

# OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

Thursday, 17th February, 2011  
at 5.00 pm

Sir James Matthew's Building -  
Southampton Solent University

**This meeting is open to the public**

## **Members**

Councillor Barnes-Andrews (Chair)  
Councillor Vinson (Vice-Chair)  
Councillor Dick  
Councillor Fitzgerald  
Councillor Harris  
Councillor Jones  
Councillor Kolker  
Councillor Morrell  
Councillor Norris  
Councillor Dr R Williams

## Appointed Members

Mr J Bettridge, (Parent Governor Representative)  
Mrs U Topp, (Roman Catholic Church)  
Mrs M Bishop, (Primary Parent Governors)

## **Contacts**

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## **PUBLIC INFORMATION**

### **Role of Overview and Scrutiny**

Overview and Scrutiny includes the following three functions:

- Holding the Executive to account by questioning and evaluating the Executive's actions, both before and after decisions taken.
- Developing and reviewing Council policies, including the Policy Framework and Budget Strategy.
- Making reports and recommendations on any aspect of Council business and other matters that affect the City and its citizens.

Overview and Scrutiny can ask the Executive to reconsider a decision, but they do not have the power to change the decision themselves.

### **Overview and Scrutiny Management Committee**

The Overview and Scrutiny Management Committee holds the Executive to account, exercises the call-in process, and sets and monitors standards for scrutiny. It formulates a programme of scrutiny inquiries and appoints Scrutiny Panels to undertake them. Members of the Executive cannot serve on this Committee.

### **Southampton City Council's Six Priorities**

- Providing good value, high quality services
- Getting the City working
- Investing in education and training
- Keeping people safe
- Keeping the City clean and green
- Looking after people

**Smoking policy** – The Council operates a no-smoking policy in all civic buildings.

**Mobile Telephones** – Please turn off your mobile telephone whilst in the meeting.

**Fire Procedure** – in the event of a fire or other emergency a continuous alarm will sound and you will be advised by Council officers what action to take.

**Access** – Access is available for disabled people. Please contact the Democratic Support Officer who will help to make any necessary arrangements.

### **Dates of Meetings: Municipal Year 2010/11**

<b>2010</b>	<b>2011</b>
20 May	20 January
17 June	17 February
22 July	22 March
19 August	14 April
21 September	
21 October	
18 November	
16 December	

## **CONDUCT OF MEETING**

### **Terms of Reference**

The general role and terms of reference for the Overview and Scrutiny Management Committee, together with those for all Scrutiny Panels, are set out in Part 2 (Article 6) of the Council's Constitution, and their particular roles are set out in Part 4 (Overview and Scrutiny Procedure Rules – paragraph 5) of the Constitution.

### **Rules of Procedure**

The meeting is governed by the Council Procedure Rules and the Overview and Scrutiny Procedure Rules as set out in Part 4 of the Constitution.

### **Disclosure of Interests**

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "personal" or "prejudicial" interests they may have in relation to matters for consideration on this Agenda.

### **Personal Interests**

A Member must regard himself or herself as having a personal interest in any matter:

- (i) if the matter relates to an interest in the Member's register of interests; or
- (ii) if a decision upon a matter might reasonably be regarded as affecting to a greater extent than other Council Tax payers, ratepayers and inhabitants of the District, the wellbeing or financial position of himself or herself, a relative or a friend or:-
  - (a) any employment or business carried on by such person;
  - (b) any person who employs or has appointed such a person, any firm in which such a person is a partner, or any company of which such a person is a director;
  - (c) any corporate body in which such a person has a beneficial interest in a class of securities exceeding the nominal value of £5,000; or
  - (d) any body listed in Article 14(a) to (e) in which such a person holds a position of general control or management.

A Member must disclose a personal interest

### **Business to be discussed**

Only those items listed on the attached agenda may be considered at this meeting.

### **Quorum**

The minimum number of appointed Members required to be in attendance to hold the meeting is 4.

## **Prejudicial Interests**

Having identified a personal interest, a Member must consider whether a member of the public with knowledge of the relevant facts would reasonably think that the interest was so significant and particular that it could prejudice that Member's judgement of the public interest. If that is the case, the interest must be regarded as "prejudicial" and the Member must disclose the interest and withdraw from the meeting room during discussion on the item.

It should be noted that a prejudicial interest may apply to part or the whole of an item.

Where there are a series of inter-related financial or resource matters, with a limited resource available, under consideration a prejudicial interest in one matter relating to that resource may lead to a member being excluded from considering the other matters relating to that same limited resource.

There are some limited exceptions.

Note: Members are encouraged to seek advice from the Monitoring Officer or his staff in Democratic Services if they have any problems or concerns in relation to the above.

## **Principles of Decision Making**

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

## AGENDA

**Agendas and papers are now available online via the Council's Website**

### **1 APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)**

To note any changes in membership of the Panel made in accordance with Council Procedure Rule 4.3.

### **2 DISCLOSURE OF PERSONAL AND PREJUDICIAL INTERESTS**

In accordance with the Local Government Act, 2000, and the Council's Code of Conduct adopted on 16th May, 2007, Members to disclose any personal or prejudicial interests in any matter included on the agenda for this meeting.

NOTE: Members are reminded that, where applicable, they must complete the appropriate form recording details of any such interests and hand it to the Cabinet Administrator prior to the commencement of this meeting.

### **3 DECLARATIONS OF SCRUTINY INTEREST**

Members are invited to declare any prior participation in any decision taken by a Committee, Sub-Committee, or Panel of the Council on the agenda and being scrutinised at this meeting.

### **4 DECLARATION OF PARTY POLITICAL WHIP**

Members are invited to declare the application of any party political whip on any matter on the agenda and being scrutinised at this meeting.

### **5 STATEMENT FROM THE CHAIR**

### **6 MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

To approve and sign as a correct record the Minutes of the meetings held on 20<sup>th</sup> January 2011 and to deal with any matters arising, attached.

### **7 LOCAL TRANSPORT PLAN 3**

Report of the Executive Director of Environment detailing the Local Transport Plan agreed by Transport for South Hampshire (TfSH) and the proposed Implementation Plan for the City, attached.

### **8 KNOWLEDGE ECONOMY INQUIRY - FINAL REPORT**

Report of the Chair of Scrutiny Panel C detailing the Inquiry into the Knowledge Economy Scrutiny Panel C has now completed, attached.

**9 DETERMINING PROPOSALS TO ADD PRIMARY SCHOOL PLACES THROUGHOUT SOUTHAMPTON**

Report of the Cabinet Member for Children's Services and Learning detailing the primary school places in the city over the next 5 years, attached

**10 FORWARD PLAN**

Report of the Head of Corporate Policy and Performance detailing the Forward Plan for the period February to May 2011 attached.

**11 MONITORING SCRUTINY RECOMMENDATIONS**

Report of the Head of Policy and Performance, detailing actions and monitoring progress of the recommendations of the Panel, attached.

**12 THIRD QUARTER PERFORMANCE MONITORING -2010/11**

Report of the Head of Corporate Policy and Performance detailing the progress made by the Executive at the end of December 2010 in delivering the objectives set out in Corporate Plan, attached.

WEDNESDAY, 9 FEBRUARY 2011

SOLICITOR TO THE COUNCIL

OVERVIEW AND SCRUTINY COMMITTEE MEETING  
MINUTES OF THE MEETING HELD ON THE 20 JANUARY 2011

Present:

Councillors Barnes-Andrews (Chair), Vinson, Dick, Fitzgerald, Harris, Jones, Kolker, Morrell, Dr R Williams and Parnell

Apologies

Councillors Norris, Mr J Bettridge, Mrs U Topp and Mrs M Bishop

Also in attendance

Councillor Hannides, Cabinet Member for Leisure, Culture and Heritage

51. **APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)**

Apologies were received from Councillor Norris. The Committee noted that in accordance with the provisions of Procedures Rules 4.3 and 4.4 Councillor Parnell replaced Councillor Norris for the purposes of this meeting only.

52. **DISCLOSURE OF PERSONAL AND PREJUDICIAL INTERESTS**

Councillor Fitzgerald declared had a personal interest in item 9, the Draft Terms of Reference and Inquiry Plan for the Cruise Industry Inquiry due to his employment by Carnival UK.

53. **MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

**RESOLVED** that the minutes of the Overview and Scrutiny Management Committee, held on 16<sup>th</sup> December 2010 be approved and signed as a correct record. (Copy of the minutes circulated with the agenda and appended to the signed minutes).

54. **ISSUES PAPER - HOUSING STRATEGY 2011-2015 AND HOUSING REVENUE ACCOUNT BUSINESS PLAN 2010-2040**

The Committee considered the report of the Head of Housing Solutions, providing details on the process and timetable for approval of the Southampton Housing Strategy 2011-2015 and Housing Revenue Account Business Plan. (Copy of the report circulated with the agenda and appended to the signed minutes).

**RESOLVED** that information be provided to the Committee Members on the potential impact of the proposed housing benefit changes.

55. **SOUTHAMPTON'S NEW ARTS COMPLEX**

The Committee received and noted the report of the Cabinet Member for Leisure, Culture and Heritage detailing the review of the performing arts offer and the terms of reference for the Strategic Funding Group for Southampton's New Arts Complex. (Copy of the report circulated with the agenda and appended to the signed minutes).

56. **DRAFT TERMS OF REFERENCE AND INQUIRY PLAN FOR THE CRUISE INDUSTRY INQUIRY**

The Committee considered the report of the Head of Corporate Policy and Performance, detailing the draft Terms of Reference and Inquiry Plan on how cruise ship passenger spend in Southampton could be increased. (Copy of the report circulated with the agenda and appended to the signed minutes).

**RESOLVED that the Scrutiny Inquiry**

- (i) look at Hamburg as an example of a City which had developed to become tourist destination for cruise liners as well as a turnaround port; and
- (ii) investigate how marketing in Southampton could improve tourism in the City, by inviting people from the cruise industry to meeting 4 of the inquiry.

NOTE: Councillor Fitzgerald declared he was employed by Carnival UK, a cruise line company and therefore had a personal interest in this item. He remained in the meeting during the consideration of the matter.

57. **MONITORING SCRUTINY RECOMMENDATIONS**

The Committee considered the report of the Head of Policy and Performance detailing actions and monitoring progress of the recommendations of the Committee. (Copy of the report circulated with the agenda and appended to the signed minutes).

**RESOLVED** that the Committee requested the response to the Council motion from Councillor Stevens regarding best value from commercial/private partners and contractors on 17<sup>th</sup> November 2010 to be circulated to Committee Members.



<b>DECISION-MAKER:</b>		OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE	
<b>SUBJECT:</b>		LOCAL TRANSPORT PLAN 3	
<b>DATE OF DECISION:</b>		17 FEBRUARY 2011	
<b>REPORT OF:</b>		EXECUTIVE DIRECTOR - ENVIRONMENT	
<b>AUTHOR:</b>	Name:	Paul Walker	Tel: 023 8083 2628
	E-mail:	<a href="mailto:Paul.walker@southampton.gov.uk">Paul.walker@southampton.gov.uk</a>	
<b>STATEMENT OF CONFIDENTIALITY</b>			
None.			

**SUMMARY**

In order to fulfil a statutory duty the Council is developing a new Local Transport Plan (LTP3). This report notifies the Overview and Scrutiny Management Committee of the strategy that has been agreed by Transport for South Hampshire (TfSH) and the proposed Implementation Plan for the city.

LTP3 has two parts:-

- A twenty year transport strategy for the whole of south Hampshire including the cities of Southampton and Portsmouth. This is attached at Appendix 1; and
- An implementation plan identifying transport schemes planned for delivery between 2011 and 2015 within Southampton, outlining the strategy and rationale for planned interventions. An introduction to the draft LTP3 Implementation Plan is attached at Appendix 2.

Copies of the draft LTP3, combining both elements, are available from the Members' Rooms.

**RECOMMENDATIONS:**

That the Overview and Scrutiny Management Committee:

- (i) Comments on the LTP3 Strategy which has been developed with Hampshire County Council and Portsmouth City Council; and
- (ii) Comments on the draft LTP Implementation Plan.

**REASONS FOR REPORT RECOMMENDATIONS**

1. To provide the Overview and Scrutiny Management Committee with an opportunity to comment on the version of the LTP3 scheduled to be put before Cabinet and Full Council for approval, subject to further minor text amendments to be approved by the Portfolio Holder for Environment and Transport.

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

2. None. It is a statutory requirement that an LTP be produced and agreed by full Council before April 2011. It is also a requirement of the LTP guidance that the LTP have two sections, including a strategy section which sets the long term transport strategy and an implementation plan which includes a list of programmes and schemes for implementation over a three to five year period.

## **DEVELOPMENT OF STRATEGY & CONSULTATION**

3. The LTP3 Strategy for South Hampshire sets out the approach to transport to be taken within South Hampshire up to 2031 by the three constituent Local Transport Authorities of Portsmouth City Council, Southampton City Council and Hampshire County Council, working together as Transport for South Hampshire (TfSH). This LTP3 strategy builds on the joint Solent Transport Strategy developed as part of the previous round of Local Transport Plans.
4. The vision is to create an environment that will better facilitate economic growth and private sector investment in the Solent area. Key elements of the new LTP include:
  - Measures designed to increase public transport patronage by 50%, including upgraded and cheaper real time information, effective bus priority, rationalisation of routes and smartcard investment by bus operators
  - Improved ability and tools to manage the highway network to make what we have work more efficiently, including modeling capability, signal junction modifications
  - Measures to support greater levels of walking and cycling including a revised and prioritised cycle network and pedestrian schemes
  - Measures to transform the public realm at key locations including, central station interchange enhancements, Civic Centre junction, Oxford Street/Platform Road and district centre's
  - Some road capacity improvements notably Junction 5 of the M27 and Platform Road (both subject to funding from the Regional Growth Fund).
5. An initial consultation on the challenges for the sub region was undertaken in late 2009, and between July and September 2010 the three Local Transport Authorities (LTA's) ran a consultation on the joint strategy. The consultation was accompanied by a response survey and an online survey which posed a number of questions on the proposed vision, challenges, outcomes, policies and options for delivery. Respondents either used this survey, or provided their views on the components of the draft strategy in a less structured format.
6. One hundred and sixty responses were received to the consultation (which was similar to the number of responses received by other authorities undertaking LTP3 development). In addition, the three LTAs jointly held three workshops for stakeholders, which were attended by 144 representatives from 75 different organisations. Following the consultation process the Joint Strategy, attached at Appendix 1, was agreed by the TfSH Joint Committee on 22<sup>nd</sup> November 2010.

## **LTP3 IMPLEMENTATION PLAN**

7. The Department for Transport have confirmed funding for the next two years and have given indicative funding for 2013/14 and 2014/15. Funding levels are shown in the table below. It is allocated on a formula basis and is not linked to the quality of the LTP. However, there are a number of new sources of government funding for transport. The LTP has therefore, been written with other funding sources in mind. These include Regional Growth Funding, the new Local Sustainable Transport Fund and European opportunities.

<b>Southampton</b>	<b>Integrated Transport</b>	<b>Maintenance</b>
2011/2012	£1.9m	£1.9m
2012/2013	£2.0m	£1.8m
2013/2014 Indicative	£2.0m	£1.7m
2014/2015 Indicative	£2.8m	£1.6m

8. The Local Development Framework and emerging City Centre Master Plan identify the locations of growth and development in the city. To meet these growth aspirations the LTP needs to ensure significantly more people travel by forms of transport other than the car in the future. As a result much of this LTP is about walking, cycling and public transport and not about building new road capacity. This is because it the only practical and affordable way of dealing with the growth in the number of trips forecast. We are planning to accommodate some increase in the number of car-borne trips and improve network efficiency but the bulk of the growth must be accommodated by non car modes of transport. With 1/3 of all growth in housing (5000 units) taking place in the city centre the opportunities for increased walking, cycling and public transport are good.
9. Schemes will be prioritised against the following criteria;
1. **Policy Goals** – Does the proposed scheme contribute to achieving the goals outlined within the LTP3 Strategy?
  2. **Benefit Cost Ratio & Funding** – Does the proposed scheme offer value for money?
  3. **Deliverability & Feasibility** – Is the proposed scheme deliverable?
10. An introduction to the draft Implementation Plan is attached at Appendix 2. Copies of the draft LTP3 are available in the Members' Rooms.

## **FINANCIAL/RESOURCE IMPLICATIONS**

### **Capital**

11. The LTP will set the future strategy by which available transport funding will be targeted at improving the existing transport network in line with the allocated and indicative spend for the period 2011-2013 and 2013-2015 respectively.

### **Revenue**

12. The LTP will set the future strategy by which available transport funding will be targeted at improving the existing transport network in line with the allocated and indicative spend for the period 2011-2013 and 2013-2015 respectively.

### **Property**

13. Some LTP schemes will have land issues associated with them. These will be addressed on a case by case basis.

**Other**

14. None

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

15. The duty to undertake overview and scrutiny is set out in Section 21 of the Local Government Act 2000. The duty to produce a Local Transport Plan is set out in the Local Transport Act 2000.

**Other Legal Implications:**

16. None

**POLICY FRAMEWORK IMPLICATIONS**

17. The Local Transport Plan is a policy framework document which Full Council will be invited to approve on 16<sup>th</sup> March 2011.

**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Agreed LTP3 South Hants Joint Strategy
2.	An Introduction to the LTP3 Implementation Plan

**Documents In Members' Rooms**

1.	Draft LTP3
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**Background Documents**

Title of Background Paper(s)  
None.

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

**KEY DECISION** Yes

**WARDS/COMMUNITIES AFFECTED:** All

# South Hampshire Joint Strategy

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This document sets out the shared approach to transport in the South Hampshire sub-region to 2031. This transport strategy has been developed jointly by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council, working together as [Transport for South Hampshire \(TfSH\)](#)<sup>1</sup>.

This sub-regional strategy is also contained within the Hampshire County Council /Portsmouth City Council/Southampton City Council LTP3 documents. To help keep this joint strategy concise, it includes a number of hyperlinks, to a range of web pages where further explanation and detail is available. A brief glossary of terms is available on page 27 of this document.

## Introduction to South Hampshire

South Hampshire is the largest urbanised area in the south of England outside London, home to almost one million people and encompasses the cities of Portsmouth and Southampton, and the urban centres of Eastleigh, Fareham, Gosport, Havant, Romsey, Totton and Hythe.

South Hampshire covers a land area of 572 square kilometres. The sub-region is composed of a rich and diverse variety of environments with 80% of its 275km coastline designated, either internationally or nationally, for its nature conservation value.

The South Hampshire economy is strong in the sectors of business services, advanced manufacturing, logistics, marine, aviation and creative industries, and boasts world-class Higher Education institutions.

However the sub-region's economic performance has historically lagged behind the South East average, and whilst some areas enjoy very strong economic performance, there are some [localised pockets of deprivation](#)<sup>2</sup>. Regeneration efforts are being focused on helping these deprived areas contribute more effectively to the performance of the sub-region as a whole.

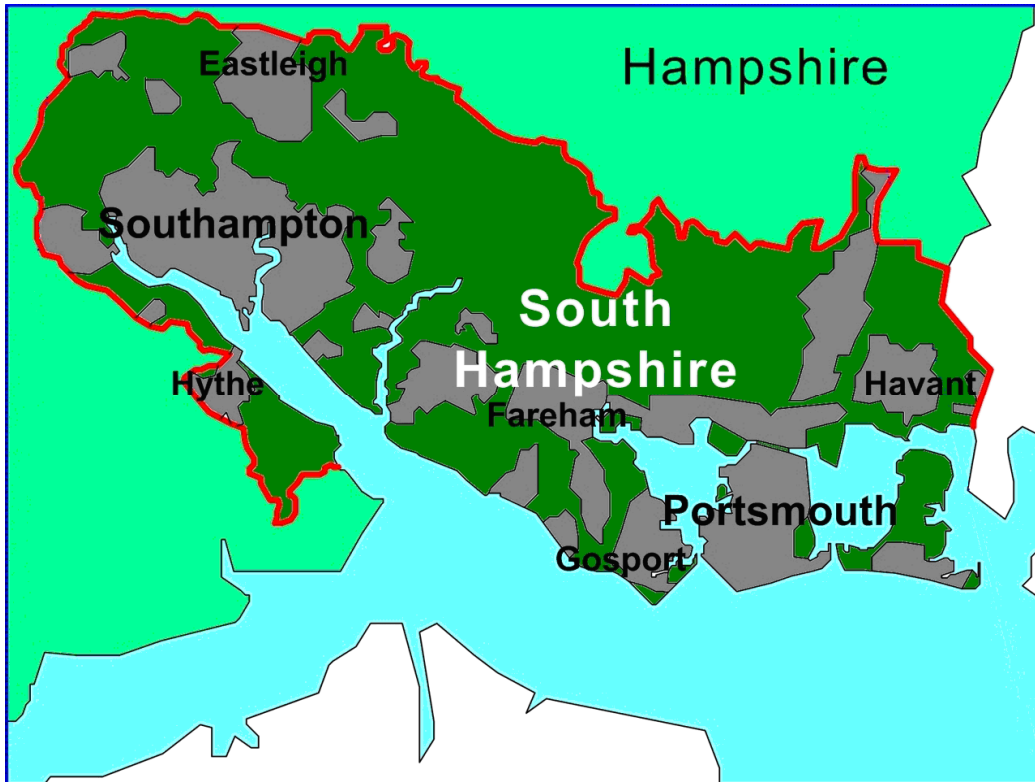
The [Partnership for Urban South Hampshire \(PUSH\)](#)<sup>3</sup> is working to address this through creation of new jobs, improving workforce skills and productivity, reducing levels of economic inactivity and active involvement in regeneration of urban centres.

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<sup>1</sup> <http://www3.hants.gov.uk/tfsh>

<sup>2</sup> [PUSH IMD Map- need to insert link](#)

<sup>3</sup> <http://www.push.gov.uk/>



*[The above map will be replaced with a contextual map showing the main road and rail networks, cross-Solent ferry routes and locations of international gateways (i.e. ports and airport)]*

South Hampshire benefits from extensive transport links by air, road, rail and sea to the rest of the UK and beyond. Transport corridors in South Hampshire also provide the primary means of access from much of the UK to south east Dorset (including Bournemouth and Poole), and are the principal means of access to the Isle of Wight.

South Hampshire contains three international gateways of vital importance to the UK economy. The [Port of Southampton](http://www.abports.co.uk/custinfo/ports/soton.htm)<sup>4</sup> is the second biggest container port in the UK by throughput and the busiest passenger cruise ship port in the UK, and also is a key route for the import and export of motor vehicles and bulk goods. The [Port of Portsmouth](http://www.portsmouth-port.co.uk/)<sup>5</sup> is a substantial freight and ferry port for cross-channel services, and the adjacent Naval Base and shipyard are of great importance to the economy. [Southampton Airport](http://www.southamptonairport.com/)<sup>6</sup> is the busiest airport in South-central England, serving a range of destinations across the UK, continental Europe and the Channel Islands.

<sup>4</sup> <http://www.abports.co.uk/custinfo/ports/soton.htm>

<sup>5</sup> <http://www.portsmouth-port.co.uk/>

<sup>6</sup> <http://www.southamptonairport.com/>

## How this Joint LTP3 Strategy was developed

The three Local Transport Authorities (LTAs) of Hampshire County Council, Portsmouth City Council and Southampton City Council have an established record of working together to address strategic transport issues and challenges facing South Hampshire. This South Hampshire LTP3 Joint Strategy builds on the jointly-produced Solent Transport Strategy (in conjunction with the Isle of Wight) which formed part of Local Transport Plan 2 (2006-2011) for each of the three LTAs.

This joint working was strengthened further in 2007, by the establishment of [Transport for South Hampshire \(TfSH\)](#)<sup>7</sup> to plan transport improvements for the South Hampshire sub-region. The TfSH authorities began working together on development of a joint strategy in the summer of 2009.

The diagram overleaf shows the main steps of the process through which this Joint Strategy was produced.

The feedback from an initial round of consultation with elected members and key stakeholders in late 2009 provided a starting point for developing this Joint Strategy. The strategy also draws on existing national, sub-regional and local policies, Government guidance, and evidence drawn from a range of strategic studies, to inform the approach to strategy development. A list of these policies can be found on page 5.

During the spring of 2010, the three LTAs produced a draft Strategy, which was subject to internal consultation with officers and Executive Members. A revised draft Strategy reflecting these comments was circulated for general public consultation.

The consultation ran for a twelve-week period between July and September 2010, during which a series of presentations and workshops with stakeholders and community representatives were held, as well as three major stakeholder events and a range of other activities to publicise the proposed strategy and gain opinions of stakeholders, elected members, and the public. The document "[Local Transport Plan 3: a Joint Transport Strategy for South Hampshire- Summary of Consultation Activities](#)"<sup>8</sup> describes and summarises all consultation activities, responses, and results.

