tracker show that an estimated 300,000 ex-smokers cite Covid-19 as they reason they have quit and a further estimated 550,000 smokers say they've made a recent quit attempt because of Covid-19, with 36% of smokers cutting down. The campaign pack enables the council to capitalise on this existing momentum to encourage even more smokers to quit.

The city's #QuitforCovid campaign will be mobilizing in early June 2020. The campaign has three broad aims:
• Ensure smokers are made aware of the additional risks of continuing to smoke, continue to receive information about the benefits of stopping smoking, and are signposted to information, advice and support to quit.
• To support partners to prioritise the quit smoking message and delivery of local cessation support.
• Recruit more local partners to become part of #QuitforCovid - support local partners to incorporate key messages into the local offering of quitting support through advice and engagement, tips, tools and content, spokespeople and quitter case studies.

The wider Public Health Team are also producing a Covid-19 Health Improvement plan, the aim of which is to support local people to maintain and improve their physical and mental health and wellbeing, including addressing smoking harm, during the current crisis. It will work within the constraints and limitations of the lockdown, taking account of the additional risks, stresses and anxieties that the crisis entails. It aims to strengthen and prioritise health improvement in the city, including smoking cessation, and promote and prioritise the health and wellbeing of local people now and in the coming recovery phase.

Actions:
1. Engage with providers to negotiate a remobilisation of services where possible, including a of review existing service specifications (Health Improvement and Tobacco Control Improvement Manager, June 20)
2. The Health Trainers team continue to deliver stop smoking services by telephone and email (Health Improvement and Tobacco Control Improvement Manager, Mar 20)
3. Develop and deliver the national #QuitforCovid campaign (Health Improvement and Tobacco Control Improvement Manager, Jul 20)
4. Continue to work with maternity services to support pregnant women to stop smoking at BSUH, observing the social distancing requirements. (Health Improvement and Tobacco Control Improvement Manager, Mar 20)
5. Develop and deliver the healthy lifestyles element of the Health Improvement Plan (Health Improvement and Tobacco Control Improvement Manager, Mar 20)
6. Reconvene the Local Tobacco Control Alliance (TCA) to co-ordinate the city's tobacco control strategy (Health Improvement and Tobacco Control Improvement Manager, Mar 20)

Number of people who cease to become rough sleeping, now in sustainable accommodation [Corporate - City]	**No.**		**312.00**	**Trend** **Increasing trend**

Position:
Between 1st April 2019 and 31st March 2020, 312 people had at least one case closed with a sustainable accommodation outcome.
In 2018/19, 117 people ceased to become rough sleeping, and were now in sustainable accommodation. This is not directly comparable to the current result however, as more services are using the system in place than last year, and therefore the data is now more accurate.
Performance is not targeted for this performance indicator and comparator information is not available.
Sustainable accommodation includes the following; Staying with Family & Friends, Not Homeless Returned Home, Homelessness Prevented, Part V11 duty accepted, Private Rented Sector Accommodation, Reconnection inside and outside the UK and Supported Accommodation (commissioned and non-commissioned).
Between 1st April 2019 and 31st March 2020, 1051 cases were closed for 915 individuals who had been found rough sleeping during or before this period. Of the 1051 cases closed, 235 cases had an outcome of temporary accommodation. There were 203 individuals with at least one case closed for temporary accommodation.
Summary of case closure reasons follows.
Sustainable accommodation: 361
Temporary accommodation: 235
Lost contact, disengaged, not found rough sleeping: 364
Other: 50
Arrested: 27
Died: 6
Hospital: 8
Total cases closed: 1051

The demographic profile of all the clients offered support by services remains the same across the year with around 14% of rough sleepers are female, 51% of those whose local connection is known have no local connection to the city and 13% are non-UK nationals.

