

OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

Monday, 17th June, 2013
at 5.30 pm

Council Chamber - Civic Centre

This meeting is open to the public

Members

Councillor Moulton (Chair)
Councillor Vinson (Vice-Chair)
Councillor Chaloner
Councillor Fitzhenry
Councillor Hannides
Councillor Keogh
Councillor Lewzey
Councillor McEwing
Councillor Mintoff
Councillor Morrell

Appointed Members

Mr T Blackshaw, The Church of England (Dioceses
of Winchester & Portsmouth)

Mrs U Topp, (Roman Catholic Church)

Vacancies

- Primary Parent Governors Representative;
and
- Parent Governor Representative

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 Priorities

- More jobs for local people
- More local people who are well education and skilled
- A better and safer place in which to live and invest
- Better protection for children and young people
- Support for the most vulnerable people and families
- Reducing health inequalities
- Reshaping the Council for the future

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 2013/14

2013	2014
20 May	16 January
13 June	13 February
11 July	13 March
15 August	10 April
12 September	
10 October	
14 November	
12 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 INTEREST

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

DISCLOSABLE PERSONAL INTERESTS

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

(i) Any employment, office, trade, profession or vocation carried on for profit or gain.

(ii) Sponsorship:

Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

(iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.

(iv) Any beneficial interest in land which is within the area of Southampton.

(v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.

(vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.

(vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:

- a) the total nominal value for the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or
- b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

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.

Other Interests

A Member must regard himself or herself as having a, 'Other Interest' in any membership of, or occupation of a position of general control or management in:

Any body to which they have been appointed or nominated by Southampton City Council

Any public authority or body exercising functions of a public nature

Any body directed to charitable purposes

Any body whose principal purpose includes the influence of public opinion or policy

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 PECUNIARY INTERESTS

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary 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 Democratic Support Officer.

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 May 2013 and to deal with any matters arising, attached.

7 MY JOURNEY - LOCAL SUSTAINABLE TRANSPORT FUND PROGRAMME DELIVERY

Report of the Cabinet Member for Environment and Transport providing a summary of the My Journey Project, attached.

8 FORWARD PLAN

Report of the Head of Communities, Change and Partnerships:

- detailing items requested for discussion from the current Forward Plan; and
- seeking the Committee's indication as to what items will be required for discussion;

attached.

9 MONITORING SCRUTINY RECOMMENDATIONS

Report of the Head of Communities, Change and Partnerships, detailing actions and monitoring progress of the recommendations of the Panel, attached.

Friday, 7 June 2013

Head of Legal, HR and Democratic Services

Agenda Item 6

SOUTHAMPTON CITY COUNCIL
OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
MINUTES OF THE MEETING HELD ON 20 MAY 2013

Present: Councillors Moulton (Chair), Chaloner, Fitzhenry, Keogh, Lewzey, Mintoff, Morrell, Vinson and Smith

Apologies: Councillors Hannides and McEwing and Mr Blackshaw and Mrs Topp

Also in Attendance: Councillor Letts – Leader of the Council
Councillor Rayment – Cabinet Member for Change and Communities

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

The Committee noted that the apologies of Councillors Hannides and McEwing and that Councillor Smith was in attendance as a nominated substitute for Councillor Hannides in accordance with Procedure Rule 4.3.

2. **ELECTION OF CHAIR AND VICE-CHAIR**

The Committee noted the Appointment by Council of Councillor Moulton as Chair and elected Councillor Vinson as Vice Chair of the Committee the Municipal Year 2013/14.

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

RESOLVED: that the minutes for the Committee meeting on 11th April 2013 be approved and signed as a correct record. (Copy of the minutes circulated with the agenda and appended to the signed minutes).

4. **PEOPLE DIRECTORATE UPDATE**

The Committee considered the report of the Director of People, updating the Committee on the establishment of the People Directorate. (Copy of the report circulated with the agenda and appended to the signed minutes).