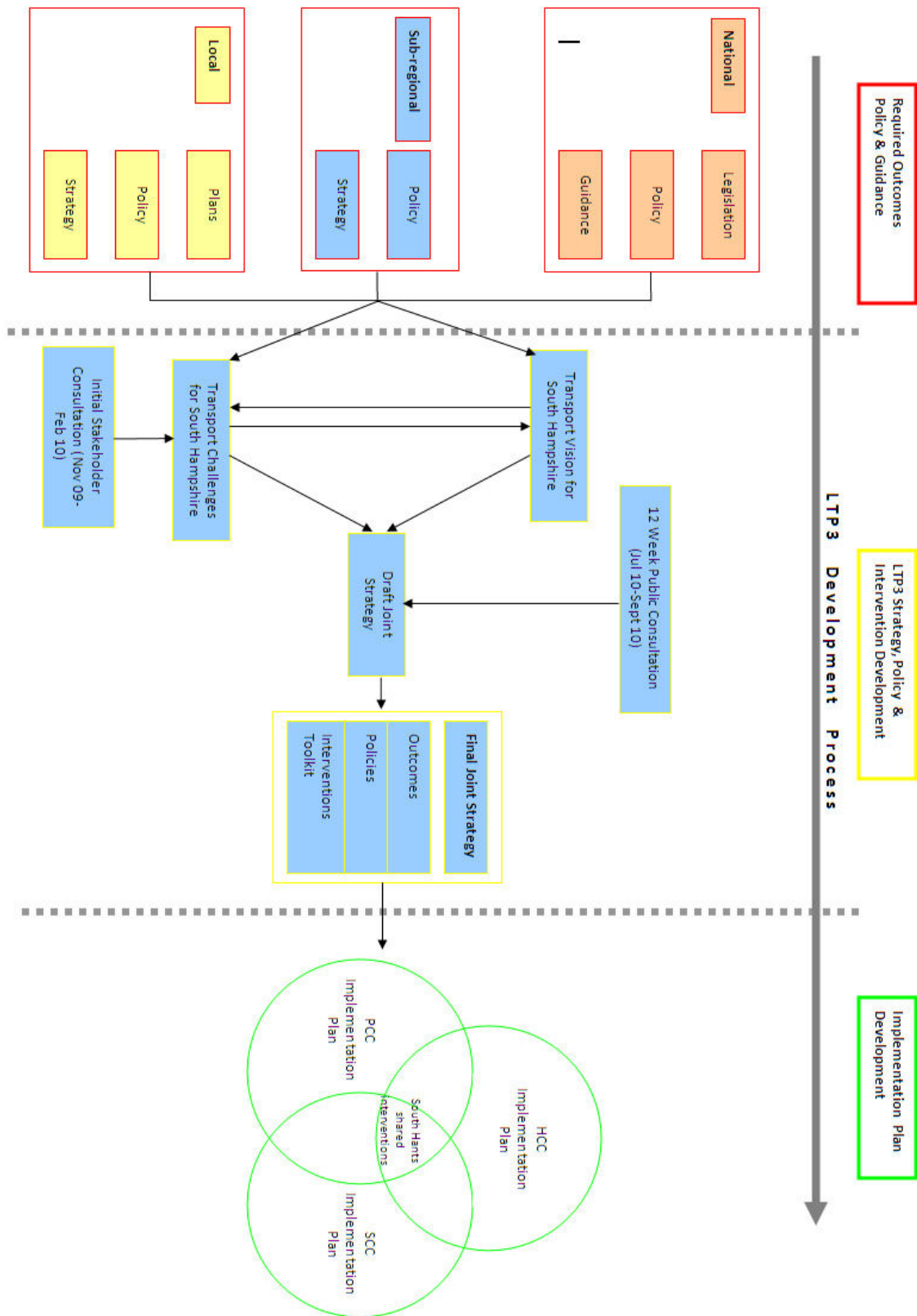
During the autumn of 2010, the three LTAs made a series of revisions that sought to enhance and refresh the Joint Strategy. These changes reflect both feedback from respondents to the consultation and also the numerous Government policy announcements made over the summer and autumn of 2010 on the abolition of regional government bodies, the move towards greater localism and de-centralisation of powers, and the development of Local Enterprise Partnerships. Importantly, these changes in policy are occurring within an increasingly constrained funding environment. The Department for Transport has rationalised the number of funding streams. From 2011, Local Transport Authorities will be able to submit bids to a new Local Sustainable Transport Fund.

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<sup>7</sup> <http://www3.hants.gov.uk/tfsh>

<sup>8</sup> LTP3 South Hants Consultation Summary Document- [INSERT HYPERLINK WHEN PUBLISHED!](#)

Approval of the Joint LTP3 South Hampshire Strategy will be sought from the TfSH Joint Committee on 22 November 2010, prior to the Strategy being taken forward as part of the LTP3s of the respective Local Transport Authorities.





## Policy Background

Adoption of this Local Transport Plan is a statutory requirement under the [Local Transport Act \(2008\)](#)<sup>9</sup> and this document has been informed by a framework of national, sub-regional and local policy.

The transport strategy for South Hampshire has taken into account national legislation, policy and guidance and a number of key sub-regional and local level plans and strategies, as outlined below. The diagram on the next page illustrates the LTP3 production process.

Level	Legislation, plan, strategy or guidance
National legislation, policy and guidance	<ul style="list-style-type: none"> <li>• The <a href="#">Local Transport Act 2008</a><sup>10</sup></li> <li>• The <a href="#">Climate Change Act 2008</a><sup>11</sup>;</li> <li>• <a href="#">Decentralisation and Localisation Bill</a><sup>12</sup> (Autumn 2010);</li> <li>• <a href="#">The Coalition: Our programme for government</a><sup>13</sup> (May 2010);</li> <li>• <a href="#">Guidance on Local Transport Plans</a><sup>14</sup> (July 2009);</li> <li>• <a href="#">Low Carbon Transport: A Greener Future</a><sup>15</sup> (July 2009);</li> <li>• <a href="#">A Safer Way: Consultation on Making Britain's Roads the safest in the world</a><sup>16</sup> (April 2009);</li> <li>• <a href="#">Delivering a Sustainable Transport System</a><sup>17</sup>, (November 2008);</li> <li>• <a href="#">The Eddington Transport Study</a><sup>18</sup> (December 2006);</li> <li>• <a href="#">The Stern review on the Economics of Climate Change</a><sup>19</sup> (October 2006);</li> <li>• Localism and Decentralisation Bill (expected November 2010)</li> </ul>
Sub-regional policies and strategies	<ul style="list-style-type: none"> <li>• Transport for South Hampshire <a href="#">Reduce</a><sup>20</sup> and <a href="#">Manage</a><sup>21</sup> Strategies (consultation drafts);</li> <li>• <a href="#">The South Hampshire Agreement - Multi-Area Agreement (MAA)</a><sup>22</sup>; (March 2010)</li> <li>• <a href="#">Transport for South Hampshire Freight Strategy</a><sup>23</sup> (June 2009)</li> <li>• <a href="#">Towards Delivery: The Transport for South Hampshire statement</a><sup>24</sup> (April 2008)</li> <li>• The Urban South Hampshire 2014-19 Delivery Strategy<sup>25</sup> (Due ????)</li> </ul>
Local plans, policies and	<ul style="list-style-type: none"> <li>• Local Development Frameworks (LDFs) of local planning authorities<sup>26</sup>;</li> <li>• Hampshire County Council's <a href="#">Draft Economic Assessment</a><sup>27</sup> (final version due</li> </ul>

<sup>9</sup> [http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga\\_20080026\\_en.pdf](http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga_20080026_en.pdf)

<sup>10</sup> [http://www.opsi.gov.uk/acts/acts2008/ukpga\\_20080026\\_en\\_1](http://www.opsi.gov.uk/acts/acts2008/ukpga_20080026_en_1)

<sup>11</sup> [http://www.opsi.gov.uk/acts/acts2008/ukpga\\_20080027\\_en\\_1](http://www.opsi.gov.uk/acts/acts2008/ukpga_20080027_en_1)

<sup>12</sup> <http://www.number10.gov.uk/queens-speech/2010/05/queens-speech-decentralisation-and-localism-bill-50673>

<sup>13</sup> [http://www.cabinetoffice.gov.uk/media/409088/pfg\\_coalition.pdf](http://www.cabinetoffice.gov.uk/media/409088/pfg_coalition.pdf)

<sup>14</sup> <http://www.dft.gov.uk/adobe/pdf/165237/ltp-guidance.pdf>

<sup>15</sup> <http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/sustainable/carbonreduction/low-carbon.pdf>

<sup>16</sup> <http://www.dft.gov.uk/consultations/closed/roadsafetyconsultation/roadsafetyconsultation.pdf>

<sup>17</sup> <http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/>

<sup>18</sup> <http://www.dft.gov.uk/about/strategy/transportstrategy/eddingtonstudy/>

<sup>19</sup> [http://www.hm-treasury.gov.uk/sternreview\\_index.htm](http://www.hm-treasury.gov.uk/sternreview_index.htm)

<sup>20</sup> <http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-reduce.htm>

<sup>21</sup> **Tfsh MANAGE STRATEGY-NEED TO FIND LINK!**

<sup>22</sup> [http://www.push.gov.uk/priorities/multi\\_area\\_agreement.htm](http://www.push.gov.uk/priorities/multi_area_agreement.htm)

<sup>23</sup> <http://www3.hants.gov.uk/tfsh/tfsh-freight-strategy.htm>

<sup>24</sup> <http://www3.hants.gov.uk/tfsh/towards-delivery-april-2008.pdf>

<sup>25</sup> The Urban South Hampshire 2014-19 Delivery Strategy- **NO LINK AS NOT YET PUBLISHED**

strategies	<p>April 2011);</p> <ul style="list-style-type: none"> <li>Existing and emerging Local Authority Economic Development Strategies for <a href="#">PUSH</a><sup>28</sup>, Hampshire, Portsmouth &amp; Southampton;</li> <li>The Sustainable Community Strategies of <a href="#">Hampshire</a><sup>29</sup>, <a href="#">Portsmouth</a><sup>30</sup> and <a href="#">Southampton</a><sup>31</sup>;</li> <li>Corporate strategy of <a href="#">Hampshire</a><sup>32</sup>, and Corporate Plans of <a href="#">Portsmouth</a><sup>33</sup> and <a href="#">Southampton</a><sup>34</sup>;</li> <li>Children and Young Peoples Plans of <a href="#">Hampshire</a><sup>35</sup>, <a href="#">Portsmouth</a><sup>36</sup> and <a href="#">Southampton</a><sup>37</sup>.</li> </ul>
Infrastructure-related plans	<ul style="list-style-type: none"> <li><a href="#">Port of Southampton Master Plan</a><sup>38</sup></li> <li><a href="#">Southampton Airport Master Plan</a><sup>39</sup></li> <li>Port of Portsmouth Master Plan (??)</li> <li><a href="#">South West Main Line Route Utilisation Strategy (RUS)</a><sup>40</sup></li> <li><a href="#">Freight Route Utilisation Strategy (RUS)</a><sup>41</sup></li> <li><a href="#">Strategic Freight Network(Network Rail/ DfT)</a><sup>42</sup></li> </ul>

No reference has been made in the policy table to the regional level, as this tier of planning has been abolished by the coalition government and is set to be replaced by a national planning framework. An increased focus on decentralisation and localism will mean more powers are devolved to a more local level. Regional Development Agencies are set to be replaced by [Local Enterprise Partnerships \(LEPs\)](#)<sup>43</sup>. More information about LEPs will emerge in due course

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<sup>26</sup> - Southampton LDF: <http://www.southampton.gov.uk/s-environment/policy/developmentframework/>  
- Portsmouth LDF: <http://www.portsmouth.gov.uk/living/3850.html>  
- Havant LDF: <http://www.havant.gov.uk/havant-4302>  
- Fareham LDF: <http://www.fareham.gov.uk/council/departments/planning/ldf/>  
- Eastleigh LDF: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policies-and-design/local-development-framework.aspx>  
- Gosport LDF: <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/>

<sup>27</sup> [http://www3.hants.gov.uk/business/economic\\_data/economicassessment.htm](http://www3.hants.gov.uk/business/economic_data/economicassessment.htm)  
<sup>28</sup> [http://push-staging.hants.gov.uk/push\\_consultation-4.pdf](http://push-staging.hants.gov.uk/push_consultation-4.pdf)  
<sup>29</sup> [http://www3.hants.gov.uk/73496\\_sustain\\_communities\\_2.pdf](http://www3.hants.gov.uk/73496_sustain_communities_2.pdf)  
<sup>30</sup> [http://www.portsmouth.gov.uk/media/CPT\\_Strategy\\_Vision\\_-\\_aspirations.pdf](http://www.portsmouth.gov.uk/media/CPT_Strategy_Vision_-_aspirations.pdf)  
<sup>31</sup> [http://www.southampton-partnership.com/images/City%20of%20Southampton%20Strat\\_tcm23-196707\\_tcm23-249613.pdf](http://www.southampton-partnership.com/images/City%20of%20Southampton%20Strat_tcm23-196707_tcm23-249613.pdf)  
<sup>32</sup> <http://www3.hants.gov.uk/corporatestrategy>  
<sup>33</sup> [http://www.portsmouth.gov.uk/media/Corporate\\_Plan\\_2008\\_Final\\_30\\_July\\_08\\_\(low\\_res\)\\_web.pdf](http://www.portsmouth.gov.uk/media/Corporate_Plan_2008_Final_30_July_08_(low_res)_web.pdf)  
<sup>34</sup> <http://www.southampton.gov.uk/modernGov/mgConvert2PDF.aspx?ID=2461>  
<sup>35</sup> <http://www3.hants.gov.uk/cypp-forweb.pdf>  
<sup>36</sup> [http://www.portsmouth-learning.net/pln/custom/files\\_uploaded/uploaded\\_resources/2617/PORTSMOUTH\\_CYPP\\_2009-2011.pdf](http://www.portsmouth-learning.net/pln/custom/files_uploaded/uploaded_resources/2617/PORTSMOUTH_CYPP_2009-2011.pdf)  
<sup>37</sup> [https://www.southampton.gov.uk/Images/3%2009%2021309%20CYP%20FINAL%20PRINT\\_tcm46-233296.pdf](https://www.southampton.gov.uk/Images/3%2009%2021309%20CYP%20FINAL%20PRINT_tcm46-233296.pdf)  
<sup>38</sup> <http://www.southamptonvts.co.uk/portconsultation/files/SMP.pdf>  
<sup>39</sup> [http://www.southamptonairport.com/assets/Internet/Southampton/Southampton%20downloads/Static%20Files/Southampton\\_masterplan\\_final.pdf](http://www.southamptonairport.com/assets/Internet/Southampton/Southampton%20downloads/Static%20Files/Southampton_masterplan_final.pdf)  
<sup>40</sup> <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20west%20main%20line/37299%20swml%20rus.pdf>  
<sup>41</sup> <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/freight/freight%20rus.pdf>  
<sup>42</sup> <http://www.dft.gov.uk/pgr/rail/strategyfinance/strategy/freightnetwork/strategicfreightnetwork.pdf>  
<sup>43</sup> <http://www.communities.gov.uk/localgovernment/local/localenterprisepartnerships/>

## Transport Vision for South Hampshire

Transport is an enabler of activity, allowing people to access a wealth of opportunities for work, education and leisure.

The movement of people and goods in efficient and sustainable ways helps support the South Hampshire economy and protects, preserves and enhances the environment, can reduce greenhouse gas emissions, and can contribute to a sense of place.

In addition, this also delivers against a wider range of local and national objectives, delivering improvements in health, quality of life, equality of opportunity, safety and security.

The vision of the TfSH authorities is to create:

*"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"*

This vision will be delivered through the set of thirteen transport policies detailed within this document.

To successfully deliver our transport vision for South Hampshire, there are six key challenges which need to be tackled.

## Challenges facing South Hampshire

Building on consultations carried out between November 2009 and February 2010, the TfSH authorities identified the following seven key challenges as being key issues that this transport strategy must address. The challenges are not listed in any order of importance.

Challenge	Background
Securing funding to deliver transport improvements during what is expected to be a prolonged period of public-sector spending restraint.	Short term funding for investment in transport will be extremely limited. Developer contributions are important sources of funding for essential transport infrastructure to support economic growth, and have become increasingly important in the current funding climate. In addition, we need to work more closely with partners to identify and maximise use of alternative funding sources.
Ensuring the timely delivery of transport infrastructure to support housing and employment growth and regeneration opportunities	Improvements to the transport system will be necessary in order to support growth identified within Local Development Frameworks and the associated additional trips.  We aim to accommodate these additional trips through sustainable modes wherever possible. Investment in sustainable modes will also encourage modal shift within existing trips. There are also local requirements for critical infrastructure to unlock and facilitate some planned development.
Ensuring continued reliable transport access to the sub-region's three international gateway ports and airport	The international gateway ports of Portsmouth and Southampton and the airport at Southampton rely on good access for both passengers and freight.  In the medium to longer term, forecast growth in volumes of passenger and freight traffic originating from all three international gateways will be catered for by targeted investment to improve journey time reliability on strategic transport corridors. Rail will play an increasingly significant role, requiring both investment in new rolling stock and enhanced rail infrastructure.

Challenge	Background
<p>Maintaining the existing transport network and its resilience to the effects of extreme weather events</p>	<p>Climate change is expected to result in warmer, wetter winters and hotter, drier summers meaning changes in approach to highway design, maintenance and assessment will be required.</p> <p>The physical highway infrastructure deteriorates with age and use. Regular maintenance is required to ensure that they meet the needs of users of the highway network and enable the safe movement of people and goods by road;</p> <p>In a challenging funding climate, there is a need to ensure that value for money is realised from investment in maintenance</p>
<p>Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys and reducing the need to travel, moving towards a low-carbon economy</p>	<p>The complex nature of journey patterns and travel to work across the sub-region has resulted in heavy reliance on the private car. To reduce this, there needs to be significant improvements in quality and affordability of public transport networks which are controlled by private operators.</p> <p>Walking and cycling must be made a more viable option for shorter journeys. The promotion of travel planning, flexible working and car sharing will be further developed. Car ownership levels tend to be lower in deprived areas and so these communities are more reliant upon public transport to access jobs and services. In rural areas it is often not possible to run bus services on a commercial basis, so lower cost alternatives such as shared taxis need to be considered.</p>
<p>Managing the existing transport network to ensure that journey time reliability is maintained and improved to help support economic competitiveness, regeneration, and growth.</p>	<p>Traffic levels are forecast to grow due to background increases in car journeys and trips generated by new developments.</p> <p>There will be a need to mitigate the impact of this forecast growth in travel, to ensure that the sub-region continues to be an attractive place to live and work, supporting the economy by safeguarding reliable access to the international gateways.</p>

<b>Challenge</b>	<b>Background</b>
Mitigating the adverse impacts of transport activity on people, communities and habitats	Whilst transport is an important enabler of activity, the movement of people and goods can result in adverse impacts on the environment and communities. Transport activity is a major contributor towards carbon dioxide and other greenhouse gas emissions. Climate change is expected to result in more extreme weather patterns and increased risk of coastal flooding. Air quality and noise impacts from transport are harmful to the health and wellbeing of communities. Transport corridors can also cause severance of communities and habitats. The South Hampshire sub-region contains a number of sites of high environmental value and importance.

## Transport Outcomes

In order to deliver the transport vision for South Hampshire, the TfSH authorities have identified seven key outcomes, which are complementary to the corporate priorities of Hampshire, Portsmouth and Southampton. These outcomes define the policy framework for delivery. All of the seven outcomes are closely inter-linked and inter-dependent. Addressing one outcome may help address other outcomes. The table below details the outcomes and how they contribute to the policies. The challenges are not listed in any order of priority:

Outcome	Policies that contribute
Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling	H, I, J, K, L
Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how	H, I, J, L
Improved <a href="#">journey time reliability</a> <sup>44</sup> for all modes	A, B, C, D, F, I
Improved road safety within the sub-region	D, G
Improved <a href="#">accessibility</a> <sup>45</sup> within and beyond the sub-region	B, I, K, L, M, N
Improved air quality and environment, and reduced greenhouse gas emissions	E, F, H, K
Promoting a higher quality of life	C, D, E, G, H, I, L, M

<sup>44</sup> <http://www.highways.gov.uk/business/19073.aspx>

<sup>45</sup> <http://www.dft.gov.uk/pgr/regional/itp/accessibility/guidance/gap/accessibilityplanningguidanc3634>

## Transport policies

The 13 policies that follow (Policies A to M) set out the policy framework through which the TfSH authorities will seek to address the challenges. The philosophy of [Reduce-Manage-Invest](#)<sup>46</sup> is central for each proposed policy. This means the TfSH authorities will work to reduce the need to travel, maximise the use of existing transport infrastructure and deliver targeted improvements. A combined approach to delivering the policies will enable us to deliver the proposed transport vision, address the challenges and achieve the outcomes set out above. The policies constitute a package, with each policy contributing to and complementing the others. For each policy there is a toolkit of delivery options, from which each Local Transport Authorities will select the most appropriate for inclusion within their Implementation Plans. Many of these delivery options will be common to each authority.

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<sup>46</sup> <http://www3.hants.gov.uk/tfsh/tfsh-strategy.htm>



**Policy A: To develop transport improvements that support sustainable economic growth and development within South Hampshire.**

<b>Why?</b>	<p>The transport network plays a vital role in supporting the economic prosperity of South Hampshire by ensuring people can go about their day to day activities of journeys to work, training, shopping, leisure and recreation. A well-functioning transport system enables people and goods to be moved sustainably, efficiently and reliably. Unpredictability of journey times and congestion increases costs to businesses and results in wasted time (and therefore money).</p> <p>New development brings with it additional demand for travel. It is essential that transport infrastructure in the vicinity of development sites is improved where necessary to support sustainable access to and from new developments.</p>
<b>How?</b>	<p>The TfSH authorities will develop closer partnerships and dialogue with businesses to ensure that transport improvements are geared towards improving economic prosperity and helping to unlock planned development sites. Part of this dialogue will involve encouragement of businesses to contribute towards the cost of innovative transport improvements and solutions that would benefit them through match funding.</p>
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Engage closely with Local Enterprise Partnerships and business on transport issues;</li> <li>• Explore the potential of tax increment financing to help fund transport improvements;</li> <li>• Work with business sector to explore opportunities for sponsorship and match funding by commercial partners for schemes</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved <a href="#">journey time reliability</a><sup>47</sup> for all modes</li> </ul>

<sup>47</sup> <http://www.highways.gov.uk/business/19073.aspx>

**Policy B: Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight**

<b>Why?</b>	The three international gateways serve a large hinterland. Making sure that people and goods can flow easily and reliably to and from these gateways will maximise their contribution to the wealth and health of the wider UK economy. The economic success of South Hampshire depends on maintaining or improving levels of journey time reliability on strategic road and rail corridors. Cross-Solent ferry services from both gateway ports provide vital access to Isle of Wight.
<b>How?</b>	Decisions regarding investment in strategic transport corridors are taken by central Government utilising national budgets. The TfSH authorities will seek to influence investment decisions at national level to ensure timely investment to enable the best use to be made of existing transport infrastructure and deliver new infrastructure or capacity where most needed to improve journey time reliability. The TfSH authorities will work to encourage a greater share of onward movement of container freight traffic is catered for by rail.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Investigate the potential for <a href="#">Hard shoulder running</a><sup>48</sup> and <a href="#">variable speed limits</a><sup>49</sup> on the busiest sections of motorway;</li> <li>• <a href="#">Traffic lights at the busiest motorway onslips</a><sup>50</sup> to improve traffic flow;</li> <li>• Work towards a joint <a href="#">traffic control and information centre</a><sup>51</sup> and other partnership measures;</li> <li>• Improvements to quality and availability of travel information;</li> <li>• Continued develop of initiatives by South Hampshire Freight Quality Partnership</li> <li>• Port Traffic Management Plans;</li> <li>• Provide extra capacity to enable movement of more freight by rail – (e.g. new 'passing loops').</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved journey time reliability for all modes</li> <li>• Improved accessibility within and beyond the sub-region</li> </ul>

<sup>48</sup> <http://www.highways.gov.uk/roads/projects/22988.aspx>

<sup>49</sup> <http://www.highways.gov.uk/news/25754.aspx>

<sup>50</sup> <http://www.highways.gov.uk/knowledge/17308.aspx>

<sup>51</sup> <http://www.romanse.org.uk/theteam.htm>

**Policy C: To optimise the capacity of the highway network and improve journey time reliability for all modes**

<b>Why?</b>	Increasing levels of congestion affect both the operation of strategic linkages which are often already at-capacity, and journey time reliability, impacting on economic productivity across the sub-region.
<b>How?</b>	The TfSH authorities will work to better manage the existing highway network to ensure that existing capacity is optimised and used efficiently. This policy will maximise the throughput of the highway network for all users and modes. This will entail using traffic signal and other highway technologies, helping to improve network management, bus priority, to improve journey time reliability for all forms of travel and contribute to modal shift. Real-time traffic and travel information will be gathered and disseminated through a variety of sources and systems in a timely, efficient manner to enable people to make informed decisions about their travel choices.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Upgrading and enhancing <a href="#">Urban Traffic Control systems</a><sup>52</sup> enabling bus priority and Real Time Passenger Information provision;</li> <li>• Improved road network monitoring and operation (e.g. junction improvements and re-allocation of road space);</li> <li>• Pre- and in-journey travel Information (using <a href="#">static</a><sup>53</sup> and <a href="#">mobile</a><sup>54</sup> media);</li> <li>• Improvements to Information Systems on the local highway network (e.g. Variable Message Signing);</li> <li>• Car Park Guidance Systems;</li> <li>• <a href="#">High Occupancy Vehicle</a><sup>55</sup> (HOV) Lanes;</li> <li>• Investigating the removal of traffic lights at specific locations.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved journey time reliability for all modes</li> <li>• Promoting a higher quality of life</li> </ul>

<sup>52</sup> <http://utmc.uk.com/index.php>

<sup>53</sup> <http://www.romanse.org.uk/technologies/VMS.htm>

<sup>54</sup> <http://www.romanse.org.uk/technologies/mobiledevices.htm>

<sup>55</sup> [http://www.konsult.leeds.ac.uk/private/level2/instruments/instrument029/l2\\_029summ.htm](http://www.konsult.leeds.ac.uk/private/level2/instruments/instrument029/l2_029summ.htm)

**Policy D: To achieve and sustain a high-quality, resilient and well-maintained highway network for all**

<b>Why?</b>	Physical highway infrastructure deteriorates with age and use and as a result requires regular maintenance to ensure that they meet the needs of users and provide for the safe movement of people and goods. The economy and well-being of the sub-region depends on having a well-maintained highway network that can cater for the movement of people and goods. The effects of climate change will necessitate a highway network that is more resilient to more extreme weather conditions. Additionally, through improvements to street lighting, energy efficiency can be increased, which alongside recycling of highway materials and other methods, will help reduce the carbon footprint of maintenance and operation of the highway.
<b>How?</b>	Each Local Transport Authority will tailor the delivery of highway maintenance to the particular needs of their own areas. Each authority has its own arrangements with highway maintenance contractors. However, as a general rule, highway maintenance investment will be targeted where it is needed to ensure value for money whilst protecting and enhancing the condition of the existing network, so it is better placed to cope with more extreme weather events, factoring in the ‘whole life costs’ of assets.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Transport Asset Management Plans;</li> <li>• Maintenance contracts;</li> <li>• Improved maintenance and energy efficiency of street lighting and traffic control systems;</li> <li>• Improved co-ordination of street works;</li> <li>• Improvements to highway drainage to better cope with heavy rainfall (e.g. <a href="#">Sustainable Urban Drainage Systems</a><sup>56</sup>);</li> <li>• Delivery of maintenance programmes for roads, bridges, pavements and cycle paths;</li> <li>• Maximise the re-cycling of highway construction materials.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved journey time reliability for all modes</li> <li>• Improved road safety within the sub-region</li> <li>• Promoting a higher quality of life</li> </ul>