Commentary:
Each person rough sleeping can interact and be supported by a number of services and each service could result in a B'Think case that enables agencies to see what else is happening to support individual people. Hence there are 1051 cases for 915 individuals. 6 organisations

including the St Mungos Street Outreach Team, BHT First Base Day Centre, Southdown Floating Support, Equinox, YMCA Downslink and Anti Freeze have provided data in the last quarter. The B'think IT system has expanded with additional services coming on board including non-commissioned services that support rough sleepers. Once those services start fully utilising the system we will start to see a fuller picture of the cease to rough sleep support activities from all participating services across the city.
The high number of individuals lost contact, disengaged or not found is to be expected. The rough sleeping population is transient, and people regularly move through the city. For those not found rough sleeping this includes reports which are made the via Streetlink, which are sometimes vague or for people on the streets during the daytime who have accommodation and are not found rough sleeping overnight.
The B'think IT system continues to expand and as more services come on board it offers us a real picture of the rough sleeping situation within the city. There has been an increase in rough sleepers within Brighton & Hove which has been found on both the recent street counts and in severe weather provision.
The new supported accommodation service for 29 people is now up and running.
for 20/21 has been confirmed and services continue to run, new positions which have been developed due to the funding have been recruited to.
The review and re-specification process for Rough Sleeper Outreach and Floating Support is underway with committee approved in place to retender. The tenders have been delayed due to Covid-19 and at present timescales for completion of the tenders is unknown.

Actions:
1. Monitor services funded through Ministry of Housing Communities and Local Government. (Commissioning Manager, Nov 20)
2. The Rough Sleeper Outreach and Floating Support tenders have been delayed due to Covid-19 and at present timescales for completion of the tenders is unknown. (Commissioning Manager, review Nov 20)
3. The development of a new building for the No Second Night Out hub is ongoing (although building work is delayed by Covid and a tender will take place later this year (Commissioning Manager, Dec 20)

INDICATOR	UNIT	TARGET	ACTUAL	STATUS
Number of rough sleepers (estimate) [Corporate - city]	**No.**		**88.00**	**Trend Increasing trend**

Position:
On the night of the 12th November 2019 into the morning of the 13th November 2019 the official street count took place. The count utilised staff from St Mungos Street Outreach Service, BHCC and a number of charitable organisations working with rough sleepers. The count was independently verified by Homeless Link, who were present for the meeting.
The total count figure was 88. This is an increase from the previous year's figure which was 64.

Performance is not targeted for this performance indicator and comparator information is not available.

Totals for demographic groups (age, gender and nationality)
Under-18: 0
18-2: 6
Over 25: 74
Not known/prefer not to disclose age: 8
Women: 12
Men: 73
Not known/prefer not to disclose gender: 3
UK national: 62

INDICATOR	UNIT	TARGET	ACTUAL	STATUS

EU national (excluding UK): 10
Non-EU national: 3
Not known/prefer not to disclose nationality: 13

Commentary:
As part of the governments COVID-19 national response the council has tried to ensure that all rough sleepers in the city have been secured accommodation. As a snapshot at May 21st 257 rough sleepers have had accommodation made available to them. This includes 157 care and protect COVID-19 model in place for verified rough sleepers, and in addition approximately 100 people who were at risk of rough sleeping.
Those people with a low COVID-19 risk and very low or no support needs who are accommodated within the care and protect model will soon be moving from hotel provision to Phoenix student accommodation as part 1 of the COVID-19 recovery stage. The majority of those accommodated within the care and protect model have health or support needs which make the student accommodation unsuitable so measures are being put in place to support move on for those individuals. Options include the expansion of Housing First, reconnections for those with no local connection where it is safe to do so and supported accommodation.
In response to the data being reported for this performance indicator, which was relates to the situation before the COVID-19 pandemic, the number of rough sleepers has increased this winter and there continues to be an increase with higher numbers accessing SWEP in January 2020 than ever before. A number of rough sleepers found and accessing SWEP are not known to services either outreach or day centres and work is being done to examine where these people are from.
The newly commissioned Nightshelter was fully open in December 2019. At the time of the count the service was not in full operation and was accommodating only a couple of people. The churches night shelter the previous year was accommodating 15 people when the count took place. This will have contributed to the increase seen in the rough sleeper count.
As part of the commission, 29 units of supported accommodation were also made available on site, creating 44 spaces in total.
Funding from MHCLG for specialist services and accommodation including the hubs is not yet confirmed but it is hopeful that funding will be confirmed for 20/21 in late January 2021. Winter funding from MHCLG is being utilised to accommodate rough sleepers in B&B and provide support.