RESOLVED :

- (i) that an update would be provided to the Committee in 3 Months detailing the progress made, including producing baselines for service standards and targets;
- (ii) that briefing notes be circulated to the Committee detailing issues relating to business administration and I.T within the relevant workstream, and an overview of public health contract periods.

5. **INDEPENDENT REVIEW OF THE AWARD OF THE ROM AND CCTV CONTRACT**

The Committee considered the report detailing an independent review of the award of the contract for ROM and CCTV (Copy of the report circulated with the agenda and appended to the signed minutes).

Mrs Frances Martin was in attendance and, with the consent of the Chair, addressed the meeting.

RESOLVED that

- (i) issues relating to constitutional concerns regarding the decision making and call-in process in periods leading up to an election and the potential change of Executive be referred to the Governance Committee;
- (ii) the Committee noted concerns that the report had been poorly drafted and contained a number of inaccuracies and areas where statements had not been supported by evidence. Furthermore the committee recommended that because of the poor quality of the work and the cost incurred, Local Partnerships should not again be employed by Southampton City Council;
- (iii) the Committee agreed that the recommendations outlined in the review by Local Partnerships contained elements of good practice that would be applied to the project management of future transformation programmes including:
 - undertaking detailed consultations with service managers and union representatives in the advance of any major change;
 - ensuring that officers involved in staff reorganisation be provided with support;
 - ensuring that projects boards are established at the outset and that suitable assurance regimes should be in places to provide robust challenge; and
 - ensuring that officers undertaking major projects should be suitably trained and supported.The committee noted that much of this good practice was already embedded in Southampton City Council project management practice and recommended that the council continue to reflect this best practice in future projects and transformation programmes;
- (iv) the Committee noted the improvements in the information flow to OSMC in the past year and noted that should the committee not be satisfied with the extent or quality of information it was receiving this could be escalated to the Director of Corporate Services.

6. **FORWARD PLAN**

The Committee considered the report of the Senior Manager – Customer and Business Improvement detailing items requested for discussion from the current Forward Plan (Copy of the report circulated with the agenda and appended to the signed minutes).

RESOLVED:

(i) that the Committee note the briefing paper relating to the forthcoming Cabinet Decision “Southampton New Arts Complex”.

7. **HEALTH OVERVIEW AND SCRUTINY PANEL - REVIEW OF PUBLIC AND SUSTAINABLE TRANSPORT PROVISION TO SOUTHAMPTON GENERAL HOSPITAL**

The Committee considered the report Chair of the Health Overview and Scrutiny Panel, detailing the Panel’s review of public and sustainable transport provision to

Southampton General Hospital. (Copy of the report circulated with the agenda and appended to the signed minutes).

RESOLVED that the Committee

- (i) approved the report of the Health Overview Scrutiny Panel , attached as Appendix 1, and agreed to forward them to the Council's Executive and identified key transport / health partners for consideration and further action;
- (ii) delegated authority to the Chair of the Committee, following consultation with the Chair of the HOSP, to approve any minor amendments.

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Agenda Item 7

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	MY JOURNEY – LSTF PROGRAMME DELIVERY		
DATE OF DECISION:	17 JUNE 2013		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Adrian Webb	Tel: 023 8083 4976
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STATEMENT OF CONFIDENTIALITY

None

BRIEF SUMMARY

This report provides a summary of the My Journey project being delivered by the Transport Policy and Communications teams. The project is externally funded through the Department for Transport's (DfT) Local Sustainable Transport Fund from 2012 to 2015. The project also forms part of a strategic partnership with Transport for South Hampshire and the Isle of Wight (TfSHIoW) authorities, Hampshire County Council (HCC), Portsmouth City Council (PCC) and Isle of Wight Council (IoW).

RECOMMENDATIONS:

- (i) That the committee considers the report and makes any recommendations considered appropriate.

REASONS FOR REPORT RECOMMENDATIONS

1. To ensure that the Council can implement any significant lessons learned.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. n/a.