<sup>56</sup> <http://www.environment-agency.gov.uk/business/sectors/36998.aspx>

<b>Policy E: To deliver improvements in air quality</b>	
<b>Why?</b>	Congestion creates higher levels of air pollution as queuing traffic, especially in more restricted or confined spaces, generates higher concentrations of vehicle emissions. Poor air quality, can create or exacerbate health and respiratory problems (e.g. asthma). Air Quality Management Areas (AQMAs) are places where pollutant levels exceed government thresholds. Twenty Air Quality Management Areas (AQMAs) have been identified within urban areas across the sub-region. Local authorities have responsibility for public health.
<b>How?</b>	The TfSH authorities will work with key partners, environmental health professionals and transport operators to mitigate the impacts of traffic on air quality. The principal causes of poor air quality will be addressed by implementing a strategic area-wide approach within each urban centre to minimise the cumulative effect of road transport emissions. This can be achieved through measures promoting modal shift towards public transport modes, walking and cycling, reducing single occupancy car journeys and tackling congestion.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• <a href="#">Air Quality Management Areas</a><sup>57</sup> and Air Quality Action Plans;</li> <li>• Promotion of cleaner, greener vehicle technologies e.g. alternative fuels;</li> <li>• <a href="#">Car Share Schemes</a><sup>58</sup>;</li> <li>• Support for <a href="#">Car clubs</a><sup>59</sup> and similar schemes;</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved air quality and environment, and reduced greenhouse gas emissions</li> <li>• Promoting a higher quality of life</li> </ul>

<sup>57</sup> <http://www.airquality.co.uk/laqm/information.php?info=aqma>

<sup>58</sup> <https://hants.liftshare.com/default.asp>

<sup>59</sup> <http://www.carplus.org.uk/car-clubs/benefits>

**Policy F: To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development**

<b>Why?</b>	The cost and availability of parking has considerable influence on travel choices and if not managed in a co-ordinated manner can act as a barrier to efforts to widen travel choice. If insufficient parking is provided or if prices are considered high, then parking can be displaced into residential areas further out from town centres. Provision of free staff workplace parking may make it less likely for people to choose to use alternative travel methods.
<b>How?</b>	The TfSH authorities will encourage better co-ordination between local authorities with responsibilities for car parking to improve the way existing parking is used and priced. Discounts can be offered to encourage car sharing, low-emission vehicles, mopeds and motorcycles. Park and ride sites offering lower cost parking than in urban centres can help reduce congestion and address poor air quality in the centres. It is important that parking management measures are implemented alongside improvements to sustainable travel modes to help increase the attractiveness and viability of these alternatives over private car trips, to support widening travel choice.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Develop complementary policy approaches to parking;</li> <li>• Controlled Parking Zones;</li> <li>• Improved management and supply of residential parking;</li> <li>• Park and ride network (e.g. bus and rail based systems);</li> <li>• Improved parking at well-used commuter railway stations;</li> <li>• Improved parking provision for motorcycles;</li> <li>• Car park management and guidance systems;</li> <li>• <a href="#">Workplace travel planning</a><sup>60</sup>;</li> <li>• Appropriate consideration of the needs of blue badge holders;</li> <li>• Ensure appropriate parking provision for motorcycles and mopeds</li> <li>• Enable and manage deliveries to and servicing of buildings</li> <li>• Investigation into Appropriate parking provision for commercial vehicles</li> <li>• <a href="#">Car clubs</a><sup>61</sup>;</li> <li>• Provision of electric vehicle charging points within car parks.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved journey time reliability for all modes</li> <li>• Improved air quality and environment, and reduced greenhouse gas emissions</li> </ul>

<sup>60</sup> <http://www.dft.gov.uk/pgr/sustainable/travelplans>

<sup>61</sup> <http://www.carplus.org.uk/car-clubs/benefits>

<b>Policy G: To improve road safety across the sub-region</b>	
<b>Why?</b>	Road traffic collisions, as well as causing distress to those involved, also result in wider costs to society in terms of cost of providing healthcare treatment to those injured, and loss of productivity. Accidents create tailbacks and delays that adversely affect journey time reliability within the sub-region.
<b>How?</b>	Work to date has been effective at reducing incidences of speeding and unsafe road-user behaviour through education, engineering and enforcement. Reductions in speed limits and crossing improvements within built up areas have further improved the safety of vulnerable road users.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• <a href="#">Speed Management</a><sup>62</sup> measures;</li> <li>• Actively consider wider implementation of 20mph speed limits/ zones within residential areas;</li> <li>• Traffic Management measures;</li> <li>• <a href="#">Safer Routes to schools</a><sup>63</sup> schemes;</li> <li>• Road Safety education and training to improve road user behaviour.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved road safety within the sub-region</li> <li>• Promoting a higher quality of life</li> </ul>

<sup>62</sup> <http://www.roadsafe.com/programmes/speed.aspx>

<sup>63</sup> <http://www.portsmouth.gov.uk/living/649.html>

<b>Policy H: To promote active travel modes and develop supporting infrastructure</b>	
<b>Why?</b>	Encouraging and making it easier for people to choose to walk or cycle for everyday journeys helps people to build physical activity into their routines, improving health and general wellbeing. Increasing the number of journeys undertaken by Active Travel modes will help to tackle the obesity epidemic, improve air quality and reduce congestion.
<b>How?</b>	The TfSH authorities will work with key health and activity partners (e.g. Sport England) to develop a network of high quality, direct, safe routes targeted at pedestrians and cyclists. Well-designed routes and secure cycle parking can be partly delivered through the planning system. Pro-active marketing and participative events will radically increase the profile and understanding of the benefits of active travel.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• A Legible South Hampshire project to provide integrated, high-quality information for public transport, walking and cycling;</li> <li>• Delivery of comprehensive walking and cycling networks (e.g. Green Grid);</li> <li>• Delivery of walking and cycling measures identified within Town Access Plans (TAPs);</li> <li>• Crossing improvements for pedestrians and cyclists;</li> <li>• Cycle hire scheme for urban centres;</li> <li>• Delivery of improved secure cycle parking facilities at key destinations; and</li> <li>• Support the delivery of measures contained within Rights of Way Improvement Plans (ROWIPS).</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling</li> <li>• Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how</li> <li>• Improved air quality and environment, and reduced greenhouse gas emissions</li> <li>• Promoting a higher quality of life</li> </ul>



**Policy I: To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services.**

<p><b>Why?</b></p>	<p>Improving the quality of public transport will widen travel choice giving a viable alternative to the private car for certain everyday journeys such as those to work, shops, education, health and leisure facilities. For those without access to a car, buses and taxis are often the only realistic travel option for journeys to access goods and services. The large majority of bus services in South Hampshire are provided on a commercial basis by privately owned operators. This means that the TfSH authorities must work with these operators in order to encourage provision of better bus services.</p> <p>As new jobs are created, more people will wish to access the city centres of Southampton and Portsmouth and it is essential that a good quality bus service is provided along main corridors. This will accommodate growth whilst reducing the overall carbon footprint of transport and prevent deterioration of journey time reliability on main routes into urban centres.</p>
<p><b>How?</b></p>	<p>The TfSH authorities will work closely with commercial bus operators to help them plan and deliver service improvements and develop Bus Rapid Transit on a number of key corridors. This will help improve the reliability and attractiveness of bus services, making them a more viable alternative to the private car, with accurate and up-to-date information on how services are running. Measures to take advantage of advances in ticketing technology such as smartcards (already being introduced by some bus operators across their networks) will improve the affordability, convenience and attractiveness of buses. Management of taxi operators, and support for the voluntary sector in the provision of community transport services helps to meet transport needs that cannot easily be met by bus services.</p>
<p><b>Delivery options</b></p>	<ul style="list-style-type: none"> <li>• Development of a <a href="#">Bus Rapid Transit (BRT) network</a><sup>64</sup> and other innovative public transport solutions between main centres;</li> <li>• Bus Priority measures;</li> <li>• Development of a comprehensive premium urban bus network offering high frequency services using high-quality vehicles;</li> <li>• Improved strategic interchanges and high quality bus stop Infrastructure;</li> <li>• Delivery of public transport measures identified within Town Access Plans (TAPs);</li> <li>• Park and ride network;</li> <li>• Improved travel information in user-friendly formats;</li> <li>• Measures to support taxi services eg suitably located taxi ranks;</li> <li>• Improved ticketing (e.g. smartcards, ticket purchase via mobile phones);</li> <li>• Support for Community Transport services.</li> </ul>
<p><b>Outcomes</b></p>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling</li> <li>• Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how.</li> <li>• Improved journey time reliability for all modes</li> </ul>

<sup>64</sup> <http://www3.hants.gov.uk/tfsh/bus-rapid-transit.htm>

	<ul style="list-style-type: none"> <li>• Improved accessibility within and beyond the sub-region</li> <li>• Promoting a higher quality of life</li> </ul>
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<b>Policy J: To further develop the role of water-borne transport within the sub-region and across the Solent</b>	
<b>Why?</b>	The sub-region already has a good network of ferry services, connecting coastal settlements. In addition, cross-Solent ferry services from both gateway ports provide vital access to Isle of Wight for passengers and freight. Enhancing the integration between waterborne transport and other sustainable travel modes through improved interchanges, will help widen travel choice and reduce peak hour congestion.
<b>How?</b>	The TfSH authorities will work to improve the quality of bus, taxi and cycle interchange facilities and information at ferry terminals, particularly at Town Quay in Southampton, The Hard in Portsmouth and Gosport.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Development of improved transport interchange facilities for buses and taxis at ferry terminals;</li> <li>• Improved ticketing (e.g. smartcards, ticket purchase via mobile phones);</li> <li>• Maintain ongoing dialogue with ferry operators to encourage delivery of passenger improvements;</li> <li>• Provision of secure cycle parking in the vicinity of ferry terminals.</li> <li>• Support port operators in their aspirations to increase freight moved by short-sea shipping</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling;</li> <li>• Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how;</li> </ul>

<b>Policy K: To work with rail operators to deliver improvements to station facilities and where practical, better infrastructure and services for people and freight.</b>	
<b>Why?</b>	The rail network in South Hampshire is of strategic importance for both passengers and freight. There is potential to grow the modal share of rail for passenger and freight movements both within and beyond the sub-region. This policy will seek to facilitate a greater role for rail for local journeys within the sub-region. Targeted improvements to rail can help this mode provide an attractive alternative to the car for peak hour commuter journeys to key employment areas.
<b>How?</b>	The TfSH authorities will work with the rail industry encourage investment in improved station facilities, enhanced interchange facilities at main rail stations , and rail infrastructure such as track capacity, to make rail a more attractive option. Further investment in train services is also needed. The TfSH Rail Communications Protocol will be used to take forward improvements to the South Hampshire rail network ensuring more passengers and freight are carried by rail and improve rail service frequencies.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Promote measures which will enable more freight to be moved by rail;</li> <li>• Re-opening freight only lines for passenger use (e.g. Waterside line);</li> <li>• Improving rail access to Southampton Airport from the east and west;</li> <li>• Increasing capacity on the rail route between Eastleigh and Fareham;</li> <li>• Improved station and key city centre interchange facilities;</li> <li>• Improved cycle and car parking at well-used commuter railway stations;</li> <li>• Investigate opportunities for park and rail;</li> <li>• Working with train operators to deliver station travel plans;</li> <li>• Further development of <a href="#">Community Rail Partnerships</a><sup>65</sup> (CRPs);</li> <li>• Improved capacity for cycles, wheelchairs and pushchairs on trains;</li> <li>• Use of rolling stock suitable for the type of route across the network.</li> <li>• Explore the feasibility of options for light rail in South Hampshire</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling</li> <li>• Improved accessibility within and beyond the sub-region</li> <li>• Improved air quality and environment, and reduced greenhouse gas emissions</li> </ul>

<sup>65</sup> <http://www.acorp.uk.com/Values%20of%20CPR's%20project.html>

<b>Policy L: To work with Local Planning Authorities to integrate planning and transport</b>	
<b>Why?</b>	The location, scale, density and design of new development and the mix of land uses has a significant influence on the demand for travel. Encouraging development on brownfield sites close to existing shops and services, and supporting higher density, mixed use development helps reduce the need to travel and the length of journeys, and makes it easier for people to walk, cycle or use public transport.
<b>How?</b>	The TfSH authorities will work with local planning authorities across the sub-region to encourage higher density and mixed-use developments to be located within main urban centres, in locations that are easily accessible by a range of travel methods. Planning authorities will be encouraged to locate new housing and employment development within close proximity. This will help reduce the need to travel and encourage the use of sustainable travel modes, thereby improving health. Good design of residential developments will ensure that key services are provided locally and that neighbourhoods are walkable, with good cycle and public transport links to nearby urban centres. Residential and workplace travel planning will be used to effectively manage the journeys created with development.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• The current and emerging local planning authorities' Local Development Frameworks (LDF) infrastructure delivery plans will be developed alongside the Implementation Plan sections of the Hampshire, Portsmouth and Southampton Local Transport Plans;</li> <li>• Seeking developer contributions from new development to mitigate the impact of new development on existing transport networks;</li> <li>• Residential and <a href="#">workplace travel planning</a><sup>66</sup>;</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through increased number of people choosing public transport and active travel modes i.e. walking and cycling</li> <li>• Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how</li> <li>• Improved accessibility within and beyond the sub-region</li> <li>• Promoting a higher quality of life</li> </ul>

<sup>66</sup> <http://www.dft.gov.uk/pgr/sustainable/travelplans/work/>

<b>Policy M: To develop and deliver high quality public realm improvements</b>	
<b>Why?</b>	The quality of streetscape can have a big influence on the vibrancy of a place and the way people use streets. Place-making initiatives and the development of 'Naked Streets' will provide a better setting for people friendly activity, providing a more user-friendly public realm for pedestrians, vulnerable road users and cyclists. Public Realm improvements utilising high quality materials, where affordable and practical, with careful detailing and public art will add to the character, feel and ownership of local places.
<b>How?</b>	Within cities, town and district centres, the TfSH authorities will reduce street clutter and make streetscape improvements using high-quality materials and street furniture to enhance the public realm and its accessibility.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Reducing street clutter (e.g. pedestrian guard railing);</li> <li>• Streetscape enhancements (e.g. lighting, paving, planting, and street furniture);</li> <li>• Delivering improvements that follow the design principles set out in current design guidance and informed by examples of best practice.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved accessibility within and beyond the sub-region</li> <li>• Promoting a higher quality of life</li> </ul>

<b>Policy N: To safeguard and enable the future delivery of transport improvements within the sub-region</b>	
<b>Why?</b>	A limited number of targeted highway and rail improvements have been identified which would serve to address problems of localised congestion, unlock development sites with highway access problems and tackle adverse impacts of traffic on quality of life in communities.
<b>How?</b>	Delivery of major schemes for highway improvements is dependent on funding decisions by Government and external contributors. The TfSH authorities will safeguard the routes of proposed highway improvements and continue to work with these agencies to secure funding for these schemes.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• Safeguarding routes of proposed bypasses for communities where heavy traffic causes problems of severance, noise and poor air quality (e.g. Botley, Stubbington);</li> <li>• Safeguarding land to enable developer-led access solutions to unlock Dunsbury Hill Farm and Eastleigh River Side for new employment uses;</li> <li>• Enabling developer-led road improvements to facilitate access to planned major development areas (e.g. North Whiteley);</li> <li>• Safeguard land for developing a new motorway junction on the M275 serving Tipner, Portsmouth;</li> <li>• Investigate feasibility for provision of a bridge link from Tipner to Horsea Island (for all modes); and</li> <li>• Safeguard land for new stations at certain locations e.g. Farlington.</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Improved accessibility within and beyond the sub-region</li> </ul>

## Glossary of Terms

Acronym/ Common Term	Full Title	Explanation
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<b>Acronym/ Common Term</b>	<b>Full Title</b>	<b>Explanation</b>
<b>AQMA</b>	<b>Air Quality Management Area</b>	An identified area where various air pollutant levels breach national limits, requiring action to deal with poor air quality.
<b>Active Travel</b>		Modes of travel which require physical activity, ie walking and cycling.
<b>BRT</b>	<b>Bus Rapid Transit</b>	Provision of dedicated, segregated bus lanes, junction priority, high quality "stations" and other infrastructure to provide a bus-based version of light rail rapid transit, capable of supporting high frequency services moving large volumes of passengers.
<b>Car Club</b>		Organisations providing cars based in key locations for hire to members via an online or telephone booking system. Car clubs allow infrequent car users to access a car when they need it, without the high cost or parking difficulties associated with car ownership.
<b>CPGS</b>	<b>Car Park Guidance System</b>	System which combines monitoring of car park capacity and occupancy with Variable Message Signage (see "VMS") to route car drivers to car parks with available parking spaces, reducing the number of vehicles circulating searching for spaces at busy times and reducing traffic congestion.
<b>CPZ</b>	<b>Controlled Parking Zone</b>	An area where parking restrictions (typically a requirement to display a valid ticket or permit) are in force.
<b>CRP</b>	<b>Community Rail Partnership</b>	Community Rail Partnerships encourage greater use of rail services on rail routes away from main-line corridors by raising their profile in the community. This can be achieved by publicity, developing links with local communities served by the rail route and recruiting volunteers to help 'adopt' stations.
<b>DaSTS</b>	<b>Delivering a Sustainable Transport System</b>	Government report and policy guidance outlining goals and planned development for transport, aiming to balance the delivery of economic growth with reductions in the environmental impact of transport.
<b>Eddington Report</b>	<b>Eddington Transport Study</b>	A report authored by Sir Rod Eddington in 2006. This report examined the relationship between transport and the economy and the environment, and made recommendations on the direction future transport direction should take.
<b>Green Grid</b>		The Green Grid concept aims to create a multi-functional network of interlinked, multi-functional and high quality open spaces that connect with town centres, public transport nodes, the countryside in the urban fringe, and major employment and residential areas. The PUSH Green Infrastructure Strategy is a step towards the creation of a Green Grid in South Hampshire.
<b>HA</b>	<b>Highways Agency</b>	Government agency responsible for managing the trunk road and motorway network.
<b>Hampshire County Council</b>		County Council covering the county of Hampshire but excluding the cities of Portsmouth and Southampton. Major urban areas in Hampshire include Havant, Gosport, Fareham, Eastleigh, Winchester, Basingstoke, Andover, Farnborough, and Aldershot.

<b>Acronym/ Common Term</b>	<b>Full Title</b>	<b>Explanation</b>
<b>HOV Lanes</b>	<b>High Occupancy Vehicle Lanes</b>	Lanes dedicated for use by buses and cars carrying multiple occupants. Intended to encourage car-sharing by rewarding car-sharers with faster, less congested journeys.
<b>Journey time reliability</b>		It is important for people making a regular journey that the length of time taken between their origin and destination is reasonably predicible, and does not fluctuate excessively from day to day. Unpredictability adds to costs of business and results in wasted time.
<b>LDF</b>	<b>Local Development Framework</b>	A series of local development documents prepared by district councils and unitary authorities that outline the spatial planning strategy for their area.
<b>Legible Cities/ Legible South Hampshire</b>		The Legible Cities concept involves the development of direction signage and maps to enable pedestrians and cyclists to navigate around the city with greater ease and confidence. A Legible South Hampshire project would involve deployment of a common brand of Legible Cities signage in urban locations across South Hampshire.
<b>LEP</b>	<b>Local Enterprise Partnership</b>	The current Government has proposed to set up a number of regional / sub-regional organisations known as LEPs to replace the now-decommissioned Regional Development Agencies (RDAs).  LEPs will provide the strategic leadership in their areas to set out local economic priorities and will feature more private sector representation than RDAs. LEPs will address such areas as planning, housing, local transport and infrastructure, employment, and inward investment.  More information on the development of LEPs will become available during winter 2010 and into 2011.
<b>Local Transport Act</b>		The Local Transport Act (2008) is an act of Parliament that enables local authorities to better manage bus services, consider introduction of road charging schemes, and also outlines the requirements for delivery of Local Transport Plans.
<b>LTA</b>	<b>Local Transport Authority</b>	A Local Authority responsible for the operation, management and development of the highway network (excluding trunk roads and motorways, which are the responsibility of the Highways Agency) within its area. LTAs are also generally responsible for subsidy of certain bus routes and maintenance and improvement of transport infrastructure (excluding infrastructure under control of the Highways Agency, Network Rail, and private operators).
<b>LTP3</b>	<b>Local Transport Plan 3</b>	The document for which this glossary is written. Local Transport Plan 3 outlines the transport policies, strategy and implementation plans for Local Transport Authorities from 2011 to 2031.



<b>Acronym/ Common Term</b>	<b>Full Title</b>	<b>Explanation</b>
<b>Modal Share</b>		The proportion of journeys made by a mode (ie type) of transport, eg a modal share of 70% for cars means 70% of journeys are made by car.
<b>Naked Streets</b>		Streets with none (or very little) of the usual street furniture such as traffic lights, signs, kerbs, railings, white lines and other road markings. In certain locations, studies have found that “naked streets” reduce traffic speeds and improve safety for users compared to more traditional street layouts, markings and furniture.
<b>PTW</b>	<b>Powered Two-Wheeler</b>	A powered two wheel vehicle, ie a motorbike, motor scooter, or electric scooter.
<b>PCC</b>	<b>Portsmouth City Council</b>	Unitary Authority covering Portsea Island, and the mainland consisting of Paulsgrove to the west and Farlington to the east.
<b>PUSH</b>	<b>Partnership for Urban South Hampshire</b>	A partnership between Local Authorities in South Hampshire which aims to deliver sustainable, economic growth and regeneration to create a more prosperous, attractive and sustainable South Hampshire.
<b>ROWIP</b>	<b>Rights of Way Improvement Plan</b>	A plan which considers how best to manage and develop the Public Rights of Way network (including bridleways and public footpaths).
<b>RTI</b>	<b>Real Time Information</b>	System providing live updates on expected arrival times of buses at each stop, and often also accessible online or via text message.
<b>SCC</b>	<b>Southampton City Council</b>	Unitary Authority covering the city of Southampton and much of its urban and suburban area.
<b>SUDS</b>	<b>Sustainable Urban Drainage System</b>	Urban drainage system designed to reduce the impact of water runoff from urban developments. SUDS generally use systems of collection, storage, cleaning, and controlled release to more slowly release cleaner drainage water back into the environment. These systems are less prone to flooding than conventional drainage.
<b>Stern Review</b>	<b>Stern Review on the Economics of Climate Change</b>	A report produced in 2005 for the British Government by economist Nicholas Stern. It examines the economic impacts of climate change, as well as considering the policy challenges involved in developing a low-carbon economy and in adapting to the consequences of climate change.
<b>TAMP</b>	<b>Transport Asset Management Plan</b>	A Transport Asset Management Plan aims to bring together the management processes associated with the maintenance of the transport network with information on the transport assets maintained by a local authority in one document.
<b>TAP</b>	<b>Town Access Plan</b>	A programme identifying schemes which can help improve movement in and around towns, and to make the best use of roads and public spaces. TAPs are Hampshire County Council’s primary vehicle for identifying how to improve parts of the transport network in towns in Hampshire.

Acronym/ Common Term	Full Title	Explanation
TfSH	<b>Transport for South Hampshire</b>	Transport for South Hampshire is a delivery agency formed in 2007 for the South Hampshire sub-region, bringing together local transport authorities, transport operators, business interests and government agencies to deliver change. The organisation is a partnership made up of the Local Highway Authorities of Hampshire, Southampton and Portsmouth, together with transport providers and other agencies.
TIF	<b>Tax Increment Financing</b>	The coalition government in autumn 2010 announced new powers for Local Authorities to be able to borrow against future estimated local tax receipts. This could mechanism be used to help deliver local transport improvements.

## **Introduction to the Implementation Plan**

### **Overview**

The purpose of the implementation plan sets out in some detail the proposals and measures that will be implemented over the next three years in order to achieve the goals outlined within the LTP3 strategy.

### **Assessment Methodology**

In a very challenging financial climate the City Council will look to maximise income from every available funding stream, working in partnership with other organisations and delivery partners to deliver improvements in transport. However, it must be recognised that funding won't be at the level received over the LTP2 period. It will therefore be more important than ever to prioritise between the measures proposed to ensure that the schemes which offer the greatest benefits to the City and its residents take precedence.

For this purpose, a methodology has been devised to assess the measures outlined within the Implementation Plan. Each scheme will be assessed and scored within the following three stage process;

- 1. Policy Goals** – Does the proposed scheme contribute to achieving the goals outlined within the LTP3 Strategy?
- 2. Benefit Cost Ratio & Funding** – Does the proposed scheme offer value for money?
- 3. Deliverability & Feasibility** – Is the proposed scheme deliverable?

Once the assessment process is complete, a score is calculated which determines the overall scheme priority. The final scores of all schemes will serve as a guide for establishing the LTP3 delivery programme.

### **Strategy Groups**

The Implementation Plan is divided into seven Strategy Groups that reflect the Goals and Challenges outlined within the LTP3 Strategy. These are **Active Travel, Asset Management, Network Management & ITS, Public Realm, Public Transport & Smart Cards, Road Safety** and **Smarter Choices**. A further section will examine **Data Collection & Monitoring**. Each section within the implementation plan will;

- Outline the challenges ahead for each theme;
- Review the progress made over the LTP2 period (2006 – 2011);
- Examine the evidence base that has been used to determine what schemes and measures are needed to achieve the goals;
- Provide a description of the schemes proposed together with an approximate cost of implementation and indicative programme for delivery;
- Outline the data collection and monitoring methodology that will be used to assess progress;

A content summary for each Strategy Group is outlined below.