Actions:
1. Funding from MHCLG for specialist services and accommodation including the hubs (Commissioning Manager, Oct 20)
2. Re-tender street outreach service (Commissioning Manager, Oct 20)
3. Utilise funding from MHCLG to accommodate rough sleepers in B&B and provide support (Commissioning Manager, Mar 21)

2019-20 Housing Neighbourhoods & Communities - City (Corporate)

The number of affordable homes delivered per year - new build and conversions [Corporate - city]	**No.**		**164.00**	**Trend** **Increasing trend**

Position:
164 affordable homes were delivered during the 2019/20 financial year. Of these, 77 (47%) are council homes and 87 (53%) are registered provider (RP) homes, with 84 homes (51%) for rent and 80 homes (49%) for shared ownership.
The annual trend is as follows:
2019/20 – 164 (actual)
2018/19 – 142 (actual)
2017/18 – 100 (actual)
2016/17 – 65 (actual)

2015/16 – 71 (actual)
This is an improvement upon the 2018/19 result of 142. However, the result is lower than was projected at the end of the previous quarter (169) as some registered provider and council schemes are now expected for completion during the next financial year.
A total of 526 new affordable homes are currently projected to be delivered during 2020/21 (187 council and 339 RP). 65% of these (341 homes) will be for rent and the balance of 165 homes available for shared ownership purchase.
There is no set annual target for this KPI as delivery is achieved over a number of years with no discernible annual pattern. However, the aim is to increase the number of affordable homes delivered towards the City Plan Part One projection of 197 per year for the next few years, which would meet the City Plan target for 30% of projected new housing supply (from 2015 to 2030) to be affordable.

Commentary:
Performance is good because the number of new affordable homes delivered during 2019/20 has increased compared to the year before, especially delivery by RP partners. Housing Committee has agreed a new housing work plan, which includes revised targets to deliver 1,500 additional affordable homes (800 additional council homes and 700 other affordable homes in the city by 2023).
The council has a housing supply programme which covers a range of initiatives to deliver new affordable homes and meet the commitments in the work plan. A recruitment strategy is in development to ensure sufficient resources to support this programme with recruitment to a number of posts due in 2020/21. The supply programmes include:
• New Homes for Neighbourhoods - 12 homes completed in 2019/20 with 50 homes due for completion in 2020/21
• Hidden Homes – 6 homes completed in 2019/20 with 14 homes due for completion in 2020/21
• Council owed temporary accommodation – 15 homes completed in 2019/20 with 10 further homes due for completion in Q1 2020/21.
• Home Purchase Policy – buy back of former council homes and acquisition opportunities e.g. S106 sites – 43 homes brought in 2019/20
• Specialist schemes for providing housing for vulnerable households including the YMCA delivering 30 homes at Eastergate Road for young adults in 2020/21
• Delivering new homes in the city through ‘Homes for Brighton & Hove’ the partnership with Hyde to deliver 1,000 new lower cost homes for rental and sale. Planning permission was gained in July 2019 for 242 new homes in Coldean Lane and in September 2019 for 104 homes at the former Belgrave Centre, Portslade.

In addition, the council continues to promote the delivery of new affordable homes through:
• Monitoring and reviewing the Affordable Housing Development Programme through Affordable Housing Delivery Partnership and Homes England liaison meetings. Meetings are held quarterly to review progress with the number of affordable homes delivered by our partner registered providers due to increase in the next three years.
• Working with Planning through the planning process to maximise delivery of affordable housing homes within developments in the city.
• Working with the Greater Brighton Housing and Growth Working Group to seek to overcome barriers to delivering existing housing targets, accelerating delivery of additional housing numbers, making best use of available land and identification of new sites
• Working with the Brighton & Hove Community Land Trust to identify sites and develop schemes for community led housing in the city. Housing Committee approval was received in September 2019 for a community led housing scheme in Dunster Close which will provide up to 5 new homes with an update report on community led housing discussed at Housing Committee in November 2019. Discussions on further sites are in progress.
• Reviewing the council’s Affordable Housing Brief which sets out the development requirements for new housing sites. This work will now take place in Q1 2020/21 to take account of new build to rent housing policies and City Plan Part 2.

Actions:
1. Review and update Affordable Housing Brief. (Housing Strategy & Enabling Team, June 20).
2. Implement resource plan required to deliver housing supply programme (Assistant Director of Housing, September 2020)

% of households that experience fuel poverty based on the 'low income, high cost' methodology [Corporate - city]	**%**	**10.20**	**11.20**	AMBER **Improving**

Position:
The latest available figures, released in June 2020, estimate that in 2018, 11.2% of households in Brighton & Hove were in fuel poverty. This equates to 14,575 households in the city.
This compares to 11.7% in 2017, 11.4% in 2016, 12.7% in 2015 and 12.3% in 2014.
The target of 10.2% is based on the 2018 statistical neighbour average.
The national result for 2018 is 9.7%. Both the national result and the stat neighbour have improved on last year from 11.5% and 10.9% respectively.
Households are defined as fuel poor where:
• They have required fuel costs that are above average (the national median level).
• Were they to spend that amount, they would be left with a residual income below the official fuel poverty line.

Commentary:
Brighton and Hove performance has improved upon last least year's performance, but not quite to the levels seen nationally and seen in statistical neighbours. However, the relative nature of the fuel poverty indicator makes it difficult to isolate accurately absolute reason for change. The fuel poverty status of a household depends on the interaction between three key drivers; household incomes, fuel poverty energy efficiency ratings (FPEER) and required fuel costs. For any factor to affect the number of households in fuel poverty, it must change by a greater amount for those in fuel poverty, than for those not in fuel poverty. We cannot be clear as to the reason for the increase locally when compared to both national and regional figures.
Possible reasons to explain the higher levels of fuel poverty in Brighton & Hove than both the national figure and that for the south east;
1. In calculating fuel poverty housing costs are taken off the full income of each household; this is referred to as the 'After Housing Costs' (AHC) income, since money spent on housing costs cannot be spent on energy costs. Local housing market reports show above average housing costs in Brighton & Hove.
2. Dwellings rated as FPEER Bands D, E, F and G are over-represented in the fuel poor population compared to the non-fuel poor population, the nature of the local housing stock, being older than national average, higher incidence of solid wall construction may explain higher levels of fuel poverty in Brighton & Hove.
3. Housing tenure is an important factor, the 2017 national report estimates that the level of fuel poverty is highest in the private rented sector (19.4 per cent) compared to those in owner occupied properties (7.7 per cent). Those in the private rented sector also tend to be deeper in fuel poverty, with an average fuel poverty gap of £383, compared to just over £200 for those in local authority and housing association properties. Brighton & Hove has a significant private rented sector (28% of households according to the 2011 census)

The Fuel Poverty and Affordable Warmth Strategy for Brighton & Hove, was adopted by Housing & New Homes Committee and the Health & Wellbeing Board in 2016. Local work has been recognised by National Energy Action who rated the local HWB area to be one of only 13 of 152 nationally as scoring a maximum of 6 in their assessment framework for addressing the guidance laid out in the 2015 NICE guidelines on excess winter deaths and health risks posed by cold homes. A multi-agency steering group has been established to take key actions forward from the strategy.

INDICATOR	UNIT	TARGET	ACTUAL	STATUS

The public health funded annual Warmth for Wellbeing programme continues to offer support and advice to vulnerable householders, through the autumn and winter of each year. The programme for 2019/20 is in the process of being finalised with key delivery partners in the city. In addition to this for 2019-20 the Local Energy Advice Partnership (LEAP) has launched in the city, operated by Agility Eco and funded via energy companies this is offering additional support to vulnerable residents in the city via home advice visits and onward referrals for additional support including money and debt advice.
As part of the SHINE partnership BHCC successfully bid for EU Interreg 2 seas funding to offer energy advice, home assessments and small energy saving measures to council tenants building on the significant energy efficiency improvements to our own housing stock, this project will be delivered through to 2020, to date over 500 households have received a either advice, small energy saving measures and heating enhancements, or a combination of interventions.
As part of Your Energy Sussex, a licensed energy supply partner has been procured to deliver a set of local Sussex energy tariffs, offering competitive pricing and excellent customer service. Robin Hood Energy offer a range of tariffs, under a white label agreement, to encourage local residents to switch to a tariff enabling them to save on their energy bills, including recruiting HRA void properties into the scheme. The launch of the Sussex tariff took place in February 2018, BHCCs support for the scheme and switching in general was agreed at committee in March 2018. To date nearly 4000 households across Sussex have switched to YES tariffs. In preparation for the HRA void switching trial all meters at Tilbury Place, buy back property for TA provision have been switched to YES. Since June 2019 all suitable HRA voids are being switched to YES, to date over 80 properties have been switched via this route.
The DFG funded 'Warm, Safe Homes' grant funds insulation measures and heating and boiler repair/replacement for eligible households. This is being promoted through the local network of partners and is managed by Mears Home Improvement Agency. In 2018/19 grants funded a range of measures to the value of approximately £150,000, to 49 households.
The council has developed an Energy Strategy for the HRA, in consultation with tenants and leaseholders, the strategy was agreed at H&NH committee in January 2018. The strategy outlines the current state of our housing stock, targets to improve this including a requirement in the fuel poverty regulations to get as many properties as practicable to EPC level C by 2030 and options to achieve this. In line with this a bid is being submitted with partners for ERDF funds to fund improvements at increasing SAP ratings to at least 60 homes over 3 years.