### **Active Travel**

Over half of all journeys are under two miles, a distance that can comfortably be walked or cycled. Many people state that they would be willing to make their journey by foot or bike, but go on to say that they feel it isn't safe to do so. The Active Travel section will examine measures to provide safe walking and cycling infrastructure and promote Active Travel as a valid alternative to driving particularly over short distances.

This section also summarises the City's cycle strategy and outlines the Southampton City Cycle Network, showing the principal routes used by cyclists listing the measures needed to complete the network and highlighting where improvements are needed. This will assist in prioritising schemes for implementation.

### **Asset Management**

Asset Management focuses on the installation and maintenance of the City's highway assets, namely roads, footways, structures, street lighting and traffic signals.

This section details the Transport Asset Management Plan (TAMP) which will provide an inventory of the City's Highway Assets following the award of various contracts to deal with the City's transport assets. This will be reviewed within the 2011/12 period by the City Council's Highways partner.

### **Network Management & Intelligent Transport Systems**

The purpose of Network Management is to manage capacity on the road network to promote free flowing traffic and also to facilitate priority access for bus services enhancing the attractiveness of public transport within the City. This will be achieved through continuing to roll-out co-ordinated signalling and bus priority junctions.

Intelligent Transport Systems will also be used to inform the public via Variable Message Signs on the road network and Real Time Information at bus stops. The foundations for a comprehensive ITS network already exist with the City, but it will benefit from further development.

### **Public Realm**

The Public Realm section focuses on achieving a significant step change to improving the street scene environment. This section identifies a number of high cost city centre schemes, district centre improvements and city wide programmes including Civic Centre Place, Charlotte Place, Oxford Street, Legible Cities and Central Station.

The Legible Cities program will see the installation of a city centre wide network of clear, easy to interpret mapping units. This will aid navigation around the City and will improve accessibility for visitors and tourists.

### **Public Transport & Smart Cards**

The Local Development Framework requires a 50% growth in bus patronage. This ambitious target will involve a co-ordinated approach between the local authority and

the public transport operators within the City. Investment will be targeted at improved waiting conditions and Real Time Information at bus stops as well priority measures along public transport corridors such as reallocation of road space for bus lanes. In turn operators will be encouraged to invest further in vehicles that will improve the journey experience for the passenger and work in partnership with the council to improve journey time reliability.

A key priority will be the introduction of smart cards compatible with all bus services and potentially ferry services as well. The ability to store credit, daily/weekly passes and season tickets on a smart card greatly facilitates easy access to public transport without the need to worry about fare rises or having change available.

### **Road Safety**

Despite good progress on reducing casualties, around 100 people are still killed or seriously injured on Southampton's roads annually. The Road Safety section will look at the measures proposed to reduce the occurrence of road traffic accidents. There is a need to continue the decrease of accident rates leading to serious injury and loss of life. Preventing accidents will reduce the demand on emergency services and cut down on congestion caused through incidents.

Whilst engineering will remain a key aspect of the road safety strategy, the City Council will also seek to implement in a wide range of road safety initiatives including education and enforcement measures.

### **Smarter Choices**

One of the greatest barriers to use of non-car modes is a lack of knowledge about the alternative available. This section will focus on promoting Smarter Choices, a targeted marketing and promotional campaign aimed at developing more sustainable travel practices. Residents and commuters will be encouraged to use travel option that is best for them instead defaulting to the private car whilst considering different routines such as car sharing and occasional home working.

A cornerstone in the Smarter Choices programme is Travel Planning. All major employers within the City will be encouraged to adopt and travel plans, whilst the highly successful school travel plan programme will be developed further. Southampton City Council will work closely with employers and schools to ensure that travel plans are successfully implemented.

### **Data Collection and Monitoring**

The Data Collection and Monitoring section will examine the methods used to collect data that will be used as evidence base for supporting both current transport policy measures and the future decision making process. It will also highlight the methodologies adopted for measuring progress against the proposals outlined in the LTP3 Implementation Plan.

Further to this programme, a series of local indicators will be adopted to provide an overall picture of the transport network within Southampton including figures for bus patronage, road safety, highway condition and modal split. These will be updated on annual basis and be available to view on the Transport Policy pages on the Southampton City Council website.

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<b>DECISION-MAKER:</b>	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
<b>SUBJECT:</b>	KNOWLEDGE ECONOMY INQUIRY – FINAL REPORT		
<b>DATE OF DECISION:</b>	17 FEBRUARY 2011		
<b>REPORT OF:</b>	CHAIR OF SCRUTINY PANEL C		
<b>AUTHOR:</b>	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail:	mark.pirnie@southampton.gov.uk	

**STATEMENT OF CONFIDENTIALITY**

None

**SUMMARY**

At its meeting on 17<sup>th</sup> June 2010, the Overview and Scrutiny Management Committee authorised Scrutiny Panel C to undertake an Inquiry into the Knowledge Economy. Scrutiny Panel C has now completed the Inquiry and the final report is attached at Appendix 1 for approval and referral to the Executive.

**RECOMMENDATIONS:**

- (i) To receive and consider the report of Scrutiny Panel C;
- (ii) To approve the report and forward it to the Executive for consideration and further action.

**REASONS FOR REPORT RECOMMENDATIONS**

1. In accordance with the Council's constitution, this Committee must receive and approve the final report of a Scrutiny Panel Inquiry and refer it to the Executive for consideration and further action.

**CONSULTATION**

2. Scrutiny Panel C received evidence from a variety of organisations, individuals and officers from Southampton City Council. A list of witnesses who provided evidence to the Inquiry is shown in Appendix 2 within the attached report.

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

3. None

**DETAIL**

4. On 17<sup>th</sup> June 2010 this Committee agreed the indicative terms of reference for an Inquiry into the Knowledge Economy. This Committee requested that Scrutiny Panel C conduct the Inquiry and report back their findings to the Overview and Scrutiny Management Committee.
5. The Panel undertook the Inquiry over 4 meetings between July and October 2010 and agreed, at a meeting on 27<sup>th</sup> January 2011, the 6 recommendations contained within the Inquiry report attached at Appendix 1.

6. This Committee needs to consider whether Scrutiny Panel C has responded adequately to the Inquiry objectives outlined in the Terms of Reference shown in Appendix 1 within the attached report.
7. Evidence gathered throughout the Inquiry led the Scrutiny Panel to conclude that many of the key elements required for a thriving knowledge economy are in place but need joining up, and that a number of projects which would improve the City's offer are already in development. These include:-
  - Delivery of schemes such as the Cultural Quarter, West Quay 3 and the Royal Pier Waterfront; all 3 of which would enhance the perception of the City;
  - The Local Development Framework (including Core Strategy, City Centre Action Plan).
8. The evidence presented to the Scrutiny Panel identified a number of areas where improvements are required to support the development of the knowledge economy. The areas identified by the Scrutiny Panel matched closely with the key priorities for the Solent Local Enterprise Partnership (LEP) that emerged at the end of the Scrutiny Inquiry.
9. The 6 recommendations agreed by Scrutiny Panel C reflect the key strategic role the Solent LEP will have in driving economic development in Southampton and the need to avoid duplication. If implemented the Scrutiny Panel believe that the recommendations will boost the development of Southampton's knowledge economy thereby strengthening and diversifying the economy of the City.
10. The Overview and Scrutiny Committee procedure rules within the constitution require that within two months of the date that this committee approves a final inquiry report, the Executive will consider the report and submit its findings to either this committee or to Council. If this Committee is therefore minded to accept the final version of the Panel's report, then the document will be forwarded to the Executive for further action.

#### **FINANCIAL/RESOURCE IMPLICATIONS**

11. The recommendations within the appended report could be progressed by re-focussing council officer and partner's time and existing work programmes.

#### **LEGAL IMPLICATIONS**

##### **Statutory power to undertake proposals in the report:**

12. The duty to undertake overview and scrutiny is set out in Section 21 of the Local Government Act 2000 and the Local Government and Public Involvement in Health Act 2007.

##### **Other Legal Implications:**

13. None

#### **POLICY FRAMEWORK IMPLICATIONS**

14. The proposals contained within the appended report are in accordance with the Council's Policy Framework.



**SUPPORTING DOCUMENTATION**

**Appendices**

1	Knowledge Economy Inquiry - Final report
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**Documents In Members' Rooms**

	None
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**Background Documents**

Title of Background Paper(s)

Relevant Paragraph of the  
Access to Information  
Procedure Rules / Schedule  
12A allowing document to be  
Exempt/Confidential (if  
applicable)

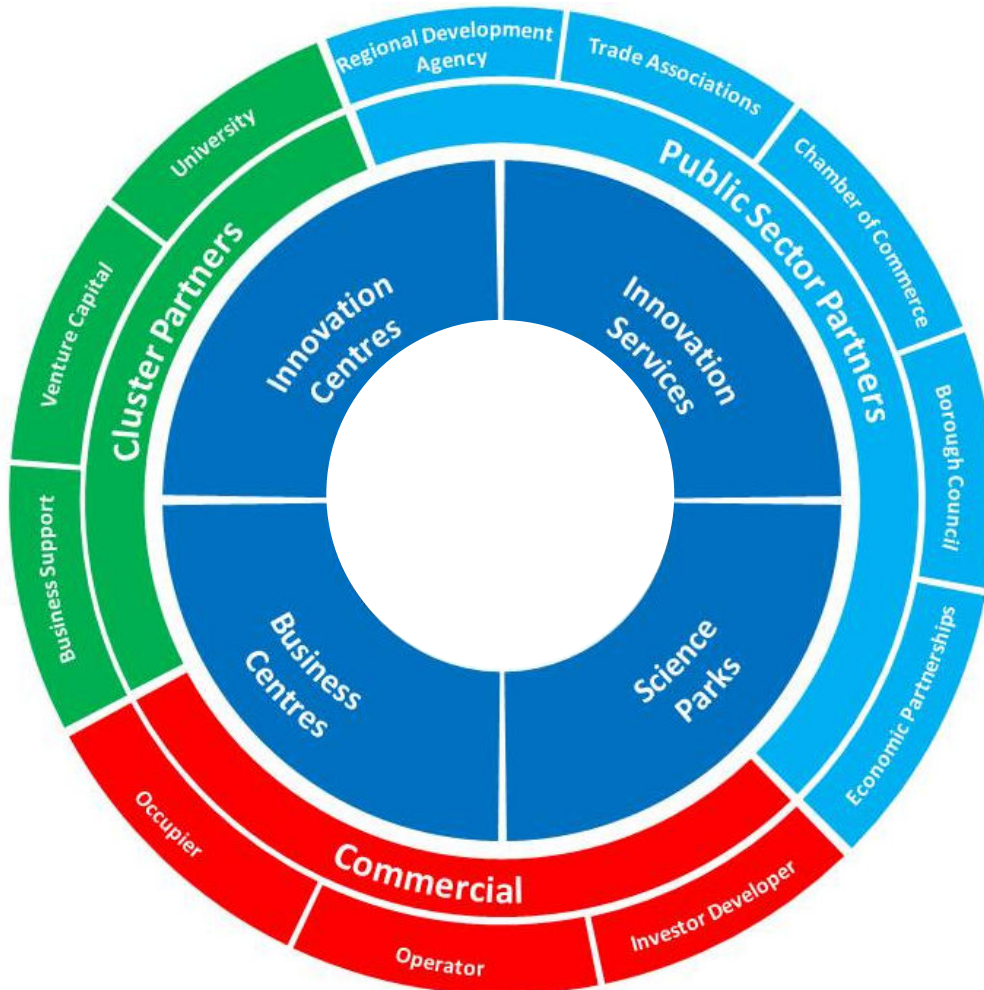
1.	None	
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**Background documents available for inspection at:** N/A

**WARDS/COMMUNITIES AFFECTED:** Not applicable **KEY DECISION?** No

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**REPORT OF SCRUTINY PANEL C  
KNOWLEDGE ECONOMY INQUIRY  
JULY 2010 – JANUARY 2011**



**PANEL MEMBERSHIP**

Councillor Ball (Chair)  
Councillor Fitzhenry (Vice Chair)  
Councillor Furnell  
Councillor Jones  
Councillor Odgers  
Councillor Thomas  
Councillor Letts

Scrutiny Co-ordinator - Mark Pirnie

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## **Knowledge Economy Inquiry**

### **Introduction**

1. Since the end of the 20<sup>th</sup> century many regions and cities of the world have seen their future economic success being based upon the development of a 'knowledge economy'.
2. There is no single universally accepted definition of the knowledge economy or the industry sectors that it includes. One of the clearest is published by the Work Foundation, a leading independent authority on work and its future:  
*'The knowledge economy is a description of the transition from an economy reliant on physical capital and low cost labour for competitive advantage and organisational performance to an economy where advantage increasingly comes from investment in knowledge based intangibles: R&D, software, design, brand equity and human and organisational capital'* (The Work Foundation 2010).
3. Policy at a national, regional and local level all expound a determination to pursue the creation and development of a knowledge based economy. Southampton and its adjoining areas have considerable assets upon which it could construct its future prosperity based upon the 'knowledge economy' – two universities, an expanding science park, a growing international airport, a number of private research institutions, effective local service and public sectors (including medical research facilities in SUHT) as well as a good quality of life.
4. Most commentators suggest that a successful knowledge economy is synonymous with a competitive economy. However, despite being part of one of the most competitive regions in the UK, Southampton currently underperforms in terms of its competitiveness. On the UK Competitiveness Index compiled by Roberts Huggins Associates Southampton is ranked 183<sup>rd</sup> out of 379 local authority areas, and Southampton is only ranked 160<sup>th</sup> on the number of knowledge based businesses.
5. Recognising the importance of developing the knowledge economy in Southampton the Overview and Scrutiny Management Committee (OSMC), at its meeting on 17<sup>th</sup> June 2010, requested that Scrutiny Panel C undertake an Inquiry into the knowledge economy and report back their findings to the OSMC.
6. The agreed purpose of the Inquiry was to determine what further action the City Council and its partners might take to promote the development of Southampton's knowledge economy to benefit local residents and businesses. The full terms of reference for the inquiry, agreed by the OSMC, are shown in Appendix 1.

### **Consultation**

7. Scrutiny Panel C undertook the inquiry over 5 meetings and received evidence from a wide variety of organisations to meet the agreed objectives. A list of witnesses that provided evidence to the inquiry is detailed in Appendix 2. Members of the Scrutiny Panel would like to thank all those who have assisted with the development of this review.

## **Background**

8. The term Knowledge Economy first came to attention in 1968 when it was coined by Peter Drucker in his book 'The Age of Discontinuity', but the concept only gained extensive popularity in the mid 1990s when taken up by academics and governments since when a very large body of research and policy has developed.
9. The knowledge economy is beset with a range of definitions and views as to what business sectors it includes. An outline of suggested knowledge economy business sectors is shown in Appendix 3.

## **Drivers of the Knowledge Economy**

10. The economies of all the countries in the Organisation for Economic Co-operation and Development (OECD), for which comparable statistical information exists, have seen three big structural changes in the past thirty years: the rise of knowledge based services<sup>1</sup> as major generators of value added, exports, and new jobs<sup>2</sup>; the shift in business investment priorities from investment in physical assets to knowledge based intangible assets<sup>3</sup>; and the growth of an increasingly well-educated and qualified workforce<sup>4</sup>. The recession has further intensified this process: 84 per cent of all jobs lost between the second quarter of 2008 and the second quarter of 2009 were in manual, administrative and low skilled trades.<sup>5</sup>
11. In April 2010 The Work Foundation published Flat or Spiky: The Changing Location of the British Knowledge Economy. They identify three drivers behind the changes to a knowledge economy:
  - **Market demand** from consumers, business and government shifting towards higher value added goods and services associated with the knowledge economy – consumers are more demanding and much better informed than previous generations;
  - **New 'general purpose' ICT technologies** introduced in the early 1980s and boosted by the spread of the internet in the 1990s have made the knowledge economy possible. As well as their universal direct technological applications they have simultaneously expanded and diversified global markets and vastly increased the flow of ideas and best practice across national borders;
  - **Globalisation** acting as an accelerator on both demand and supply sides: increased trade, information, knowledge, capital and human flows across borders have accelerated the pace of change on both the demand and supply sides.

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<sup>1</sup> As defined by the OECD. KE services include business, financial, communication and high tech services and education and health services. KE industries also include high to medium high tech manufacturing and in 2008 these industries accounted for about 50 per cent of UK manufacturing employment

<sup>2</sup> Across the OECD, employment in knowledge and technology based industries went up from 80 million to 186 million between 1970 and 2005, accounting for 44 per cent of total OECD employment in 2005 (The Work Foundation estimate from KLEMS database)

<sup>3</sup> Business investment in intangibles now matches or exceeds investment in physical assets in the UK and the US, and accounts for between 7.5 and 10 per cent of GDP in those OECD economies for which we have comparable figures

<sup>4</sup> In 1970 over 60 per cent of the UK workforce had little or no qualifications, compared with just over 10 per cent today (The Work Foundation estimates from KLEMS database)

<sup>5</sup> Brinkley, I. (2009) From Recession to Recovery. The Work Foundation: London

## **Knowledge Economy - Southampton and South Hampshire**

12. The following key reports have been prepared within the last 5 years that relate to South Hampshire and Southampton;

- Knowledge Economy Audit for South Hampshire; The Local Futures Group; March 2005
- Building a Knowledge Economy: Research and Action Planning for the South East Diamonds for Investment and Growth; CLES Consulting; December 2009
- South Hampshire Economic Drivers and Growth; DTZ; January 2007
- Business in Growth Sectors in South Hampshire; TBR; March 2008
- South Hampshire Economic Development Strategy; PUSH (currently being refreshed)
- Charting the Course: Growing South Hampshire's Economy; Centre for Cities; March 2010
- Southampton Economic Development Action Plan; April 2009

13. The December 2009 report – 'Building a Knowledge Economy: Research and Action Planning for the South East Diamonds for Investment and Growth', provides a summary of the perceived areas of strength and weakness for South Hampshire in relation to the knowledge economy:-

### **Sector strengths and opportunities**

- Significant presence of maritime, marine, aerospace sectors
- Advanced manufacturing/engineering (marine activities, building/repairing of ships/boats with strong local supply chain, defence and homeland security, aviation related manufacturing, manufacture of optical instruments and photographic equipment)
- Perceived major potential for low carbon technologies.

### **Drivers**

- Key knowledge assets – significant university presence, improved HEI-business links and joint working with public sector
- Developing strong Public/Private relationships - including e.g. University Centre in Basingstoke co-located with innovation/incubation facilities
- Strong local partnerships across Urban South Hampshire
- Housing quality and supply issues not as acute as in other areas of the South East
- Huge potential labour pool
- Major urban agglomerations fostering knowledge flow
- Southampton Port is a major global gateway.

### **Blockers**

- Over reliance on manufacturing where employment numbers have declined

- Concentrations of low resident skills levels
  - Availability of business to business support services
  - Image and branding of the area
  - Some infrastructure issues – transport links (although not at the scale of some other Diamonds)
  - Broadband infrastructure not sufficient.
14. The summary above identifies that South Hampshire has a number of assets that form the foundations of a knowledge economy. These include two universities, private research institutions, an international airport, and a good quality of life offer. However, if it is accepted that a knowledge economy is synonymous with a competitive economy, and most commentators suggest that it is, then the UK Competitiveness Index produced by the Centre for International Competitiveness allows us to assess Southampton's position. The 2010 index (which contains 13 datasets from 2008) puts Southampton at number 183 out of 379 local authorities in the UK. Of the top 40 positions in the Index only 7 are outside London and the South East.
  15. Southampton scores more highly on the number of knowledge based businesses (160<sup>th</sup>), Productivity (135<sup>th</sup>), full-time weekly median pay (100<sup>th</sup>) but does less well in respect of the number of businesses per 1000 inhabitants (342<sup>nd</sup>), Economic Activity Rate (293<sup>rd</sup>), Business Registration per 1000 inhabitants (274<sup>th</sup>) and Working Age Employment Rate (273<sup>rd</sup>). In their publication – City Matters: Competitiveness, Cohesion and Urban Governance, Professor Martin Boddy and Professor Michael Parkinson argue that business density (upon which Southampton performs less well) is the critical factor driving competitiveness.
  16. Of the South Hampshire local authorities the highest position on the UK Competitiveness Index is held by Winchester (29<sup>th</sup>). Test Valley (56<sup>th</sup>), East Hampshire (81<sup>st</sup>), and Eastleigh (79<sup>th</sup>) all appear in the top 100 of the Index. Portsmouth is at 188<sup>th</sup> position.
  17. Research currently being undertaken indicates that our existing industrial estates, whilst performing a function in relation to smaller scale localised business, do not offer the quality of accommodation that knowledge economy businesses might require and although there are potential office sites with planning permission these have in the main stalled.

## **PUSH**

18. PUSH (Partnership for Urban South Hampshire) is approaching this matter on a sub-regional basis and has both commissioned work and has a Task Group – Enterprise, Innovation and Business Support aimed at addressing these matters. The Task Group has a number of the key players at sub-regional level participating including Solent Innovation and Growth Team, Solent Synergy, Higher Education, Business Link, Manufacturing Advisory Service, SEEDA and local authorities.

## **Universities**

19. Universities have a key role to play in the development of the knowledge economy. Their contribution can be categorised as follows:
  - The creation of a more highly skilled workforce through the formal



## education process

- Acting as a source of new business and contributing to business growth through the creation of spin out companies, licensing and royalty arrangements
- Knowledge transfer from the academic body to businesses via initiatives such as Knowledge Transfer Partnerships, consultancy and research projects
- Acting as a catalyst for inward investment.

## **Findings and Conclusions**

20. A summary of the key evidence presented at each of the Knowledge Economy Inquiry meetings is attached as Appendix 4. Conclusions were drawn from each meeting and discussed by the Panel at meeting 4 of the Inquiry.
21. The Scrutiny Panel recognise that many of the key elements required for a thriving knowledge economy are in place but need joining up, and that a number of projects which would improve the City's offer are already in development. These include:-
  - Delivery of schemes such as the Cultural Quarter, West Quay 3 and the Royal Pier Waterfront; all 3 of which would enhance the perception of the City
  - The Local Development Framework (including Core Strategy, City Centre Action Plan)
22. The recent developments such as the Ocean Village Innovation Centre, the partnership between BAE Systems and the University of Southampton to develop the warship engineers of the future, and Lloyd's Register decision to relocate its research experts to a new site in Southampton demonstrates that the City has a lot to offer the knowledge economy sector.
23. From the evidence presented to the Panel the following areas for improvement were identified as being key to enhancing the development of the knowledge economy in Southampton:

### **Improving Quality Of Life and Infrastructure in the City**

- Creating a more attractive City in terms of quality of life, lifestyle and infrastructure to attract and retain talented people
- Need to build a better connected city – Improve broadband and digital hub

### **Sector Planning**

- Focus on developing specific sector clusters including attracting businesses that are within those clusters
- Focus on high value sectors and other business sectors that will support these

### **Branding, Marketing and Promotion**

- Promote Southampton as a location for the knowledge economy
- Develop an improved marketing and branding strategy aimed at businesses in the knowledge economy
- Use "Low Carbon" and "Digital/Connected City" themes to underpin the marketing and branding strategy
- Exploit new ways of connecting such as social networking

## **Developing Partnerships and Networking**

- Share information more freely and create an environment where partners are on an equal footing and input into emerging strategies for the City
- Improve ways in which the City Council interacts with business

## **Developing Skills**

- Increase local skills base to attract business investment

## **Improving Business Support and Nurturing Businesses**

- Improve support for graduate “Spin out” programmes
- Develop and promote better, simpler packages for start up/smaller businesses to incubate them-help them to develop finance and entrepreneurial skills
- Get start up businesses in front of “Angel” investors (An angel investor is an affluent individual who provides capital for a business start-up, usually in exchange for convertible debt or ownership equity to test their ideas and business plans)

## **Getting Entrepreneurialism on The Curriculum**

- Find ways to give students chances to have local work placements with aim of retaining talent in Southampton for the future

## **Solent Local Enterprise Partnership (LEP)**

24. During the development of the Knowledge Economy Inquiry the Government announced that the business-led proposal for a LEP in the Solent area had been successful. The LEP's are replacing the Regional Development Agencies and are tasked with providing strategic leadership in their local areas and creating the right environment for business success and economic growth.
25. The vision of the Solent LEP, incorporating Southampton, Portsmouth, the Isle of Wight, and parts of South Hampshire, is to create an environment that will better facilitate economic growth and private sector investment in the Solent area, allow businesses to grow, become more profitable, greener and enable new businesses to form and prosper.
26. The Solent LEP will focus on: rebalancing the local economy in favour of the private sector; reindustrialising the economic base, supporting the development of knowledge based industries and high value added manufacturing; and providing a catalyst for regeneration.
27. The Solent LEP submission identified that in the first 18 months of the LEP eight key areas of work, building on what has already been achieved in the area, will be taken forward:
  - (1) Develop a growth hub and strategic based clusters which can deliver export led growth in high value employment, capitalising on the sectoral strengths of the area and as a leading location and growth hub for advanced manufacturing and engineering, transport and logistics.

- (2) Strengthen the visitor economy reflecting the increasing importance of the sector to the Solent economy, capitalising on our reputation as an international gateway for business visitors and tourists as well as our natural assets, accommodation, heritage and retail experience.
  - (3) Invest in skills to enable higher levels of employment and deliver a more balanced and sustainable pattern of growth to ensure that local residents are equipped to take up the jobs that are created.
  - (4) Realise the potential of our cities and supporting areas that are economically vulnerable in order to substantially reduce the high levels of welfare and dependency and secure an additional 10,000 job opportunities for those not in work.
  - (5) Focus on infrastructure priorities including key land assets, transport and housing, flood risk mitigation and reliable high speed broadband.
  - (6) Support enterprise, new business starts and business survival through the further development of the Solent Synergy model, recognising that restrictions on public funding will limit the level of direct Government assistance available for enterprise development and business support.
  - (7) Establish a single inward investment and place marketing function building on the streamlining of services that has already taken place.
  - (8) Continue to implement innovation in delivery and funding in order to secure a financially sustainable future and commit to a continued programme of public sector rationalisation and co-location of services across the Local Authorities and with key partners such as Job Centre Plus and the Environment Agency.
28. There is evidently a significant match between the areas for improvement identified by the Scrutiny Panel as being key to enhancing the development of the knowledge economy in Southampton, and the eight key areas of work the Solent LEP will be prioritising from January 2011.