Next steps:
1. Ongoing communications on reducing energy bills and support for householders including benefit of switching energy suppliers and the availability of the YES energy tariffs January - Ongoing. (Housing Sustainability and Affordable Warmth Manager)
2. Continued roll out of HRA void energy switching scheme & support the Wider Sussex tariff marketing and communication campaign, explore option to roll out voids switching omto council managed temporary accommodation, Ongoing, (Housing Sustainability and Affordable Warmth Manager)
3. Continue to scope out impact of minimum energy efficiency regulations on Private Rented Sector and role of the council in enforcing standards and options to support landlords to carry out improvements through the Retrofitworks ‘Warmer Sussex’ programme. (ongoing, Housing Sustainability and Affordable Warmth Manager)
4. Promotion and coordination of support and advice throughout the winter including the Warmth for Wellbeing programme, the SHINE project, LEAP and National Energy Actions WASH advice service (Public Health & Housing)

The number of private sector vacant dwellings returned into occupation or demolished [Corporate - city]	**No.**	**163.00**	**161.00**	AMBER **No change**

Position:
161 private sector vacant dwellings were returned into occupation or demolished after direct

involvement/intervention of the Empty Property Team, between January and December 2019. This is the latest full year information available for reporting. The result is reported with a 3 month lag to allow time to verify that the dwellings are occupied, for example though Council Tax records. The result covers a rolling 12 month period to provide a clear understanding of progress towards the target for this work.

Annual trend:
2019/20 – 161 dwellings
2018/19 – 161 dwellings
2017/18 – 158 dwellings
2016/17 – 162 dwellings
2015/16 – 159 dwellings
2014/15 – 163 dwellings

Stand-alone quarter trend:
Oct-Dec 2019 – 44 dwellings
Jul-Sept 2019 – 43 dwellings
Apr-Jun 2019 – 43 dwellings
Jan-Mar 2019 – 31 dwellings

The 2019/20 annual target is set at 163 in line with corporate plan commitments to bring empty properties back into use.
The result from January to March 2019 (31) was lower than usual, meaning that overall annual performance for 2019/20 which was slightly below target at 161.
Comparator information is not available.
Commentary:
Performance is just off track due to lower numbers of properties coming back into use in Q4 2019/20 than anticipated. It is likely this is a direct impact of government measures introduced in March 2020 due to Covid 19.

Threatened and actual enforcement measures act as a disincentive for owners to leave dwellings empty and assist in improving performance. Enforcement tools such as issuing Community Protection Notice warning letters and the 100% council tax premium for properties empty for two years or more has encouraged properties to come back into use. Other enforcement tools are now being considered, including Compulsory Purchase Orders, for properties that have been empty for a significant period. This is balanced with support for owners to bring properties back into use including assisting with sales through auction houses. A lack of funding for incentive offers to owners is an ongoing challenge and this continues to be explored. Funding options from external partners such as the YMCA and options with community housing partners are incorporated in to the Empty Property Team offer to owners.

Processing of casework continues to be prioritised to bring some long term empty properties back into use. Website information has been updated and was published in quarter 4 ensuring owners have clear information and advice regarding their empty properties.

The council will monitor and respond to any government consultations on the review of New Homes Bonus. This was initially scheduled to take place in Spring 20 but has been delayed due to Covid 19.

Actions:
1. Respond to Government consultation on the review of New Homes Bonus (Assistant Director of Housing, September 2020)