## **Recommendations**

29. To avoid duplication, and to reflect the key strategic role the Solent LEP will have in driving economic development, and the development of the knowledge economy, in Southampton, the Scrutiny Panel have identified a number of recommendations that the Panel believe would, if implemented, boost the development of Southampton's knowledge economy thereby strengthening and diversifying the economy of the City.
30. The Scrutiny Panel has identified a small number of key recommendations that, in times of financial constraint, the City Council and partners can prioritise.

### **31. Solent Local Enterprise Partnership**

#### **Recommendation 1**

Southampton City Council and local partners work to ensure that the needs of Southampton, in respect of the knowledge economy, are given appropriate consideration and influence as the Solent Local Enterprise Partnership commences its role to provide a clear vision and strategic leadership to drive sustainable private sector-led growth and job creation in the Solent area.

### **32. Improving Southampton Quality of Life and Infrastructure**

#### **Recommendation 2**

Recognising that a focus for the Solent LEP over the next 18 months will be on infrastructure priorities, including key land assets, transport and housing, flood risk mitigation and reliable high speed broadband it is recommended that, in the context of Southampton, Southampton City Council explores opportunities wherever possible to improve broadband speed and connectivity in the City, and continues to work with partners to deliver city centre transformational development schemes and improve the quality of the housing stock.

### **33. Sector Planning**

#### **Recommendation 3**

Southampton City Council works with partners to bring forward high quality employment sites that meet the needs of target clusters identified by the Solent LEP, particularly marine and advanced manufacturing . This should include:

- The provision of suitable office accommodation particularly a new office quarter for the city centre
- Manufacturing space for advanced manufacturing, environmental technologies, marine and aerospace
- Waterfront facilities for marine and environmental technologies
- Studio and workshop space for creative industries
- Labs and test facilities associated with advanced manufacturing, environmental technologies, marine and aerospace.

## 34. **Branding, Marketing and Promotion**

### **Recommendation 4**

To complement the aim of the Solent LEP to establish a single inward investment and place marketing function building on the streamlining of services that has already taken place, Southampton City Council works with Marketing Southampton and the Solent LEP to develop a consistent and improved marketing and branding approach for Southampton to build on existing cluster strengths.

The approach needs to consolidate, and maintain, base data that answers all the basic questions about the current economy. This should be in the form of a high profile, easily accessed information portal that acts as a foundation for marketing; presenting Southampton to inward investment and; carrying out gap analysis. The broad data headings that need to be covered are:-

#### Strategic

- R&D profile of the Universities
- Profile of the current economy (companies and sectors)
- Supply chain quality and availability
- Business support services

#### Staffing

- Workforce profile
- Skills availability
- Training support

#### People

- Quality of Life
- Culture and recreation

#### Location and access

- Commercial Property data-base (exists)
- Transport infrastructure – travel times to key (international and UK) destinations)
- Services infrastructure (utilities, broadband)
- Forecast issues, opportunities

#### Regulation

- Ease of doing business

## 35. **Developing Partnerships and Networking**

### **Recommendation 5**

To improve the City Council's relationship with, and understanding of businesses within Southampton, it is recommended that, through working with Business Southampton and the Hampshire Chamber of Commerce, Southampton City Council develops a more business friendly approach in its interactions with local companies. This should include establishing informal networks to support emerging and developing sectors. This will require the Council to become less formal and more focused on the needs and preferences of business.

## 36. **Developing Skills, Improving Business Support and Nurturing Businesses**

### **Recommendation 6**

Working with the Solent LEP, higher education and agencies such as Solent Innovation Growth Network, Marine South East and Oxford Innovation develop a local implementation plan to complement the LEP's aims relating to business support (6). This should include:

- Improving support for graduate "Spin out" programmes
- Developing and promoting packages for start up/smaller businesses to incubate them and help them to develop Finance and Entrepreneurial skills
- Establishing an "Angel" investors network and get start up businesses in front of "Angel" investors to test their ideas and business plans
- Encouraging and supporting the development of apprenticeship training and local work placements for students with the aim of increasing the number of students entering knowledge based employment and retaining talent in Southampton
- Sector skill initiatives e.g marine development zone, office skills etc.

## **Appendices**

Appendix 1 - Knowledge Economy Inquiry Terms of Reference

Appendix 2 – Project Plan

Appendix 3 – Knowledge Economy Business Sectors

Appendix 4 – Summary of Key Evidence



## Appendix 1 – Knowledge Economy Inquiry Terms of Reference

### 1. **Scrutiny Inquiry Panel:** Scrutiny Panel C

#### **Membership:**

Councillor Ball (Chair)  
Councillor Fitzhenry (Vice Chair)  
Councillor Furnell  
Councillor Jones  
Councillor Odgers  
Councillor Thomas  
Councillor Letts

2. **Purpose:** To determine what further action the City Council and its partners might take to promote the development of Southampton's knowledge economy to benefit local residents and businesses.

### 3. **Background:**

Since the end of the 20<sup>th</sup> century many regions and cities of the world have seen their future economic success being based upon the development of a 'knowledge economy'.

There is no single universally accepted definition of the knowledge economy or the industry sectors that it includes. As a result, the terms "knowledge economy" and "knowledge worker" are often taken as self-evident and in some cases are not tested against hard data (The Work Foundation). Neither is their universal agreement as to which industry sectors fall within the knowledge economy. Definitions based upon knowledge intensive industries and services, occupations, and the number of innovating businesses all exist.

Nevertheless, Policy at national, regional and local level all expound the determination to pursue the creation of a knowledge economy. The Partnership for Urban South Hampshire has defined specific sectors within the knowledge economy upon which it believes future action should be concentrated in order to close the current gap between the economic performance of South Hampshire and the South East region. These include aerospace and defence, advanced manufacturing (including marine), environmental technologies (including low carbon), finance and business services and creative and media.

Southampton and its adjoining areas have considerable assets upon which it could construct its future prosperity based upon a 'knowledge economy' – two universities, an expanding science park, a growing international airport, a number of private research institutions such as Roke Manor and IBM Hursley, and a good quality of life.

However, despite being part of one of the most competitive regions in the UK, (the South East) Southampton's underperforms in terms of its competitiveness. On the UK Competitiveness Index compiled by Roberts Huggins Associates Southampton is ranked 183<sup>rd</sup> out of 379 local authority areas.

#### **4. Objectives**

- a. To understand the key components of a Knowledge Economy, Southampton's current performance and potential.
- b. To examine the key issues that face the city in developing a prosperous local economy based upon the creation of a Knowledge based Economy as well as the benefits that might flow to local residents and businesses as a result
- c. To identify the roles of the City Council, its partners, and others in the city in developing the knowledge economy and the scope for and appropriateness of local intervention to stimulate development and remove barriers to growth.
- d. To draw up a set of proposals that will provide the basis for implementing action that will turn Southampton's aspirations into reality.

#### **5. Methodology and Consultation:**

- a. Review of existing literature and its application to Southampton
- b. Identify best practice
- c. Seek stakeholder views

#### **6. Proposed Timetable:**

The Inquiry will be undertaken by Scrutiny Panel A between July and November 2010 as follows:-

- Meeting 1 - Thursday 1st July
- Meeting 2 - Thursday 29th July
- Meeting 3 - Thursday 30th Sept
- Meeting 4 - Thursday 28th October
- Meeting 5 - Thursday 25th November

All meetings will start at 6pm (tbc) and are scheduled to be approximately 2hrs.

## Appendix 2 – Project Plan

DATE	MEETING THEME	TOPIC DETAIL	EVIDENCE PROVIDED BY
1/07/10	<b>Introduction to inquiry</b>	Set the context and where Southampton now is in terms of - Assets - Performance - Policy Direction and Research	<ul style="list-style-type: none"> <li>• Kishor Tailor, Economic Development Director, Partnership for Urban South Hampshire (PUSH)</li> <li>• Jeff Walters, Economic Development manager, Southampton City Council</li> </ul>
29/07/10	<b>Education</b>	How do the Universities see themselves as contributing to the local knowledge economy? What plans for development do they have? How can we work better together? How can we promote innovation, skills and enterprise through adult education and the 14-19 Consortium?	<ul style="list-style-type: none"> <li>• Dr Keith Johnson, Pro Vice-Chancellor, (External Development), Southampton Solent University</li> <li>• Dr Tony Raven, Director of Research and Innovation Services, University of Southampton</li> <li>• Professor Philip Nelson, Deputy Vice Chancellor, University of Southampton</li> <li>• Denise Edghill, Service Manager, Learning and Skills, Southampton City Council</li> <li>• Angela Wright, Chief Executive of Solent Education Business Partnership</li> </ul>
30/09/10	<b>The Business View</b>	Examples of best practice What is the potential for the knowledge economy for the city? What experiences do companies and organisations have of setting up and doing business within Southampton?	<ul style="list-style-type: none"> <li>• David Pollard, Portfolio Director, Solent Innovation and Growth Network</li> <li>• Chris Allington, Managing Director, Oxford Innovation</li> <li>• Sally Lynskey, Chief Executive of Business Southampton</li> <li>• Kristine Salomon Olsen, Hampshire Chamber of Commerce</li> <li>• Representatives from local businesses</li> </ul>

<b>DATE</b>	<b>MEETING THEME</b>	<b>TOPIC DETAIL</b>	<b>EVIDENCE PROVIDED BY</b>
<b>28/10/10</b>	<b>Considering Evidence</b>	Summary of evidence received	<ul style="list-style-type: none"> <li>• Tim Levenson, Head of City Development, Southampton City Council</li> </ul>
<b>27/01/11</b>	<b>Agree final report</b>	Approve report for submission to Overview and Scrutiny Management Committee	

## **Appendix 3 – Knowledge Economy Business Sectors**

### **High technology** Manufacture of:

- pharmaceuticals, medicinal chemicals and botanical products
- office machinery and computers
- radio, television and communication equipment and apparatus
- medical, precision and optical instruments, watches and clocks
- aircraft and spacecraft.

### **Medium technology** Manufacture of:

- chemicals and chemical products (excluding pharmaceuticals, medicinal chemicals and botanical products)
- machinery and equipment
- electrical machinery and apparatus
- motor vehicles, trailers and semi trailers
- other transport equipment (excluding building and repairing of ships and boats, and manufacture of aircraft and spacecraft).

### **Knowledge-intensive services**

- Financial intermediation
- Real estate, renting and business activities
- Education
- Health and social work
- Recreational, cultural and sporting activities
- Water transport
- Air transport
- Post and telecommunications.

### **High-technology knowledge- intensive services**

- Computer and related activities
- Research and development
- Post and telecommunications.

### **Market services (excluding finance and high-tech services)**

- Real estate activities
- Renting of machinery and equipment without operator, and of personal and household
- Water transport
- Air transport
- Other business activities.

### **Financial knowledge intensive services**

- Financial intermediation.

## Appendix 4 – Summary of Key Evidence

Evidence	Source	Early Ideas Toward Possible Recommendations
<b>Meeting One - Context and Setting the Scene</b>		
Meeting 3 should get a number of local businesses to give their views on what are the problems businesses face locally and how SCCC/partners could help	Panel Member's Views	For discussion at meeting 3
Need to decide and focus on a number of key growth areas	Jeff Walters Evidence	Further discussion and decision on what sectors to focus on
Need to understand more about what Southampton has that differentiates us from other destinations	Jeff Walters Evidence	Marketing exercise to better understand and promote Southampton Unique Selling Points (USPs)
Reading, Milton Keynes and Brighton doing well in this area	Jeff Walters Evidence	Possible venues for meeting 4
South Hampshire region gives us the scale we need to be a major player	Jeff Walters Evidence	Continuation and acceleration of PUSH work
Assets needed to become a 'knowledge city': <ul style="list-style-type: none"> <li>• Higher Education and Private Sector Research bodies</li> <li>• Quality Transport Infrastructure</li> <li>• Large and Well Educated workforce</li> <li>• High Business Density</li> <li>• Knowledge Intensive Businesses</li> <li>• Distinctive Identity/Diverse Specialisations</li> <li>• Critical Mass</li> <li>• Accommodation</li> <li>• Support Mechanisms – for business/for people</li> </ul>	Jeff Walters Evidence	Any new strategy to focus on developing these
Key challenges we face in becoming a Knowledge City <ul style="list-style-type: none"> <li>• Business Density</li> <li>• Knowledge intensive businesses</li> <li>• Skills inc Ability to Attract and Retain</li> <li>• Accommodation</li> <li>• Image and Identity</li> <li>• Location Factors</li> </ul>	Jeff Walters Evidence	Any new strategy to focus on developing these
Southampton fares badly compared to other areas on the UK Competitiveness Indexes (2010) for the development of its knowledge economy or	Jeff Walters Evidence	Develop understanding through meeting 4 of what others are doing better

<p>“Knowledge Economy Business Hotspots” outside London in which we came 180<sup>th</sup></p>		
<p>Top competitive areas to look at in “hotspot” list:</p> <ul style="list-style-type: none"> <li>• Wokingham (4)</li> <li>• Hart (5)</li> <li>• Elmbridge (6)</li> <li>• St Albans (8)</li> <li>• Woking (10)</li> </ul> <p>(Southampton 180)</p>	<p>Jeff Walters Evidence</p>	<p>Possible venues for meeting 4</p>
<p>Key targets</p> <ul style="list-style-type: none"> <li>• <b>Increasing business density</b></li> <li>• <b>Increasing proportion of skilled workers</b></li> <li>• <b>Master plan crucial to future success</b></li> <li>• <b>Extending and Improving Accommodation offer</b></li> <li>• <b>Communicating our Identity</b></li> <li>• <b>Working with Others</b></li> </ul>	<p>Jeff Walters Evidence</p>	<p>For overall recommendations</p>
<p>Evidence showed that there were high-value activities / industry sectors with on-going growth potential that were receptive to intervention – these included: advanced manufacturing; marine and aerospace industries; Environmental Technologies and Transport and Logistics In turn the sectors below the high value sectors were considered essential to support those above - these included retail, leisure and tourism and the creative industries</p>	<p>Kishor Tailor Evidence</p>	<p>For recommendations on possible sectors to target</p>
<p>Centre for Cities research-key messages</p> <ul style="list-style-type: none"> <li>• Potential to specialise in High-Value activity</li> <li>• Improve Housing stock</li> <li>• Improvement in Skills and links with FE</li> <li>• Inward Investment co-ordination</li> <li>• City Brands</li> </ul>	<p>Kishor Tailor Evidence</p>	<p>Note points for possible new strategy</p>
<p>South East Diamonds for Investment and Growth</p> <p><b>Drivers</b></p> <ul style="list-style-type: none"> <li>• Key knowledge assets – significant university presence, improved HEI-business links and joint working with public sector.</li> </ul>	<p>Kishor Tailor Evidence</p>	<p>Note points for possible new strategy</p>

<ul style="list-style-type: none"> <li>• Developing strong Public/Private relationships - e.g. Science Parks - innovation/incubation facilities.</li> <li>• Strong local partnerships across Urban South Hampshire.</li> <li>• Huge potential labour pool.</li> <li>• Major urban agglomerations fostering knowledge flow.</li> <li>• Southampton Port is a major global gateway.</li> </ul> <p><b>Blockers</b></p> <ul style="list-style-type: none"> <li>• Over reliance on manufacturing where employment numbers have declined.</li> <li>• Concentrations of low resident skills levels.</li> <li>• Availability of business to business support services.</li> <li>• Image and branding of the area.</li> <li>• Some infrastructure issues – transport links (although not at the scale of some other Diamonds).</li> <li>• Broadband infrastructure not sufficient</li> </ul>		
<p>Need to develop and capitalise on overflow from business conglomerations from Cambridge to Basingstoke, Southampton well placed to be the next destination, trick is to get businesses past the Winchester “gap” toward Southampton</p>	<p>Kishor Tailor Evidence</p>	<p>Developing strategy to promote local area as the next big destination</p>
<p>Branding is vital but keeps changing and is not well funded-need consistency</p>	<p>Kishor Tailor Evidence</p>	<p>Develop a clear Marketing and Branding Strategy which is well resourced and solid-need to develop the proposition</p>
<p>Need clear strategy on what we want to become</p>	<p>Kishor Tailor Evidence</p>	<p>Develop a clear Marketing and Branding Strategy which is well resourced and solid-need to develop the proposition</p>
<p>We are competing globally not locally</p>	<p>Kishor Tailor Evidence</p>	<p>Develop a clear Marketing and Branding Strategy which is well resourced and solid-need to develop the proposition</p>
<p>There is a deficit in higher level skills</p>	<p>Kishor Tailor Evidence</p>	<p>Assess and plan for what skills are needed once we know which industries we wish to attract</p>
<p>Need to make the local environment more attractive in many ways to want to make people stay here after</p>	<p>Kishor Tailor Evidence</p>	<p>To better understand what factors would make people want to stay in Southampton</p>



University everything from street entertainment to architecture		
Local area does not do well at nurturing start up businesses that have high failure rate. Also moving up from being a 5 person or so business problematic	Kishor Tailor Evidence	Find new ways to nurture and incubate local small businesses
Environmental Technology, Marine and Aerospace good sectors to target	Kishor Tailor Evidence	Need to develop strategy to focus on a few key areas to create business clusters

### Conclusions From Meeting One

- Southampton in a good position generally but needs to get more focus on key Knowledge Economy and related emerging sectors
- Need to find how to differentiate Southampton to compete in a Global marketplace
- Significant support for working as a region with PUSH
- Many challenges and assets to focus on in any new strategy
- Need for greatly improved branding and consistency
- Local deficit in higher level skills
- Need to make local environment and quality of life better

### Meeting Two - Local Universities and Adult Education

Two major initiatives will help:  Consortium for development of hybrid Marine and Maritime Innovation Centre at Woolston Centenary Quay as part of SEEDA/SCC designated Marine Employment Zone  Extension of Southampton Skills Development Zone (SSDZ) into other private sector areas, in particular marine (Solent Marine Skills Development Zone – SMSDZ); construction and retail.	Dr Keith Johnson Evidence	SCC and partners need to help to ensure these initiatives are successful
Need to be actively encouraging and supporting under-graduate and graduate 'spin-out' – <i>SPEED</i> programme	Dr Keith Johnson Evidence	Assess validity and possible pursue programme

Need to keep raising aspirations and levels of achievement: instilling both motivation and opportunities for progression (14-19 Consortium and Education-Business partnership).	Dr Keith Johnson Evidence	Build links into any new strategies
Need to create vitality in “dead” heart of city-Cultural quarter really good idea	Dr Keith Johnson Evidence	Continue to develop cultural and environmental offer
SEEDA have been a “log jam” with private partners “champing at the bit”	Dr Keith Johnson Evidence	Investigation of how the barrier can be unblocked with the demise of SEEDA
Need to work more cleverly and openly together to build partnerships-there is no unified view of achieving it together e.g. environmental awareness, sustainability, efficiency, innovation. Partners need to be treated more equally and are not transparent	Dr Keith Johnson Evidence	Review of partnership arrangements and joint projects-creating a clearer joint vision. Need a joint “rule book”. Need to be better at sharing information and working as equal partners-less silo-ism. Better co-ordination on strategic side
Lack of engagement with private business	Dr Keith Johnson Evidence	Find ways of getting private sector more involved
With demise of SEEDA, more land will become available	Dr Keith Johnson Evidence	Identify and market these opportunities
Agencies including the Chamber of Commerce, SCC and Business Southampton need to become better at sharing information	Dr Keith Johnson Evidence	Review of multi agency working and creating shared vision and strategy
Other cities are doing better because they have better aspiration and achievement starting in schools	Dr Keith Johnson Evidence	Recognise the importance of raising aspirations and attainment in schools on this area
Areas to focus on could be Marine, ICT, Media and Creative industries, need for manufacturing to return. Need to support them as well as attract them	Dr Keith Johnson Evidence	For inclusion into new refocused vision and strategy
Need a better incubation “package”	Dr Keith Johnson Evidence	Identify what is done now and what would need to be in the “package”
Need to encourage and support graduate enterprise and retention through enterprise and entrepreneurialism within the curriculum, possibly guaranteed placements for	Dr Keith Johnson Evidence	Changes to curriculum

students-getting them into local companies and keeping them there. Also by actively encouraging and supporting under-graduate/graduate spin out e.g. through government funded Student Placements For Entrepreneurs In Education (SPEED)Scheme and focusing on developing business skills		
A move to focus on life long learning and accredited part time study would shift the emphasis from the youngest people	Dr Keith Johnson Evidence	More focus on life long learning
Noted that with two universities in the City the high level skills figure for the City population should be higher. This indicated a retention issue relating to a lack of suitable employment for graduates and that higher skills would thus need to come from outside the City	Through Panel Member question	Relates to other points on skills
Dealing with the Council and Public sector difficult due to discontinuity, different answers from different people and "silosism"	Through Panel Member question	Consideration of business/Economic Development One Stop Shop
A need was identified for the Council to provide a simple package for start up companies including premises, rates, planning and business advice	Through Panel Member question	Consideration of current arrangements and develop new ideas
The Panel felt there was scope to better exploit the gateway the City had to the cruise market – by building on the weekend away offer for example	Through Panel Member question	Follow up in Cruise Economy Inquiry
Need for better City Branding to make Southampton a more attractive place to stay post University	Through Panel Member question	Implications for future branding
Areas to focus on include Marine and Maritime including logistics, ICT/Media./Creative industries, Social Enterprise	Through Panel Member question	Develop hit list of industries for inclusion into new strategies/ Possibly set up time limited "blue sky" thinking group including Universities

and Healthcare		and SCC and other partners to look over the horizon and forecast the “next big thing”
Employment and skills issues presented problems that needed to be tackled - such as <ul style="list-style-type: none"> <li>• low expectations and aspirations of the resident population</li> <li>• generations of non-workers</li> <li>• skills shortages bringing people into the area with resultant reduction in employment and housing prospects for the resident population</li> </ul>	Through Panel Member question	For inclusion into new refocused vision and strategy
Efforts in this whole area need to be joined up better	Dr. Phil Nelson/Professor Tony Raven Evidence	As earlier, improve partnerships and create more focused vision and strategy
It's not about looking at what industries and sectors are big now, it's about what will be big in 10 years time	Dr. Phil Nelson/Professor Tony Raven Evidence	Investigation within new strategy of what is likely to emerge-need joint think tank of what is likely to emerge
Need to create space for partners to consider the future in more detail-don't rush into selecting a couple of sectors	Dr. Phil Nelson/Professor Tony Raven Evidence	Create “blue sky” thinking space for equal partners well ahead of vision or strategy development
Social infrastructure, Leisure etc vital to make City attractive. Traffic issues a challenge	Through Panel Member question	Recognition of impact of these areas
Capitalise on clean/green/environmental successes of Southampton	Through Panel Member question	Southampton has an amazing good news story on this that needs better promotion-capture the imagination of students and businesses
Need a more coherent offering that Southampton is a great place to be and work-get businesses to cluster together like Bristol	Through Panel Member question	Implications for future strategy and branding
Skills gap-need more technicians	Through Panel Member question	Implications for future strategy
Need to get people earlier on in their University courses to consider what they may do when they leave and develop entrepreneurial and career skills as part of curriculum	Through Panel Member question	University to pursue and look at how to offer these new modules more seriously as part of the curriculum
Focus has been on NEETS and vulnerable groups not	Denise Edghill Evidence	Consider how to help those who are not so vulnerable or

moving people on who are possibly “higher up” the aspirational scale		in need to develop
Literacy and Numeracy key skills to focus on-getting schools to perform better on attainment critical	Denise Edghill Evidence	Make links to attainment strategies
Careers advice in schools seen as needing to refocus-have been changing priorities and lack of employer engagement	Through Panel member question	Re-focus careers service
Key Challenges for Knowledge Economy development <ul style="list-style-type: none"> <li>• Loss of Post 16 Commissioning Function.</li> <li>• Increased market determination – opportunities for intervention</li> <li>• Availability of market intelligence.</li> <li>• Reduced funding for learning provision.</li> <li>• Low existing skills base and deprivation factors</li> </ul>	Denise Edghill Evidence	For inclusion into new refocused vision and strategy
Need to capitalise on Gateway/Cruise Industry aspects	Through Panel Member question	Mentioned previously-next Inquiry will follow up
Need to improve quality of life offer	Through Panel Member question	Again mentioned several times
More focus needed on training and other needs of smaller employers	Through Panel Member question	Consideration of how we develop and grow smaller businesses

## Conclusions From Meeting Two

- More support needed for initiatives already in place such as Southampton Skills Development Zone (SSDZ)
- Need more support for graduate “spin out” programmes and smaller companies
- Create more vitality and focus in City Centre
- Better open and equal partnership working
- Improve engagement and interaction with business
- Raise aspiration and attainment in schools and above
- Need to focus on some key sectors

- Get entrepreneurialism on University curriculums
- Shortage of higher level skills and technicians
- Council can be inconsistent and confusing to work with
- Significant improvements in branding needed
- Whole area of work needs more joining up
- Create space for partners to work together and do some “blue sky” thinking
- Low carbon/Green sectors good ones to focus on
- Improve input from Careers Service

### Meeting Three -The Business View

Definition of Knowledge Economy is “A large number of companies with people doing non-routine analytical work that cannot be automated”	David Pollard Evidence	
Key Issues for Southampton -No recognisable centre -Waterside potential not exploited -Universities underestimated -Not enough high-profile advanced companies -Poor support from Council on entrepreneurialism -Not focused on key sectors to support =Winchester seen as having more advantages Little support for more than 40 Marketing/Advertising companies	David Pollard Evidence	Infrastructure/Quality of Life improvements  Need to focus on key sectors
Business Support= -Key issue for most start ups and businesses is money -low levels of understanding of Finance/Entrepreneurial skills especially in small businesses -Entrepreneurs do not see Universities as an asset they can tap into -Better Broadband needed	David Pollard Evidence	Develop entrepreneurial and finance/business skills  Ensure easy to move between premises  Focus on key sectors

<p>-Need better ability to switch premises from smaller to larger offices easily          =Not all companies are office based-Millbrook Technology Campus is a good idea but has uncertain future          -Get to people young-show benefits of staying in this City          -Get clearer view of sectors to build on within wider initiative</p>		
<p>Actions-          -Get better at keeping graduates here-understand more about what they think of Southampton at start and end of their course through Marketing Research          -Run a high-profile start your own business programme          -help people to foresee problems before they start-get businesses starting up to work and learn together          -Encourage Universities to work with people on smaller projects and business start ups          -Develop and support network for Knowledge Businesses          -Celebrate success for local entrepreneurs-use local media          -Get developing businesses to put their ideas before experts-boosts confidence</p>	<p>David Pollard          Evidence</p>	<p>Marketing research about Southampton with students           Build networking, guidance and support for businesses           Improve promotion of local success stories           Get developing businesses to put their ideas and plans before experts</p>
<p>Need to focus on key areas e.g. Green and Biotechnology/low carbon building on our success Ensure Universities involved in supporting such businesses</p>	<p>Through Panel          Member question</p>	<p>Suggestions for a focus on key areas</p>
<p>There is no reason Southampton cannot deliver world class performance like Oxford</p>	<p>Chris Allington          Evidence</p>	
<p>It's all about Branding and Destination-Branding not established-need to compete on world class level</p>	<p>Chris Allington          Evidence</p>	<p>Focus on branding-          budgets/funding required</p>

Southampton has most of the checklist of things companies would consider vital to an area to relocate/locate in already in place-it's about better presentation. Build Destination Southampton-caveat- it's not cheap to do	Chris Allington Evidence	Branding implications
Be realistic and aspirational about who we want to be	Chris Allington Evidence	Branding implications
Focus on some key sectors-Advanced Manufacturing and Green/Eco good but don't be too exclusive and narrow. Be smart about seeing what is coming next in terms of technology or sectors	Chris Allington Evidence	Focus on key sectors
Need more research in terms of perceptions of Southampton outside the City	Chris Allington Evidence	Research required
Create a retention package all about the brand	Chris Allington Evidence	Creation of retention package
Remove barriers and formality of people talking to each other-get smarter at using Business Networks and getting dialogue between community/public and private sector	Chris Allington Evidence	Better use of business networks
Do not need public sector innovation centres-leave to private sector	Chris Allington Evidence	Consider how we use these private centres
Need better targeted support for innovation especially from Council	Chris Allington Evidence	Better targeted support for innovators
Need better network to access businesses and for start ups etc to meet "Angel" investors-not a shortage of investors for good ideas	Chris Allington Evidence	Improved use of business networks
Develop programme to get angel investors to see Southampton	Chris Allington Evidence	Work with Oxford Innovation/others
Develop entrepreneurs business planning skills and put them in front of investors to test	Chris Allington Evidence	Improve business planning and entrepreneurial skills locally
We have accountants who will offer free advice to entrepreneurs-promote and capitalise on this as part of bigger package of support	Chris Allington Evidence	Develop improved package of support



Don't force SCC agenda on people-allow clusters to evolve	Chris Allington Evidence	Implications for future strategy
Work with businesses in far less formal ways-engage better with business to business networks on their territory	Chris Allington Evidence	More on improved business networks
Have "easy in easy out" accommodation and cluster support e.g. receptionists etc	Chris Allington Evidence	Improve ease of accommodation moves
Think about and develop supply chain infrastructure	Chris Allington Evidence	Implications for future strategy
What would ideal network look like? Business Southampton working with Angels network/business to business supply chain/Council/Universities	Through Panel Member Question	More on networking
How can SCC stop putting people off through our formality? Use private sector intermediaries to bridge the gap	Through Panel Member question	Make the way we do business more focused on innovative and business like methods-reduce formality
Significant expenditure will be needed for example Grow Cornwall spending £1 ½ m per year on this type of branding activity-Savings generated by property/accommodation	Through Panel Member question	Look at funding sources
Need about £1/2m funding from PUSH area to promote destination as attractive to knowledge businesses. Funding would have been from Regional Development Agencies	Through Panel Member question	Look at funding sources
Innovation and Growth Teams offering real Business Support needed	Through Panel Member question	New, improved package of support
Council needs to be more risk taking and entrepreneurial to enable it to operate in the business world	Through Panel Member question	Consider how SCC can be more entrepreneurial
Use more innovative and business like ways of working such as SKYPE, IPads Videoconferencing etc	Through Panel Member question	Make the way we do business more focused on innovative and business like methods-reduce formality
Need to position as a magnet-to get businesses working together but the glue	Sally Lynskey Evidence	Improve ways we work together

is missing		
The private sector are putting £400k per annum into Business Southampton	Sally Lynskey Evidence	
The Maritime Sector involves 750 sectors we need to enable them to have a collective voice to influence	Sally Lynskey Evidence	Look at tapping more into this market
Southampton has fabulous assets, need to get business to collaborate and gradually inspire those who are not productive	Sally Lynskey Evidence	
Branding should focus on “Connected City” and a digitally enabled cluster. Wendy Hall, Nigel Shadbolt and inventor of the internet Tim Berners-Lee are pioneers and have local connections which we should exploit and ask them to be ambassadors	Sally Lynskey Evidence	Branding implications
Need to enable local business voices to be better heard in this process. Suggested event or got to one of their board meetings involving speaker from this Inquiry, the business community including large, small and start up companies. Debate the knowledge economy and the Chamber of Commerce	Through Panel Member question	Better business networking
Comment were made and largely accepted about the style of the panel, its formality and how it scared people away. SCC should get members to attend more business network events	Through Panel Member question	Make scrutiny and overall approach to business less formal and threatening
Southampton has excellent environmental credentials but is not known for them-scope to improve promotion	Kristine Salomon-Olsen evidence	Improve promotion as carbon efficient City
Branding improvements needed	Kristine Salomon-Olsen evidence	General branding implications
Southampton is in perfect position to be key Maritime sector location	Adrian Watson evidence	Capitalise on waterfront/maritime elements
Marine sector is very large and innovative	Adrian Watson evidence	

Need for better support to Universities, dealing with them can be bureaucratic	Adrian Watson evidence	Look at how we work together
Need to be prepared for industries/ sectors that are coming across the horizon	Max Thompson evidence	For consideration of key sectors
Southampton needs to promote and develop itself as a “digital hub”	Max Thompson evidence	For future strategy/promotion
Waterfront innovation and opportunities especially for quality of life need more exploitation	Max Thompson evidence	Include in quality of life offer
Environmental technology/low carbon a very appropriate sector for the City	Through Panel Member question	For consideration as target sectors

### **Conclusions From Meeting Three**

- Exploit maritime/waterside aspects more fully
- Ensure people know how good Universities are
- Better packages of support for new and developing entrepreneurs needed especially Knowledge industry ones
- Focus on a few key sectors
- Build retention packages to keep people here
- Celebrate local success more
- Get start up businesses to work with investor to test out their ideas
- Better branding and substantial budgets needed to compete globally
- Need more research on how the city is perceived outside Southampton
- Need less formal and more effective ways to work with business-networks etc
- Make it easy for people to move premises as needs change
- Develop and promote Southampton as a connected city/digital hub

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<b>DECISION-MAKER:</b>	OVERVIEW AND SCRUTINY MANGEMENT COMMITTEE
<b>SUBJECT:</b>	DETERMINING PROPOSALS TO ADD PRIMARY SCHOOL PLACES THROUGHOUT SOUTHAMPTON
<b>DATE OF DECISION:</b>	17 FEBRUARY 2011
<b>REPORT OF:</b>	CABINET MEMBER FOR CHILDREN'S SERVICES AND LEARNING
<b>AUTHOR:</b>	James Howells TEL:023 8091 7501
	james.howells@southampton.gov.uk
<b>STATEMENT OF CONFIDENTIALITY</b>	
None	

**SUMMARY**

Southampton faces a shortage of primary school places in the city over the next 5 years. This report sets out proposals to expand a number of primary schools in the city in response to this.

The proposals, scheduled to be discussed at Cabinet on 14<sup>th</sup> March 2011, are informed by statutory consultation with parents, schools, the local community and the local Roman Catholic and Church of England Dioceses and are in response to a continuing forecast rise in the primary school population, driven mainly by a rise in the number of births.

**RECOMMENDATIONS:**

- (i) That the Overview and Scrutiny Management Committee comments on the proposals to expand a number of primary schools in the city outlined in Appendix 1.

**REASONS FOR REPORT RECOMMENDATIONS**

1. This report is in response to a request from the Chair of the Overview and Scrutiny Management Committee.

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

2. Pre-statutory consultation consulted on different options for expanding schools in the Millbrook area of the city from September 2012. The options were to increase Oakwood Infant and Oakwood Junior, Fairisle Infant and Fairisle Junior or Mansel Park Primary (this would have been in addition to this school expanding in September 2011). After considering responses to the consultation and re-evaluating internal and external space at these schools, it was decided that the proposal to expand Fairisle Infant and Fairisle Junior would be taken forward to statutory consultation along with all other proposals.

## DETAIL (Including consultation carried out)

3. The proposals, outlined in Appendix 1, have been formulated in response to the increase in the number of school places that will be required over the next 5-7 years. The proposals went through pre-statutory consultation in September and October 2010 and statutory consultation in January and February 2011. Statutory notices were displayed at all the schools involved, published in the Daily Echo and on the SCC website. They were also sent to headteachers, Chairs of Governors and key stakeholders. After considering the responses that were received the recommendations outlined in Appendix 1 have been proposed.
4. If all the expansion proposals were approved there would be a total of 3030 year R places in the city in September 2012. This would enable us to meet our statutory duty to provide every child in the city who wants one with a school place.

## RESOURCE IMPLICATIONS

### Capital/Revenue

5. High level, indicative costs of the overall scheme are between £14 million and £15 million. Feasibility studies are underway for 2011 projects and are shortly to be commissioned for 2012 projects. Once complete, these will give a more accurate cost of the overall scheme. The projects, and thus the costs, will be phased in over a number years. Programmes of works and costs will also be reviewed on a regular basis.
6. The table below shows the capital funding available to fund Primary Review Phase 2.

<b>Funding</b>	<b>2011-12 Confirmed £000</b>	<b>2012-13 Estimated £000</b>	<b>2013-14 Estimated £000</b>	<b>Total</b>
DfE Basic Need	4,735.0	4,735.0	4,735.0	14,205.0
DfE Basic Need Safety Valve	690.0			690.0
Banister Infant Phase 1 budget (already in capital programme)	574.0			574.0
<b>Total</b>	<b>5,999.0</b>	<b>4,735.0</b>	<b>4,735.0</b>	<b>15,469.0</b>

7. No announcements have yet been made about Department for Education capital grant allocations for 2012-13 and beyond. However, it is anticipated that as future grant will be targeted at areas of need, that Southampton will receive similar allocations of Basic Need funding. The figures in the table above for 2012-13 and 2013-14 are therefore indicative, and if the grant is less than expected alternative sources of funding such as prudential borrowing may need to be substituted.

## **Property/Other**

8. The enlargement programmes will largely be achieved via reorganising internal space, new build and modular buildings. Some schools may require formerly 'redundant' classrooms which have been let to other agencies being taken back into school use. These groups will need to be re-housed into other suitable buildings. These issues will be covered in more detail in the report going to cabinet on 14 March 2011.

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

9. Local Authorities have a statutory duty to ensure that there are sufficient school places in their area, promote high educational standards, ensure fair access to educational opportunity and promote the fulfilment of every child's educational potential. Local Authorities must also ensure that there are sufficient schools in their area and promote diversity and parental preference.
10. Alterations, changes, creation or removal of primary provision across the city is subject to the statutory processes contained in the School Standards and Frameworks Act 1998 (as amended by the Education & Inspections Act 2006). Proposals for change are required to follow the processes set out in the School Organisation (Prescribed Alterations to Maintained Schools) Regulations 2007. In addition, statutory Guidance on bringing forward proposals applies, which requires a period of pre-statutory consultation followed by publication of statutory notices, representation periods and consideration of representations by Cabinet. Cabinet must determine proposals within 2 months of the close of the statutory representation periods.

### **Other Legal Implications:**

11. In bringing forward school organisation proposals the Local Authority must have regard to the need to consult the community and users, observe the rules of natural justice and the provisions of the Human Rights Act 1998 (including article 2 of the First Protocol -right to education) and the Equalities Act 2010.

## **POLICY FRAMEWORK IMPLICATIONS**

12. These proposals have been formulated in line with the Children and Young People Plan and will aid the achievement of the aims set out in the plan, largely by investing in new infrastructure and school buildings.

**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Primary Phase Review - Details of expansion proposals and high level cost estimates
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**Documents In Members' Rooms**

	None
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**Background Documents**

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

	None.	
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<b>KEY DECISION</b> Yes	<b>WARDS/COMMUNITIES AFFECTED:</b> All
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School name	Current capacity	Proposed capacity	Current number of pupils registered at the school	Current admissions number	Proposed admissions number	Description of work	High level cost estimate £ (to be phased over several years)
<b>Expanding from 1 September 2011</b>							
Bassett Green Primary School (Community), Honeysuckle Road, Bassett, Southampton, SO16 3BZ	315	420	320	45	60	Reorganisation of internal space to create 3 extra classrooms	88,928
Glenfield Infant School (Community), Rossington Way, Bitterne, Southampton, SO18 4RN	179	270	167	60	90	Reorganisation of internal space to create 3 additional classrooms	281,485
Highfield Church of England Primary School (Voluntary Aided), Hawthorn Road, Southampton, SO17 1PX	233	315	246	35	45	Provision of 3 additional classrooms	650,000 (1 <sup>st</sup> Phase (£250,000) funded via LCVAP allocation 2011/2012. 2 <sup>nd</sup> phase (approx £400,000) anticipated to be funded via 2013/2014 LCVAP allocation subject to formal agreement with RC and CR Dioceses)
Kanes Hill Primary School (Community), Fairfax Court, Hinkler Road, Southampton, SO19 6FW	315	420	270	45	60	Reorganisation of internal space to create 2 extra classrooms and provision of 1 additional classroom	371,845
Moorlands Primary School (Community), Kesteven Way, Bitterne, Southampton, SO18 5RJ	210	420	197	30	60	Reorganisation of internal space to create 2 extra classrooms and provision of 6 additional classrooms	1,618,578.45
Shirley Warren Learning Campus Primary and Nursery School (Community), Warren Crescent, Shirley Warren, Southampton, SO16 6AY	210	420	210 (excluding the nursery)	30	60	Reorganisation and extension of internal space to create 7 additional classrooms	807,951

Mansel Park Primary School (Community), Culver Close, Porlock Road, Southampton, SO16 9HZ,	358	420	220	30	60	Reorganisation of internal space to create 6 extra classroom	92,126.70
<b>Expanding from 1 September 2012</b>							
Fairisle Infant and Nursery School (Community), Fairisle Road, Lordshill, Southampton, SO16 8BY	270	360	269 (excluding the nursery)	90	120	Provision of 3 additional classrooms	670,000
Sholing Infant School (Community), Heath Road, Sholing, Southampton, SO19 2QF	174	270	172	60	90	Provision of 3 additional classrooms	1,000,000
Tanners Brook Infant School (Community), Elmes Drive, Millbrook, Southampton, SO15 4PF	270	360	261	90	120	Reorganisation of internal space to create 1 classroom and provision of 2 additional classrooms	540,000
Valentine Infant School (Community), Valentine Avenue, Sholing, Southampton, SO19 0EQ	270	360	255	90	120	Reorganisation of internal space to create 3 extra classrooms	200,000
Harefield Primary School (Community), Yeovil Chase, Bitterne, Southampton, SO18 5NZ	315	420	299	45	60	Refurbishment of currently uninhabited old school hall to provide 3 extra classrooms	500,000
St Patrick's Catholic Primary School (Voluntary Aided), Fort Road, Woolston, Southampton, SO19 2JE	315	420	304	45	60	Reorganisation of internal space to provide 1 extra classrooms and provision of 2 extra classrooms	850,000 (Clarification of accommodation required yet to be completed)
St Mark's Church of England Primary School (Voluntary Controlled School), Stafford Road, Shirley, Southampton, SO15 5TE	420	630	386	60	90	Provision of 4 extra classrooms	500,000

Banister Infant School **(Community), Banister Gardens, Westrow Road, Southampton, SO15 2LX	162	420	130 (excluding the nursery)	45	60	Provision of 8 extra classrooms. Low cost = 8 classrooms. High cost = rebuild of school	3,000,000 – 4,000,000
<b>Expanding from 1 September 2014</b>							
Beechwood Junior School (Community), Juniper Road, Bitterne, Southampton, SO18 4EG	311	360	172	60	90	Reorganisation of internal space to provide 4 extra classrooms	100,000
<b>Expanding from 1 September 2015</b>							
Fairisle Junior School (Community), Fairisle Road, Lordshill, Southampton, SO16 8BY	360	480	307	90	120	Provision of 4 additional classrooms	750,000
Sholing Junior School (Community), Middle Road, Sholing, Southampton, SO19 8PH	239	360	232	60	90	Provision of 4 additional classrooms	750,000
Tanners Brook Junior School (Community), Elmes Drive, Southampton, SO15 4PF	360	480	335	90	120	Provision of 4 additional classrooms	750,000
Heathfield Junior School (Community), Valentine Avenue, Sholing, Southampton, SO19 0EQ	359	480	278	90	120	Provision of 4 additional classrooms	750,000
<b>TOTAL</b>							<b>14, 270, 914 – 15,270,914</b>

\*\*The original proposal for Banister Infant School was to expand the school from a 1.5FE infant to a 1.5FE primary School. However the increased demand for school places led us to propose to expand the school to a 2FE primary. The DfE recommended that we revoke the original proposal and replace it with a new proposal to expand the school to a 2FE primary school from 1 September 2012. The school would admit junior school pupils from 1 September 2013. The programme to expand Banister Infant School has yet to be determined. A cost of approximately £3,000,000 - £4,000,000 has been quoted for adding the 8 extra classrooms required.

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<b>DECISION-MAKER:</b>	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
<b>SUBJECT:</b>	FORWARD PLAN		
<b>DATE OF DECISION:</b>	17 FEBRUARY 2011		
<b>REPORT OF:</b>	HEAD OF CORPORATE POLICY AND PERFORMANCE		
<b>AUTHOR:</b>	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail:	Mark.pirnie@southampton.gov.uk	
<b>STATEMENT OF CONFIDENTIALITY</b>			
None			

**SUMMARY**

This item enables the Overview and Scrutiny Management Committee to examine the content of the Forward Plan and to discuss issues of interest or concern with the Executive to ensure that forthcoming decisions made by the Executive benefit local residents.

**RECOMMENDATIONS:**

- (i) That the Committee discusses the Forward Plan items listed in paragraph 4 of the report to highlight any matters which Members feel should be taken into account by the Executive when reaching a decision.

**REASONS FOR REPORT RECOMMENDATIONS**

1. To enable Members to identify any matters which they feel the Cabinet should take into account when reaching a decision.

**CONSULTATION**

2. The Forward Plan is considered by the Overview and Scrutiny Management Committee as a key part of the Council's decision-making consultation process.

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

3. None.

**DETAIL**

4. The Forward Plan for the period February 2011– May 2011 has been circulated to members of the Overview and Scrutiny Management Committee. The following issues were identified for discussion with the Executive:

<b>Portfolio</b>	<b>Decision</b>	<b>Requested By</b>
Local Services and Community Safety	2011/12 Grants to Voluntary Organisations	Cllr Barnes-Andrews
Leisure, Culture and Heritage	Procurement of a partner to deliver Sports Development functions on behalf of the City Council	Cllr Barnes-Andrews

5. Briefing papers responding to the Forward Plan items identified by members of the Committee are attached as appendices. Members are invited to use these papers to explore each of the issues with the relevant Cabinet Members.

## **FINANCIAL/RESOURCE IMPLICATIONS**

### **Capital**

6. The detail for each item on the Forward Plan will be set out in the Executive decision making report issued prior to the decision being taken.

### **Revenue**

7. The detail for each item on the Forward Plan will be set out in the Executive decision making report issued prior to the decision being taken.

### **Property**

8. The detail for each item on the Forward Plan will be set out in the Executive decision making report issued prior to the decision being taken.

### **Other**

9. The detail for each item on the Forward Plan will be set out in the Executive decision making report issued prior to the decision being taken.

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

10. The duty to undertake overview and scrutiny is set out in Section 21 of the Local Government Act 2000.

### **Other Legal Implications:**

11. None.

## **POLICY FRAMEWORK IMPLICATIONS**

12. None.

**SUPPORTING DOCUMENTATION**

**Appendices**

1.	2011/12 Grants to Voluntary Organisations – Briefing Paper
2.	Procurement of a partner to deliver Sports Development functions on behalf of the City Council – Briefing Paper

**Documents In Members’ Rooms**

	None
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**Background Documents**

Title of Background Paper(s)    Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

	None	
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**KEY DECISION No**

**WARDS/COMMUNITIES AFFECTED: All**

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**SUBJECT:** 2011/12 GRANTS TO VOLUNTARY ORGANISATIONS  
**DATE:** 17 FEBRUARY 2011  
**RECIPIENT:** OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

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**THIS IS NOT A DECISION PAPER**

**SUMMARY:**

Cabinet is scheduled to consider the report of the Cabinet Member for Local Services and Community Safety on 14<sup>th</sup> March 2011 seeking approval for the allocation of the 2011/12 grants to voluntary organisations. Officers are working on the detail of that report and in the meantime this Briefing Paper provides information for Overview and Scrutiny Management Committee on the proposals that will be contained in the Cabinet report.

**BACKGROUND and BRIEFING DETAILS:**

1. The City Council has a long history of recognising and supporting, with grants, contracts and other help in kind, the contribution of the voluntary and community sector to the city. In 2010/11, following a review of grants to voluntary organisations, grants of over £2.2 million (including an additional one-off amount of £100,000) were awarded to over 100 groups.
2. Pressures on the economy and public sector finance mean that within the budget proposals that Council will consider on 16<sup>th</sup> February is a proposal to reduce the corporate grants to voluntary organisations budget by £450,000. The Children's Services and Learning Portfolio is also proposing to reduce the ring fenced Dedicated Schools Grant (DSG) element of the grants budget by £50,000.
3. These reductions will be offset by a one-off contribution from the General Fund contingency which will be finally determined once decisions are made at Cabinet in March on the allocation of grants. Based on grants proposed in Annexe 1, this would require £69,136 from the General Fund contingency.

## ITEM NO: 10 Appendix 1

### 4. 2011/12 Applications

In August 2010, before the impact of the Comprehensive Spending Review on council budgets was known, both currently funded and new organisations were invited to submit applications for grants for 2011/12 to the following schemes:

**Running Costs Fund** - a contribution to core running costs (usually linked to specific posts or items of expenditure),

**Two Year Funding** – as above but for applications meeting specific employment and training criteria,

**New Projects Fund** - time limited project grants.

By the 5<sup>th</sup> November closing date the schemes had succeeded in attracting 77 applications requesting over twice the budget that it is now available.

2011/12 Grant Applications	Number	£
Running Costs Fund	56	2,611,839
Two Year Funding	2	126,784
New Projects Fund	19	746,820
<b>Total (excluding any allocation for the Community Chest small grants scheme)</b>	<b>77</b>	<b>3,485,443</b>

### 5. Allocation Principles

To meet the budget the report to Cabinet on 14<sup>th</sup> March will seek approval for a schedule of proposed grants (see Annexe 1 attached which excludes the new applications included in the table above) based on the following principles

- Priority to existing applicants already in receipt of a Running Costs Fund grant, which, regrettably means that no new applications can be considered
- No requests for increased funding can be considered
- No award for inflation
- Follow appraiser proposals where possible
- Consideration of a reduced level of grant for organisations receiving larger grants rather than those in receipt of smaller grants
- Priority, by way of Two Year Funding, to organisations “whose core business is to provide local employment opportunities and/or training and support which leads directly to local employment opportunities”

### 6. Consultation

Throughout the application process organisations have been kept informed by letter and information on the grants website of a likely reduction in the grants to voluntary organisations budget that could result in individual grants being reduced or discontinued. They were also given the opportunity to provide further information on the potential impact of reduced funding for their organisation.

# ITEM NO: 10 Appendix 1

## 7. **Impact Assessments**

Where proposals result in a grant reduction or no grant they will be subject to an overall impact assessment and an Integrated Impact Assessment which Cabinet will be required to consider before making its decision.

## 8. **Notice Periods**

Consideration will also be given on a case by case basis to reasonable notice periods which means that budget savings will be partial in 2011/12 and only fully achieved in 2012/13. This will result in a request to draw on Council general fund contingencies. The potential cost of this is currently being assessed.

## 9. **Community Chest**

In 2010/11 a number of small grant schemes were consolidated into Community Chest, the budget available was increased to £100,000 and the maximum individual grant available was increased from £500 to £5,000. As a result the scheme attracted 119 applications; nearly double the number received in previous years. 77 one-off grants were awarded at an average of approximately £1,500.

## 10. The report will include proposals to:

- reduce the budget allocated to the Community Chest small grants scheme from £100,000 to £50,000
- reinforce the criteria that Community Chest are one-off grants to assist groups to work towards long term sustainability and not for recurring, on-going running costs
- as in previous years delegate authority to the Manager of the Communities Team following consultation with the Cabinet Member for Local Services and Community Safety to allocate Community Chest grants in two rounds during the year.

## 11. **Help in Kind**

In addition to grants and contracts the council supports the voluntary and community sector with “help in kind” such as reduced/peppercorn rent and rate relief. Work is underway to establish the value of this support across the council and the Cabinet Report will include a recommendation to note the progress made in identifying levels of help in kind and seek delegated authority to continue the work.

## 12. **Grants Criteria**

In discussion with potential grant applicants it has become apparent that some additional criteria need to be added to the council’s standard Grants Criteria in order to minimise the work involved in both writing and appraising unrealistic grant applications. Approval will therefore be sought to include criteria to the effect that applications will not normally be considered

- from recently formed organisations for large grants
- to fund projects that have unsuccessfully tendered for a contracted service (SCC or other)
- to subsidise contracts (SCC or other)
- towards political activities
- for large capital projects

## ITEM NO: 10 Appendix 1

### 13. **Commissioning**

On 23rd November 2009 Cabinet approved the continued use of grants as well as contracts to fund voluntary organisations and the use of the Grant Flowchart as a guide for officers to determine the most appropriate route.

14. One of the criteria for determining the most appropriate route is how far the council wishes to specify the service or area of work being funded. Given the pressure on budgets, the extent to which other areas of the council are now contracting with grant aided organisations, the need to avoid duplication and achieve best value it is now timely to consider whether it is more appropriate to move towards commissioning and purchasing some of the services and areas of work that are currently grant aided. The Cabinet Report will therefore seek delegated authority to give this further consideration.

### 15. **Extra Funding for Voluntary Organisations**

The Council is looking at introducing a voluntary grants scheme for Council tenants next year. This will be managed through the corporate grants process. Work will be progressed in consultation with the Cabinet Member for Housing and the Cabinet Member for Local Services and Community Safety.

### 16. **Review of Advice Services**

Advice services are currently provided by the council as well as a number of statutory and voluntary sector organisations across the city. Some services provide specialist advice whilst others offer more general advice as part of their wider work with a particular client group(s). A significant proportion of this work is currently funded either directly by the city council or through a mixture of grant and contract arrangements. Pressure on budgets, high demand and the proportion of grant funding requests towards running costs mean that it is important to review this current mix of funding arrangements and to work with current providers to ensure that these services continue to provide value for money to local residents. The Cabinet report will therefore propose a cross service review to explore these issues to be led by the council's Head of Efficiency and Business Transformation.

### **RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:**

17. Grant recommendations relate to the relevant policy framework plans and the services provided by the grant-aided organisations will assist the council in meeting the overall aims of its policy framework including the objectives set out in the Community Strategy and Medium Term Plan.
18. The proposed grants in Annexe 1 would require a draw on contingencies of £69,136. In addition, as detailed in paragraph 8 above, there will be a cost of giving organisations reasonable notice periods where grants are reduced or removed. Consideration is being given to amending the budget report at full council to take on board these issues.

## ITEM NO: 10 Appendix 1

19. The Council is mindful of case law established through the judicial review of Haringey Council in 2000, Leicester City Council in 2004 and Ealing Borough in 2008. Accordingly, the Council follows four main principles during the annual revenue grants process, namely timely and meaningful consultation with voluntary organisations, with a clear explanation of proposals and an open, transparent, corporate, co-ordinated approach. Decision makers must be satisfied that consultation with affected organisations has been adequately carried out and that any notice period given before the implementation of any reduction in grant is adequate and reasonable.
20. As detailed in paragraph 8 above individual impact assessments and Integrated Impact Assessments will be undertaken where it is proposed to reduce or cease a grant and reasonable notice periods will be given to comply with the councils Conditions of Grant Aid and the Southampton Compact.

### **OPTIONS and TIMESCALES:**

21. Applications have been received for over twice the available budget. The option of continuing to fund currently funded organisations and activities at the same level and fund any new applications has been rejected as it would exceed the available budget.
22. As many grants contribute to salaries and running costs they are usually awarded in March each year for the following year.

### **Appendices/Supporting Information:**

#### Annexe 1 - 2011/12 Grants to Voluntary Organisations Proposals

**Further Information Available From:**

**Name:** Vanessa Shahani, Manager,  
Communities Team

**Tel:** 023 8083 2599

**E-mail:** [vanessa.shahani@southampton.gov.uk](mailto:vanessa.shahani@southampton.gov.uk)

**Further Information Available From:**

**Name:** Roma Andrews, Development Officer  
(Grants and Voluntary Sector Support)

**Tel:** 023 8083 3198

**E-mail:** [roma.andrews@southampton.gov.uk](mailto:roma.andrews@southampton.gov.uk)

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This document excludes the new applications not previously funded from the Running Costs Fund or New Projects Fund. It is proposed that these are not considered for funding in 2011/12.

Organisation	2010/11 Grant (pro rata)	Requested 2011/12	Towards	Proposed 2011/12 Grant
<b>Running Costs Fund</b>				
<b>Arts</b>				
Art Asia Trust Ltd	£49,520	£49,520	towards staff salaries, to rent and to overhead costs	£46,103
City Eye	£29,682	£33,650	contribution to the running costs of City Eye including staffing, rent and other premises related costs, the provision of facilities, services and activities to the people of Southampton	£27,634
Southampton Nuffield Theatre Trust (part DSG)	£235,958	£235,958	towards a programme of theatre performance and participation activities and educational activities for Southampton children and young people.	£169,300
The Media Workshop	£32,349	£32,349	towards core running costs, including staff costs and other overheads	£30,117
Turner Sims	£7,651	£16,000	towards their annual programme of promoted concerts encompassing classical music, jazz, world music and folk, their outreach work with the local community and their work with Southampton Music Services	£7,124
<b>Arts sub-total</b>	<b>£355,161</b>	<b>£367,477</b>		<b>£280,278</b>
<b>Disabled Access / Living</b>				
Queen Elizabeth II Silver Jubilee Activities Centre (DSG)	£3,044	£3,044	a contribution towards salary costs for the staffing element of 150 activity sessions for Southampton based groups, families and individuals.	£3,044
Southampton Action for Access	£2,240	£3,000	towards general running costs	£2,240
Southampton Centre for Independent Living	£10,105	£10,250	contribution to rent and rates	£9,095
Southampton Voluntary Services Shopmobility	£53,774	£53,774	towards the salaries of the Shopmobility Co-ordinator (37 hours per week), Assistant Co-ordinator (19.5 hours per week) and Shopmobility Office Assistant (15 hours per week) which make up the bulk of the running costs of the project.	£46,000
<b>Disabled Access / Living sub-total</b>	<b>£69,164</b>	<b>£70,068</b>		<b>£60,379</b>

2011/12 Grants to Voluntary Organisations Proposals

Annexe 1

Organisation	2010/11 Grant (pro rata)	Requested 2011/12	Towards	Proposed 2011/12 Grant
<b>Education</b>				
Countryside Education Trust (DSG)	£7,269	£7,745	Providing day, residential and community activities and courses for students and residents under a Service Level Agreement.	£0
Intech (DSG)	£10,235	£11,810	towards free entry to INTECH for school groups from Southampton	£0
Marwell Education Service (DSG)	£7,269	£8,100	The funding received from SCC contributes to the salary budget for Education Coordinators and Education Officers, to the running costs of the service.	£0
Workers Educational Association (Southern Region)	£6,122	£9,700	To provide engagement and learning programmes aimed at work with excluded communities across Southampton.	£6,122
<b>Education sub-total</b>	<b>£30,896</b>	<b>£37,355</b>		<b>£6,122</b>
<b>Employment / training (see also Two Year Funding, below)</b>				
Fairbridge Solent	£60,800	£44,600	to cover salary costs of two frontline staff members - Outreach and Development Worker and Development Tutor	£35,234
<b>Employment / training sub-total</b>	<b>£60,800</b>	<b>£44,600</b>		<b>£35,234</b>
<b>Environment</b>				
BTCV (DSG)	£3,853	£4,500	Support towards a project officer and other fixed costs such as, vehicle running costs, premises costs and office costs.	£0
Southampton Scrapstore	£4,098	£5,000	Part fund the part time post of the coordinator.	£4,098
The Association of Friends of Down to Earth	£13,333	£23,764	Towards one third of the salaries and running costs for the Down to Earth Farm	£13,333
<b>Environment sub-total</b>	<b>£21,285</b>	<b>£33,264</b>		<b>£17,431</b>
<b>Generic Advice</b>				
Southampton Advice and Representation Centre	£226,530	£239,776	Towards the provision of a city-wide specialist advice and representation service in the fields of Welfare Benefits and Employment Law (inc. salaries and rent)	£159,530
Southampton Citizens Advice Bureau	£339,309	£349,488	Towards salaries, rent, overheads and general running costs.	£272,309
<b>Generic Advice sub-total</b>	<b>£565,839</b>	<b>£589,264</b>		<b>£431,839</b>



2011/12 Grants to Voluntary Organisations Proposals

Annexe 1

Organisation	2010/11 Grant (pro rata)	Requested 2011/12	Towards	Proposed 2011/12 Grant
<b>Health/Welfare etc</b>				
Communicare	£12,000	£20,000	towards overall running costs - mainly the salaries of 4 part-time staff operating from the Shirley Office: the Manager, the Development Worker and 2 recently appointed assistants	£12,000
Relate Solent	£19,045	£19,045	To support the Bursary Scheme for clients in Southampton	£17,141
Southampton Rape Crisis (part DSG)	£81,445	£82,666	towards running costs of the service, including salaries, and running costs of the Star Project.	£77,978
<b>Health/Welfare etc sub-total</b>	<b>£112,491</b>	<b>£121,711</b>		<b>£107,119</b>
<b>Heritage</b>				
Hampshire & Wight Trust for Maritime Archaeology	£1,857	£10,000	Develop and expand the schools programme, public activity days & events, and talks to community groups. Develop temporary and permanent heritage displays, train volunteers. Provide expert advice to interested parties and facilitate external funding searches.	£1,857
Solent Sky	£50,000	£50,000	towards staff salaries	£24,250
<b>Heritage sub-total</b>	<b>£51,857</b>	<b>£60,000</b>		<b>£26,107</b>
<b>Housing</b>				
SCRATCH (part HRA)	£39,612	£52,185	The funding requested would ensure a reduction in the cost of the Dorcas Project Basic Furniture Package for residents of Southampton. The cost in 2011/12 will continue at £140 which will be reduced to £75 for deliveries within Southampton (whoever the referral agent is), subject to grant funding. HRA funding could secure a further reduction for referrals from Local Housing Offices	£39,612
Southampton Women's Aid (part HRA)	£23,572	£43,682	Funding for 1.5 full-time equivalent worker time for the continuation of telephone, group and one-to-one outreach services for Southampton women who are experiencing domestic violence/abuse(D.A.) and want to live in their own homes, free from fear and harm.	£23,572
<b>Housing sub-total</b>	<b>£63,184</b>	<b>£95,867</b>		<b>£63,184</b>
<b>Other</b>				
Solent Sea Rescue Organisation	£11,495	£10,576	Insurance for units, radio licences and a small grant to cover part of the units running costs.	£10,576
<b>Other sub-total</b>	<b>£11,495</b>	<b>£10,576</b>		<b>£10,576</b>

2011/12 Grants to Voluntary Organisations Proposals

Annexe 1

Organisation	2010/11 Grant (pro rata)	Requested 2011/12	Towards	Proposed 2011/12 Grant
<b>Play / Early years</b>				
Community Playlink	£42,996	£42,995	Maintaining organisations core infrastructure, support to parent and toddler groups and sports library service	£38,696
Southampton Children's Play Association	£103,863	£105,939	Salaries, office running costs and city wide summer holiday play schemes for children 5-14 years	£93,477
Weston Adventure Playground	£85,796	£87,940	Staff and premises running costs for adventure playground for children 5-14 years.	£77,217
<b>Play / Early years sub-total</b>	<b>£232,655</b>	<b>£236,874</b>		<b>£209,390</b>
<b>Sport</b>				
Hampshire Badminton Association Ltd	£1,310	£1,300	towards the development of badminton for mainly children but will also support adult participation as well through clubs	£0
Hampshire School Sports Federation (DSG)	£1,921	£2,000	The programmes delivered by the 3 organisations that fall under the association, SCC-PCC-HCC	£961
Southampton Amateur Gymnastics Club (DSG)	£12,708	£27,600	The main running costs of the club along with a funding towards a development officer	£12,708
Southampton Diving Academy	£10,000	£12,000	hire fees for the Quays	£9,600
Southampton Schools Sports Association (DSG)	£5,669	£8,000	Running costs of the organisation	£5,669
Southampton Trampoline Club	£3,225	£5,000	Towards Sports Hall hire, maintenance of equipment and education/training courses for coaches	£3,225
<b>Sport sub-total</b>	<b>£34,834</b>	<b>£55,900</b>		<b>£32,163</b>
<b>Voluntary Sector Support</b>				
Southampton Voluntary Services	£212,462	£223,642	To cover parts of the core costs associated with running a Council of Voluntary Service (CVS) in line with nationally recognised good practice, for the Voluntary Sector Support Team (VSST), to help sustain the Voluntary Action Centre as a resource base for the voluntary sector and the central administrative functions which also enable SVS to offer services directly to the public.	£162,462
TWICS	£39,810	£40,899	contribution towards the employment costs of the manager, training coordinator, outreach worker, admin officer and finance officer	£30,455
<b>Voluntary Sector Support sub-total</b>	<b>£252,272</b>	<b>£264,541</b>		<b>£192,917</b>

2011/12 Grants to Voluntary Organisations Proposals

Annexe 1

Organisation	2010/11 Grant (pro rata)	Requested 2011/12	Towards	Proposed 2011/12 Grant
<b>Young People</b>				
Be Your Best Foundation (DSG)	£5,603	£10,000	Support towards the delivery of the Rock Challenge programme across Hampshire and the Isle of Wight, including approximately 625 young people from Southampton.	£5,000
City Reach Youth Project	£34,000	£44,000	Staff and running costs for 3 centres.	£31,000
No Limits (part DSG)	£33,983	£100,000	Grant to support running costs for services to 11-25 years through the 3 No Limits drop-in centres and the infrastructure costs for associated community delivery	£33,983
<b>Young People sub-total</b>	<b>£73,585</b>	<b>£154,000</b>		<b>£69,983</b>

<b>Two Year Funding</b>				
Organisation	2010/11 Grant (pro rata)	Requested 2011/12	Towards	Proposed 2011/12 Grant
Wheatstear	£74,548	£76,784	Core costs, in particular salaries of CEO, Finance Manager, and premises costs	£74,548
Groundwork Solent	£53,700	£50,000	Contribution to core costs and salaries.	£50,000
<b>Two Year Funding sub-total</b>	<b>£128,248</b>	<b>£126,784</b>		<b>£124,548</b>

<b>New Projects Fund</b>				
Organisation	2010/11 Grant (pro rata)	Requested 2011/12	Towards	Proposed 2011/12 Grant
<b>Employment / training</b>				
Prince's Trust	£26,693	£42,234	supporting young disadvantaged people back into education, employment self-employment and training	£0
<b>Employment / training sub-total</b>	<b>£26,693</b>	<b>£42,234</b>		<b>£0</b>
<b>Sport</b>				
Saints Foundation (formerly Saints in the Community)	£95,291	£86,932	Continuation of the Saints Connect programme in the West and Central areas of Southampton	£43,466
<b>Sport sub-total</b>	<b>£95,291</b>	<b>£86,932</b>		<b>£43,466</b>
<b>Community Chest Grants</b>	<b>£100,000</b>	<b>£50,000</b>		<b>£50,000</b>
<b>TOTAL</b>	<b>£2,285,751</b>	<b>£2,447,447</b>		<b>£1,760,736</b>

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## ITEM NO: 10 Appendix 2

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**SUBJECT:** PROCUREMENT OF A PARTNER TO DELIVER SPORTS DEVELOPMENT FUNCTIONS ON BEHALF OF THE CITY COUNCIL

**DATE:** 17<sup>TH</sup> FEBRUARY 2011

**RECIPIENT:** OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

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### THIS IS NOT A DECISION PAPER

#### SUMMARY:

1. The Sports Development Team seeks to increase the levels of participation in sport and physical activity. Following the successful procurement of partners to manage facilities on the Council's behalf it is proposed to secure a partner to deliver this service together with the after schools coaching programme, currently commissioned separately by Children's Services and Learning.

#### BACKGROUND and BRIEFING DETAILS:

2. The Council has enjoyed a successful start to the contractual relationships with Solent University, Mytime Active and Active Nation who are managing a range of facilities on its behalf.
3. In order to build on this success, it is proposed to source a partner to manage the sports development function. This small team (3 Full time equivalent permanent posts in addition to 2 fixed term externally funded posts), work to develop participation in sport and physical activity across the City. Through three key themes: children and young people, adults, clubs and volunteers, the team seek to facilitate an improved range and quality of opportunities. Securing additional funding is a key aspect of their work, in order to maximise the impact of its resources.
4. The Council also currently commissions a partner to deliver after school sports coaching to a wide variety of Southampton schools. It is proposed to procure a partner to deliver all services to improve coordination and maximise the efficient use of resources.
5. It is intended to secure a partner to deliver this service for a ten year period, with an opportunity to extend. This will facilitate long term business and financial planning.
6. It is intended to set the outcomes that the Council wishes to achieve through the partnership in the procurement process and documentation, rather than be specific about the methods used to achieve these. This, and the associated management fees, is how the Council will affect control over the partnership. Overall, the more specific and tighter the level of control the Council wishes to impose, the less flexibility there is for a partner to shape the business and this will be reflected in the management fee.
7. The Council will be seeking ongoing increases in participation levels in sport and physical activity, levels of volunteering and funding for sport and physical activity programmes.

## ITEM NO: 10 Appendix 2

8. Trade Unions were consulted on the proposals on 22<sup>nd</sup> December 2010. No objections or comments have been received. Staff in the team were briefed on the proposals on 12<sup>th</sup> January 2011.

### **RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:**

9. If a contract is let, the revenue contribution required from the Council would be determined by the contract. This would effectively remove the newly externalised services from any future budget savings / prioritisation exercises and will tie the Council into a long term commitment.
10. Capacity is required to deliver the procurement process. Budgets to cover external costs such as project management capacity, advertising costs, input from Capita will be required, in addition to internal costs such as legal and HR support.

### **OPTIONS and TIMESCALES:**

11. It is intended to advertise the procurement opportunity as soon as possible after the Cabinet meeting of 14<sup>th</sup> March 2011. It is anticipated that a preferred partner will be identified for September 2011 in order to facilitate delivery of the after schools programme in the new academic year.

### **Appendices/Supporting Information:**

<b>Further Information Available From:</b>	<b>Name:</b>	Mike Harris
	<b>Tel:</b>	023 8083 2882
	<b>E-mail:</b>	Mike.d.harris@southampton.gov.uk

## ITEM NO:11

<b>DECISION-MAKER:</b>	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
<b>SUBJECT:</b>	MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE		
<b>DATE OF DECISION:</b>	17 <sup>th</sup> FEBRUARY 2011		
<b>REPORT OF:</b>	HEAD OF CORPORATE POLICY AND PERFORMANCE		
<b>AUTHOR:</b>	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail:	Mark.pirnie@southampton.gov.uk	

### STATEMENT OF CONFIDENTIALITY

None.

### SUMMARY

This item enables the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings.

### RECOMMENDATIONS:

- (i) That the Committee considers the responses from Cabinet Members to recommendations from previous meetings and provides feedback.

### REASONS FOR REPORT RECOMMENDATIONS

1. To assist the Committee in assessing the impact and consequence of recommendations made at previous meetings.

### CONSULTATION

2. None.

### ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. None.

### DETAIL

4. Appendix 1 of the report sets out the recommendations made to Cabinet Members at previous meetings of the Overview and Scrutiny Management Committee. It also contains summaries of any action taken by Cabinet Members in response to the recommendations.
5. The progress status for each recommendation is indicated and if the Overview and Scrutiny Management Committee confirms acceptance of the items marked as completed they will be removed from the list. In cases where action on the recommendation is outstanding or the Committee does not accept the matter has been adequately completed, it will be kept on the list and reported back to the next meeting. It will remain on the list until such time as the Committee accepts the recommendation as completed. Rejected recommendations will only be removed from the list after being reported to the Overview and Scrutiny Management Committee.

## FINANCIAL/RESOURCE IMPLICATIONS

### Capital

6. None.

### Revenue

7. None.

### Property

8. None.

### Other

9. None.

## LEGAL IMPLICATIONS

### Statutory power to undertake proposals in the report:

10. The duty to undertake overview and scrutiny is set out in the Local Government Act 2000.

### Other Legal Implications:

11. None.

## POLICY FRAMEWORK IMPLICATIONS

12. None.

## SUPPORTING DOCUMENTATION

### Appendices

1.	Monitoring Scrutiny Recommendations – February 2011
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### Documents In Members' Rooms

	None.
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### Background Documents

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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	None.	
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Background documents available for inspection at: N/A

FORWARD PLAN No: N/A KEY DECISION? No

WARDS/COMMUNITIES AFFECTED:	All.
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# Overview and Scrutiny Management Committee: Holding the Executive to Account

## Scrutiny Monitoring – February 2011

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
20.01.11	Housing	Issues paper: Housing Strategy	The Head of Service to circulate a paper looking at the potential impact of the proposed benefit changes on housing to members of the OSMC.	Circulated by e-mail to OSMC on 24 <sup>th</sup> January 2011	Completed
21.10.10	Resources and Workforce Planning	Strategic Services Partnership with Capita	That an update is provided to the Committee on performance information relating to the Capita partnership and any developments on the contract.		Update in April 2011
22.07.10	Children's Services and Learning	BSF	That the Cabinet Member works with opposition groups on the development of the School Investment Plan.	<p>Agreement to establish a cabinet member task and finish group to take forward exploration on this issue. Consulting with all members and other relevant parties would take place in December. (August 2010)</p> <p>Update – Feb 2011:- Cabinet Task &amp; Finish Group was established and met in November and December to consider the implications of the Academies Act; the Education White Paper and the Local Government Settlement. Further detail is awaited from central government following the James Review into Capital Spending in Schools. Officers continue to focus on developing and procuring projects to meet the demand for Primary Places in the City; the first 12 projects are currently being commissioned. All of the primary projects were consulted on in October 2010 (pre-statutory) and subsequently between January and mid February 2011 (statutory consultation).</p>	Primary Phase Review On agenda for Feb 2011 meeting
22.04.10	Adult Social Care and Health	NI 132	That the Cabinet Member provides an update on progress relating to NI 132, or the equivalent indicator, at the April 2011 meeting of OSMC.		Update in April 2011

**APPENDIX 1**

<b>Date</b>	<b>Portfolio</b>	<b>Title</b>	<b>Action proposed</b>	<b>Action Taken</b>	<b>Progress Status</b>
21.01.10	Children's Services and Learning	Improvement of Key Stage 2 Performance	That the Committee review the Government's response to the School Improvement Strategy at an appropriate meeting.		To be programmed for a future OSMC meeting - expected early 2011
19.11.09	Local Services and Community Safety	The Review of Grants to Voluntary Organisations	That the Cabinet Member investigates the possibility of devolving the management of the small grants programme to the voluntary sector is investigated.	This suggestion has also been raised as part of the formal consultation and is being investigated. Meetings were held in May with SVS & Hampshire / IOW Community Foundation to discuss possible options. SVS wanted to consider this suggestion and wait until the outcome of the grants awards before having further discussions, Hampshire/ IOW Community Foundation is interested and a follow up meeting will be arranged in the autumn to look at further detail.	Update in February 2011

<b>DECISION-MAKER:</b>	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
<b>SUBJECT:</b>	THIRD QUARTER PERFORMANCE MONITORING - 2010/11		
<b>DATE OF DECISION:</b>	17 <sup>TH</sup> FEBRUARY 2011		
<b>REPORT OF:</b>	HEAD OF CORPORATE POLICY AND PERFORMANCE		
<b>AUTHOR:</b>	Name:	Karen Hilleard	Tel: 023 8083 4065
	E-mail:	Karen.hilleard@southampton.gov.uk	
<b>STATEMENT OF CONFIDENTIALITY</b>			
None.			

**SUMMARY**

The Overview and Scrutiny Management Committee has the responsibility for holding the Executive to account for the delivery of all the Policy Framework documents approved by Full Council. This report provides OSMC members with the opportunity to collectively review the progress made by the Executive at the end of December 2010 in delivering the objectives set out in Corporate Plan, and targets set against the full National Indicator Set, using the exceptions criteria established in previous meetings of this Committee. This is to enable any key issues to be identified for further discussion with the relevant Cabinet Member or lead partner organisation at the next meeting of this Committee. A compendium of all of the performance monitoring information relating to each Portfolio is also available in the Members' Meeting Rooms and on request from the report author whose contact details can be found above.

**RECOMMENDATIONS:**

- (i) That the Committee considers and comments on the performance monitoring position at the end of December 2010 as detailed in the attached Cabinet report (Appendix 1), and highlights any areas where further discussion is required with the relevant Cabinet Member to ensure that appropriate action is in train.
- (ii) That the Committee considers the performance indicators detailed in Appendix 2 and Appendix 3 to decide if further discussions are required with the relevant Cabinet Member or Partners to ensure that appropriate action is in train.

**REASONS FOR REPORT RECOMMENDATIONS**

1. The consideration of performance information is an important part of the role of the Overview and Scrutiny Management Committee which includes assessing the progress made by the Executive in the delivery of key plans and objectives approved by Full Council. This report therefore provides an opportunity for the Overview and Scrutiny Management Committee to review the third quarter performance results for improvement measures contained within the 2010/11 Corporate Plan which are currently being reported as at risk of not being achieved by the year end.

## **CONSULTATION**

2. The Chief Officers' Management Team considered third quarter performance monitoring information outlined in this report at its meeting on 1<sup>st</sup> February 2011. Heads of Service, Policy Co-ordinators, Budget Holders and Executive Directors have been consulted in preparing the reasons for the variations set out in this report. In addition the performance of individual Portfolio's against the targets and improvement measures set out in the 2010/11 Corporate Plan will be considered by the Cabinet on 14<sup>th</sup> February 2011.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

3. To not submit this report. This option was rejected, as it is inconsistent with the role of this committee as set out in the council's constitution. In practice the consideration of monitoring information on a quarterly basis is an important part of the role of the Overview and Scrutiny Management Committee in assessing the progress made by the Executive in the delivery of key plans and objectives, including the budget, which have been approved by Full Council.

## **DETAIL**

4. The OSMC is the scrutiny body responsible for collectively monitoring the Executive's operational performance on a quarterly basis. The monitoring information relating to all Portfolios is presented to this Committee to enable OSMC members to explore with appropriate Cabinet Members and partner organisations the progress made at the end of the third quarter of 2010/11, as well as the actions that have been put in train to improve the results by the end of 2010/11.
5. The third quarter performance monitoring report was considered by the Cabinet on 14<sup>th</sup> February 2011 and is appended to this report (Appendix 1). This presents the performance monitoring position of the Corporate Plan at the end of the third quarter of 2010/11.
6. At its meeting in February 2009, the Overview and Scrutiny Management Committee agreed the following exception criteria for the potential consideration of performance monitoring information with the relevant Cabinet Member or lead partner organisation:
  - Areas of under performance where the direction of travel appears to have worsened since that reported at the end of the previous financial year and;
  - Areas of under performance where there is a significant variance (greater than 15%) from the second quarter's target for 2010/11.
7. Appendix 2 details areas of under performance where the council is the lead agency. Appendix 3 details areas of under performance where the lead agency is an SCC partner. This provides an opportunity for members of this Committee to discuss which areas they wish to pursue with the relevant Cabinet members and partners.

8. The Committee is requested to highlight any under performing areas set out in this report, from the attached Appendices, or the compendium of information in Members' Rooms, where further discussion is required with the relevant Cabinet Member to ensure that appropriate actions are in train.

## **FINANCIAL/RESOURCE IMPLICATIONS**

### **Capital**

9. None

### **Revenue**

10. None

### **Property**

11. None

### **Other**

12. None

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

13. The duty to undertake overview and scrutiny is set out in Section 21 of the Local Government Act 2000.

### **Other Legal Implications:**

14. None.

## **POLICY FRAMEWORK IMPLICATIONS**

15. None.

## SUPPORTING DOCUMENTATION

### Appendices

1.	3rd Quarter Performance Monitoring for 2010/11 - Cabinet Report of 14 <sup>th</sup> February 2011.
2.	Areas of under performance where the Council is the lead agency
3.	Areas of under performance where a SCC partner is the lead agency

### Documents In Members' Rooms

1.	Compendium of performance reporting information for Quarter 3 (2010/11)
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### Background Documents

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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	None	
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**FORWARD PLAN No:** N/A

**KEY DECISION No**

**WARDS/COMMUNITIES AFFECTED: All**



<b>DECISION-MAKER:</b>		CABINET	
<b>SUBJECT:</b>		THIRD QUARTER PERFORMANCE MONITORING FOR 2010/11 CORPORATE PLAN	
<b>DATE OF DECISION:</b>		14 FEBRUARY 2011	
<b>REPORT OF:</b>		THE EXECUTIVE DIRECTOR OF CORPORATE POLICY AND ECONOMIC DEVELOPMENT	
<b>AUTHORS:</b>	Name:	SUKI SITARAM	Tel: 023 8083 4428
	E-mail:	Suki.sitaram@southampton.gov.uk	

<b>STATEMENT OF CONFIDENTIALITY</b>
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None.
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**SUMMARY**

This report outlines the progress made at the end of December 2010 (Quarter 3) against the targets and commitments contained within the 2010/11 Corporate Plan. The analysis contained in this report has been compiled on an exceptions basis. It only highlights variances at the end of December 2010 (Quarter 3) for the targets and commitments set out in the Corporate Plan (CP). Performance monitoring information on National Indicators for each Portfolio will be published on the council's website.

**RECOMMENDATIONS:**

The Cabinet is requested to:-

- (i) Note that 66% of Performance Indicators that are the responsibility of the Council and 93% of the Commitments set out in the 2010/11 Corporate Plan are reported to be on target at the end of December 2010, and
- (ii) Ensure that, appropriate actions are in place by the end of March 2011 to improve performance for all areas where significant variances have been reported.

**REASONS FOR REPORT RECOMMENDATIONS**

1. To provide an opportunity for Cabinet to collectively review the third quarter performance results against the targets and commitments contained within the 2010/11 Corporate Plan, and to initiate further action where required.

**CONSULTATION**

2. The Chief Officers' Management Team considered the third quarter's performance monitoring information outlined in this report at its meeting on 1<sup>st</sup>

February 2011. The detailed performance monitoring information for each Portfolio summarised in this report will also be considered by the Overview and Scrutiny Management Committee on 17<sup>th</sup> February 2011.

## ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. To not submit this report. This option was rejected, as it is inconsistent with good management practice.

## DETAIL

### Introduction

4. To ensure that the Council's objectives are being delivered the Performance Management Framework of the council requires officers to present quarterly reports on an exceptions basis to Cabinet outlining the progress made against the targets and commitments set out in the 2010/11 Corporate Plan. Any variations which are of concern relating to the Council's local performance or business indicators is escalated to the relevant Cabinet Member by Executive Directors and appropriate action is agreed.
5. The 2010/11 Corporate Plan (CP) contains the agreed targets for 52 indicators and 97 service improvement actions (commitments) and projects with milestones due to be completed by the end of the financial year. A top-level summary of the Performance Indicators (PIs) collected in the 3<sup>rd</sup> quarter indicates that **66%** of the PIs included within the CP were reported to be on target at the end of December. This is compared to 68% at the end of September 2010, 77% at the end of the third quarter 2009/10 and 65% at the end of the third quarter 2008/09.
6. The summary also indicates that **93%** of commitments were also reported to be on target, compared to 93% at the end of the second quarter 2010/11, 86% at the end of the third quarter 2009/10 and 89% at the end of the third quarter 2008/09.

### Key Achievements in the 3<sup>rd</sup> quarter

7. Key achievements in the second quarter which contributes to the councils agreed priorities include:

#### Providing good value, high quality services

- The Pay Point Card project successfully rolled out to council tenants for payment of their rent and council tax.
- Handover of phase 1 of Hinkler Road Parade to the developer was completed on schedule.

#### Getting the city working

- Highways Service Partnership with Balfour Beatty commenced on Monday 4<sup>th</sup> October 2010.
- Heritage Lottery Funding for the History of Southampton Mosaic in the

Old Town has been secured.

- Two events for employers were held enabling SITES (Southampton Information and Training Service) to give advice to 500 employers in the Solent sub region.
- A training event for 20 frontline employment advisers was delivered in December 2010.
- A Traders Association in Portswood has been established.
- The Southampton Magazine was distributed to 50,000 property professionals via Estates Gazette e-book.
- Bids have been received for the Royal Pier Waterfront Development.
- Demolition and landscaping at the former Tyrrell & Green site has been completed.
- The final version of the Stage 1 City Centre Masterplan has been received.
- The Old Town Vision has been published.
- The Holy Rood QE2 Mile works have been completed.

#### Investing in education and training

- The Council supported Takeover Day – a day in the year when young people are given the opportunity to understand work managers do and gain some experience of decision making. In total 50 young people from years 6-11, representing schools across Southampton, took part in the day.
- Support arrangements for schools and other front line services during the bad weather in November and December were well received by schools and parents.
- The City's Music Service had a successful inspection in November.
- The Council's Short Stay School at Melbourne Street came out of Special Measures.
- Sinclair Primary School went straight from Special Measures to Good following a successful inspection.
- Springwell Special School was recognised as Outstanding following an OfSTED inspection
- City Catering achieved their Hospitality Assured Status for the 5<sup>th</sup> year running, achieving a best in UK score of 74.1, and achieving high scores in all 10 areas of the standard.
- September guarantee returns showed that the number of pupils offered Further Education places that they had applied for rose for Year 12 students (aged 17) by 7% to 89%, and for Year 11 students (aged 16) by 1.5% to 96% in 2010.
- There were significant improvements seen in the attainment of Children Looked After from 2009 to 2010 at both GCSE (8.3%, up from 4%) and Key Stage 2 in Maths (40%, up from 25% in 2009) and KS2 English (40%, up from 13% in 2009).
- Validated data for 2010 confirmed that 7 year olds in Southampton schools are at or above national averages in attainment in Maths, Reading and Writing for the first time ever.

#### Keeping the city clean and green

- Southampton City Council has been shortlisted for the 2011 LGC Awards in the "Low Carbon Council" category.
- The newly refurbished and repaved Southampton Guildhall Square has

- opened to the public. The official launch was held on November 12-13.
- Work on St James' Park building refurbishment started in September, as part of £1.5m lottery funding.
- £150k of improvements to Hinkler Road, Itchen Ferry and Riverside Park play areas has been delivered, in partnership with Friends' Groups.
- Hinkler Green and Mansel Park have been awarded a Green Flag for the first time, bringing the city total to six flags.
- Street Lighting PFI - Southern Electric has completed the first area of street lighting replacements in Peartree and are now moving on to the Bevois Town and Freemantle Wards.

Looking after people

- The annual target of 500 homes has been exceeded during quarter 3, which means that 571 homes (71 more than originally forecast for the year) have already been made safe, warm and accessible for the benefit of occupiers, who are often older, disabled or vulnerable people.
- Southampton was awarded just over £61K by the Food Standards Agency (FSA) to carry out additional sampling of imported food during 2010.
- As a result of work with SCC providers and commissioning, effective contingency planning was in place throughout severe weather. As a result there was no impact on delays or community hospital discharges. There was effective use of available transport to maintain operational services, including increased domiciliary capacity to manage risks to vulnerable people.
- The Adult Contact Team reconfiguration has meant that the Occupational Therapy waiting list is reduced.
- The Learning Disability Commissioning Event 'What Next' was held in December with good presence from customers and other stakeholders. This will support the development of a new Learning Disabilities Commissioning Strategy.
- OfSTED changed their rating of Southampton's arrangements for privately fostered children from inadequate to good following an inspection visit in December.
- Management of the move from three Children in Need teams to two teams in Children's Safeguarding were developed.

Keeping people safe

- Events to raise awareness and safety during Halloween and Bonfire night were held in October and November by CREW (Crime Reduction and Environment Week).
- Around 300 people walked through Southampton city centre to mark the International White Ribbon Day on 25 November.

**Indicators**

8. It should be noted that to ensure a consistent means of determining good and poor performance, the same assessment criteria have been applied as in previous monitoring reports. An indicator is therefore deemed to be:
  - On Target (Green) if performance is within 5% of the agreed target
  - Have a slight variance (Amber) if the variance is between 5 and 15%
  - Have a significant variance (Red) if the reported variance is more than 15%

- from the agreed target.
- Data Unavailable (Grey).
9. There are 52 indicators in the Corporate Plan, of which 47 are monitored in the 3<sup>rd</sup> quarter. Details of significant variances are attached as Appendix 1.
10. There were 8 measures in the 3rd quarter that have significantly variances, 3 of which (NI 117, NI 60 and NI 90) continue to show significant variances and details on these are included in Appendix 1:
- NI 117: The percentage of 16 to 18 year olds who are not in education, employment or training (NEET)
  - NI 60 % of core assessments that were completed within 35 working days of having started
  - NI 90 The number of active learner accounts indicating participation on a diploma programme.
  - NI 99 Percentage of looked after children who have been in care for at least one year achieving level 4 in English at Key Stage 2.
  - NI 100 Percentage of looked after children who have been in care for at least one year achieving level 4 in Maths at Key Stage 2.
  - NI 101 Percentage of children looked after in year 11 who were in care for at least one year achieving 5 A\*-C GCSEs including English and Maths.
  - NI 8 - Percentage of adult participating in sport & active recreation (via Sport England's Active People Survey)
  - The average processing time taken for all written notifications to the Local Authority of changes to a claimants circumstance that require a new decision on behalf of the Authority (Former BV78b).

11.

Portfolio	Total	Monitored 3 <sup>rd</sup> Qtr	Progress at the end of the 3 <sup>rd</sup> Quarter of 2010/11			
			Green	Amber	Red	Grey
Adult Social Care & Health	5	3	1	2	0	0
Children's Services & Learning	20	20	9	5	6	0
Environment & Transport	7	4	4	0	0	0
Housing	6	6	6	0	0	0
Leaders	0	0	0	0	0	0
Leisure, Culture & Heritage	3	3	1	1	1	0
Local Services & Community Safety	7	7	7	0	0	0
Resources & Workforce Planning	4	4	3	0	1	0
<b>3<sup>rd</sup> Qtr Total 2010/11</b>	<b>52</b>	<b>47</b>	<b>31</b>	<b>8</b>	<b>8</b>	<b>0</b>
%		<b>100</b>	<b>66%</b>	<b>17%</b>	<b>17%</b>	<b>0%</b>
2 <sup>nd</sup> Qtr Total 2010/11	52	44	30	11	3	0
%		100	68%	25%	7%	0%
1 <sup>st</sup> Qtr Total 2010/11	52	44	28	6	8	2
%		100	64%	13%	18%	4%
3 <sup>rd</sup> Qtr Total 2009/10	298	249	192	31	26	0
%		100	77%	13%	10%	0%
3 <sup>rd</sup> Qtr Total 2008/09	453	416	270	39	44	63
%		100	65%	10%	11%	14%

## Commitments

12. There are 97 commitments contained within the Corporate Plan designed to improve the quality, performance and reach of council services by the end of the financial year 2010/11. Progress reported against these items at the end of December 2010 indicates that **93%** of these commitments are on target for completion by the year end.
13. There were 7 commitments in the 3<sup>rd</sup> quarter that have slipped,
- One has been off target all year (*Minimise waste collected per head of population to 400 kg, increase recycling to 29% and reduce waste to landfill to 18.2 % of all domestic waste collected and maintain our position in the top quartile in reducing domestic waste to landfill*),
  - Two were also slipped last quarter (*Deliver over £1,950,000 in efficiency savings identified in the February Budget setting process for 2010/11 and Ensure rigorous and timely care planning and reviews for*

*children looked after).*

Details on all of the slipped commitments are included in Appendix 2.

14.	Portfolio	Total	Progress at the end of the 3rd Quarter of 2010/11		
			Green	Amber	Red
	Adult Social Care & Health	7	6	1	0
	Children's Services & Learning	14	13	1	0
	Environment & Transport	8	7	1	0
	Housing	13	12	1	0
	Leaders	14	12	2	0
	Leisure, Culture & Heritage	19	18	1	0
	Local Services & Community Safety	7	7	0	0
	Resources & Workforce Planning	15	15	0	0
	<b>3<sup>rd</sup> Qtr Total 2010/11</b>	<b>97</b>	<b>90</b>	<b>7</b>	<b>0</b>
	%	<b>100</b>	<b>93%</b>	<b>7%</b>	<b>0%</b>
	2 <sup>nd</sup> Qtr Total 2010/11	97	90	7	0
	%	100	93%	7%	0%
	1 <sup>st</sup> Qtr Total 2010/11	97	94	3	0
	%	100	97%	3%	0%
	3 <sup>rd</sup> Qtr Total 2009/10	185	159	22	4
	%	100%	86%	12%	2%
	3 <sup>rd</sup> Qtr Total 2008/09	156	139	15	2
	%	100%	89%	10%	1%

## FINANCIAL/RESOURCE IMPLICATIONS

### Capital

15. None.

### Revenue

16. Contained in the report and the attached Appendices.

### Property

17. None.

### Other

18. None.

## LEGAL IMPLICATIONS

### Statutory power to undertake proposals in the report:

19. Financial reporting is consistent with the Chief Financial Officer's (Executive Director or Resources) duty to ensure good financial administration within the Council. In addition monitoring of the Council's performance against statutory

and local performance indicators is in line with the Council’s statutory duties under the Local Government Acts 1999, 2000 & 2003.

**Other Legal Implications:**

20. None.

**POLICY FRAMEWORK IMPLICATIONS**

21. The 2010/11 General Fund Budget and Corporate Plan form part of the Council’s approved Budgetary and Policy Framework.

**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Corporate Plan Indicators: significant variances
2.	Corporate Plan Commitments: Slippage

**Documents In Members’ Rooms**

1.	None
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**Background Documents**

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

**Background documents available for inspection at:** Not Applicable

**FORWARD PLAN No:**

N/A

**KEY DECISION?**

No

<b>WARDS/COMMUNITIES AFFECTED:</b>	All wards are affected but not so significantly for this to be a key decision.
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PI Description	Target	Qtr. 1	Qtr. 2	Qtr. 3	Qtr. 4	Current Status	Projected Outturn	Previous Year Outturn	Forecast Direction of Travel from 2009/10 to 2010/11	National Indicator Quartile Position with All England Top Quartile Figure	Current Quarter Comments
<b>Children's Services &amp; Learning Portfolio</b>											
<b>Commissioning Division</b>											
NI 117 The percentage of 16 to 18 year olds who are not in education, employment or training (NEET)	8.2	9.33	9.45	9.45		Significant Variance	9.7	9.7	No Change	4th (5.3%)	Performance for this indicator for the year is calculated on the basis of performance in November, December and January. This information will be reported in Quarter 4, and performance will be known from early February. Targeted work with NEET young people is continuing, with a particular focus upon a number of 18 year olds who have recently entered the NEET population.
<b>Safeguarding Division</b>											
NI 60 Percentage of core assessments that were carried out within 35 working days of the initial assessment end (LAA Designated Target)	90	53	70	72		Significant Variance	65	32	Improved	4th (86%)	Performance improved this quarter but we are below target because of the extra pressure on the front line teams who have dealt with a 50% increase in child protection enquiries and a large number of children coming into care. There is an improvement programme in place to address Core Assessment performance, but it is a challenge to maintain the quality and timeliness of assessments within the context of high numbers of referrals and an inexperienced work force. Performance has improved from 53% in Q1 and is monitored weekly.
<b>Standards Division</b>											
NI 100 Percentage of looked after children who have been in care for at least one year achieving level 4 in Maths at Key Stage 2	58			40		Significant Variance	40	25	Improved	4th (55%)	Results have improved significantly from 25% in 2009 to 40% in 2010 although this is still below target. Stronger links between the LA Virtual Headteacher and senior staff in schools have been established and a detailed improvement plan is now in place. As KS2 only occurs on an annual basis the first time that this can be on target is 2nd quarter 2011-12.
NI 101 Percentage of children looked after in year 11 who were in care for at least one year achieving 5 A*-C GCSEs including English and Maths	16			8.3		Significant Variance	8.3	3.5	Improved	N/C	Results have improved from 3.5% in 2009 to 8.3% in 2010 although this is still below target. Stronger links between the LA Virtual Headteacher and senior staff in schools have been established and a detailed improvement plan is now in place. As GCSEs only occur on an annual basis the first time that this can be on target is 2nd quarter 2011-12.
NI 90 The number of active learner accounts indicating participation on a diploma programme	175	78	148	148		Significant Variance	148	78	Improved	N/C	The Coalition Government has removed the entitlement for pupils to have access to a full range of diplomas. This change in government policy has resulted in schools considering a broader range of qualification options
NI 99 Percentage of looked after children who have been in care for at least one year achieving level 4 in English at Key Stage 2	58			40		Significant Variance	40	13	Improved	4th (57.5%)	Results have improved significantly from 13% in 2009 to 40% in 2010 although this is still below target. Stronger links between the LA Virtual Headteacher and senior staff in schools have been established and a detailed improvement plan is now in place. As KS2 only occurs on an annual basis the first time that this can be on target is 2nd quarter 2011-12.
<b>Leisure, Culture &amp; Heritage Portfolio</b>											
<b>Leisure &amp; Culture Division</b>											
NI 8 - Percentage of adult participating in sport & active recreation (via Sport England's Active People Survey)	25.7	22.3	22.3	21.6		Significant Variance		22.3	N/C	2nd (24.01%)	The latest Active People results (3 & 4) were released on 16th Dec. They show a NI 8 result of 21.6%. Although this is a decrease from the mid point figures reported for Q1 - it shows an increase of 0.5% from the Active People 2 survey results. The target is based on a 1 % increase per year from the 2005 baseline as opposed to a 1% increase from the actual figure year on year.  Initiatives such as the Adults Get Active programme and a month long Sportathon event in May 2011 continue to attempt to increase this figure - along with Leisure Venue initiatives
<b>Resources &amp; Workforce Planning Portfolio</b>											
<b>Partnership, Transactions &amp; Customer Excellence</b>											
The average processing time taken for all written notifications to the Local Authority of changes to a claimants circumstance that require a new decision on behalf of the Authority (Former BV78b)	10	13.98	13.38	12.57		Significant Variance	10	10	No Change	N/C	Ongoing plans are in place to improve performance and it is anticipated that the annual target will be achieved. Throughout quarter 4 the changes in circumstances caused by annual Council rent increases and the pension up-ratings significantly improve the average speed of processing.

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Description	Quarter 1 Actual	Quarter 2 Actual	Quarter 3 Actual	Quarter 4 Actual	Current Quarter Comments
<b>Adult Social Care &amp; Health</b>					
<b>Health &amp; Community Care</b>					
Deliver over £1,950,000 in efficiency savings identified in the February Budget setting process for 2010/11	On Target	Slightly Slipped	Slightly Slipped	N/A	We are currently on target to achieve 1.3 million of the savings by the end of the year but there has been a slight slippage in the savings from the closure of 2 of the residential homes, but this will be achieved slightly later than the end of the year
<b>Children's Services &amp; Learning</b>					
<b>Safeguarding</b>					
Ensure rigorous and timely care planning and reviews for children looked after	On Target	Slightly Slipped	Slightly Slipped	N/A	Being reviewed by Interim Principal Officer, Simon Slater.
<b>Environment &amp; Transport</b>					
<b>Waste &amp; Fleet Transport</b>					
Minimise waste collected per head of population to 400 kg, increase recycling to 29% and reduce waste to landfill to 18.2 % of all domestic waste collected and maintain our position in the top quartile in reducing domestic waste to landfill	Slightly Slipped	Slightly Slipped	Slightly Slipped	N/A	On target to achieve kgs of waste per householder and % of domestic waste to landfill. Not on target to achieve recycling target. This is primarily due to the effects of the recession (this is a national trend).
<b>Housing</b>					
<b>Neighbourhood Directors Office</b>					
Delivering over £300,000 in efficiency savings identified in the February Budget setting process for 2010/11(Housing Portfolio).	On Target	Slightly Slipped	Slightly Slipped	N/A	Budget Efficiency savings proposals being delivered. 7 efficiency proposals were identified totalling "292k. At end of December 5 proposals had been implemented with 2 in progress. Forecast savings total for 2010/11 is revised to £222k [76% of original target]. This shortfall relates to delays in implementation of the Housing Management restructure resulting in an estimated £70k not anticipated to be realised this year within then Housing Revenue Account.
<b>Leaders</b>					
<b>Economic Development &amp; Regeneration</b>					
Make progress on agreed milestones for key developments including Guildhall Square, Old Town, Watermark West Quay, Royal Pier Waterfront development, the Holyrood scheme and the QE2 Mile.	On Target	On Target	Slightly Slipped	N/A	Guildhall Square was launched in October and progress was made on the tendering process for the Royal Pier Waterfront development. There was slippage to the Watermark WestQuay development due to market conditions.

2010/11 Corporate Plan Commitments  
Slipped at the end of Quarter 3

Description	Quarter 1 Actual	Quarter 2 Actual	Quarter 3 Actual	Quarter 4 Actual	Current Quarter Comments
Prepare a Masterplan that will assist in bringing forward Southampton's office quarter.	On Target	On Target	Slightly Slipped	N/A	Part of the stage 2 report was received to programme at the end of December, however the remaining part has been slightly delayed.

**Leisure, Culture & Heritage****Leisure & Culture**

Have increased participation in physical activity and sport, by working with Active Southampton, to 25.7% [measured through Active People Survey]	On Target	On Target	Slightly Slipped	N/A	New Active People figures show a result of 21.6 % for Southampton (See above) This shows a 0.5% increase from last full survey results but is still some way behind target.
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PI Description	Target	Qtr. 1	Qtr. 2	Qtr. 3	Current Status	Projected Outturn	Previous Year Outturn	Estimated Direction of Travel from 2009/10 to 2010/11	National Indicator Quartile Position with All England Top Quartile Figure	Current Quarter Comments
<b>Children's Services &amp; Learning Portfolio</b>										
<b>Standards Division</b>										
NI 86 Percentage schools judged by Ofsted as having good (grade 2) or outstanding (grade 1) standards of behaviour	85	70	70	63.6	Significant Variance	63.6	70	Declined	3rd (86%)	Due to a change in definition, performance for this indicator no longer includes Special Schools and Academies that have not been open long enough to have a full inspection. It is not possible to say how long this is likely to remain below target, as the three schools who are currently rated as "satisfactory" for behaviour by Ofsted are not due an inspection during this year and therefore will remain "satisfactory". The OFSTED inspection schedules that determine changes in performance are not under Council control. These schools receive consultancy support from Inclusion and Standards staff in order to improve strategies for managing pupil behaviour and for engaging pupils through an innovative curriculum.
<b>Environment &amp; Transport Portfolio</b>										
<b>Planning &amp; Sustainability Division</b>										
NI 157a Processing of planning applications as measured against targets for major applications within 13 weeks	63	72.73	57.14	35.71	Significant Variance	50	73.47	Declined	3rd (88.89%)	The turnaround for 'major' applications has declined, due to the small number, but significant complexity of the major applications decided. The 'major' applications being dealt with currently are significant schemes for investment in the City and therefore have warranted

PI Description	Target	Qtr. 1	Qtr. 2	Qtr. 3	Current Status	Projected Outturn	Previous Year Outturn	Estimated Direction of Travel from 2009/10 to 2010/11	National Indicator Quartile Position with All England Top Quartile Figure	Current Quarter Comments
NI 157b Processing of planning applications as measured against targets for minor applications within 13 weeks	72	70.79	59.8	62.14	Significant Variance	66	75.95	Declined	3rd (86.46%)	more time in their consideration. Whilst still showing a significant variance, the turnaround for 'minor' applications has improved with a performance of 77% in the month of December. It is estimated that, with improvement measures now in place, quarter 4 results will further improve the out-turn performance.

PI Description	Target	Qtr. 1	Qtr. 2	Qtr. 3	Current Status	Projected Outturn	Previous Year Outturn	Estimated Direction of Travel from 2009/10 to 2010/11	National Indicator Quartile Position with All England Top Quartile Figure	Current Quarter Comments
<b>Local Services &amp; Community Safety Portfolio</b>										
<b>Neighbourhood Services Division</b>										
NI 29 Number of gun crimes per 1000 population	0.08	0.038	0.06	0.08	Significant Variance	0.1	0.09	Declined	N/C	Although not on target, the numbers are relatively low and often involve incidents with pellet guns - known as BB guns.
NI 34 Number of domestic homicides per 1000 population	0	0	1	1	Significant Variance	1	0.004	Declined	N/C	The target for this indicator is 0, this will not be achieved this year due to a tragic incident that occurred last quarter. There is a new homicide review process being developed to ensure lessons are learnt from any domestic violence murders.

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