DETAIL (Including consultation carried out)

Background

3. In 2011 SCC secured £3.96 million from the Government's Local Sustainable Transport Fund (LSTF) to deliver the Southampton Sustainable Travel City project; and again in 2012 as part of the TfSHIoW partnership, securing £17.8 million for the project "A Better Connected South Hampshire".
4. The project is delivering a city-wide travel behaviour change programme up to March 2015 through the My Journey campaign. This is based on best practice from similar schemes delivered in other parts of the country and is complimented by the delivery of low cost physical interventions, as well as the smart ticketing system as part of the TfSHIoW project.

5. Some highlights from the project over the last year are below:
 - My Journey has a brand awareness of 37% across the city after year one, far exceeding targets and similar campaigns in the country;
 - Initial figures from the schools project show an increase from 1.1% to 3.6% (a 327% increase) in cycling amongst schools targeted;
 - The SEN Independent Travel Training project has led to 23 children in social services care travelling more sustainably and independently, and a total of 40 no longer receiving travel support through social services – in nine months this was a saving of £31,000;
 - The Job Centre Plus project has provided assistance to over 500 18-24 year olds between January to May 2013 by removing the transport barriers to accessing employment;
 - Over 85 businesses and over 1,700 employees took part in the My Journey Commuter Challenge in May 2013 recording tens of thousands of miles by sustainable forms of transport;
 - Bike-It has engaged with over 16 schools in the last year, fixing over 500 children's bikes, delivering over 50 events and 8,000 positive cycling and scooting experiences; and
 - Up to 15,000 residents are estimated to take part in Sky Ride 2013 in July.
6. The programme is still early into its implementation so full evaluation is not yet possible. This is being undertaken by the University of Southampton with a final report scheduled for 2015. However, one year into the programme things look positive. Our monitoring programme is one of the most comprehensive throughout the UK for an LSTF project. It will help us fully assess the impacts of LSTF to determine its legacy and unlock future funding.

Project delivery

7. The programme applies the principles of behaviour change theory using targeted marketing to affect change. At its core is the improvement of how the Council presents information to the city; social change through education, engagement and marketing; incentives and training. This is applied across eight thematic areas:
 - Travel marketing and communication through My Journey;
 - Workplaces – travel planning, small infrastructure improvements;
 - Schools – travel planning, Bike-It, cycle training;
 - Active travel – community engagement, training, events;
 - Freight – Sustainable Distribution Centre, promotion of home deliveries;
 - Technology – website, smartphone app development;
 - Public transport – Legible Bus Networks, station travel planning; and
 - Smarter driving – car sharing, car clubs, driver training.
8. The main project aims are to achieve a 12% modal shift from the private car to other modes of transport; a real terms cut in emissions from transport (including freight) and help facilitate the aspiration of the City including 30,000 new jobs in 2026.

My Journey

9. The My Journey brand provides us with a unique and innovative identity, consisting of a logo, strap-line (“Helping Southampton Get Around”) and bird illustration theme. It is positive, encouraging, friendly, simple, direct and relevant and has undergone substantial market research with the local community. In order to achieve our objectives, it is vital to encourage genuine, meaningful behaviour change by:
 - Promoting a range of products and services which help residents access and enjoy sustainable transport methods and address barriers to entry;
 - Making people aware of and access the travel choices available to them; and
 - Raising awareness of the consumer benefits (financial, health, environmental and social) of using sustainable travel modes.
10. The overarching marketing strategy is based on four themes:
 1. An awareness campaign between January and March 2013 to promote the brand and website;
 2. Mass marketing campaigns – in 2013 this will include the launch of the journey planner, a pledge campaign, capitalising on the ‘buzz’ of cycling and addressing the barriers to taking up sustainable modes of transport;
 3. Targeted marketing to key population segments;
 4. Coordinated marketing of materials for project work streams.
11. All campaigns are based on market research, SMART objectives set and a full evaluation undertaken on their success. This continually informs the approach to ensure impact is maximised and value for money is achieved.
12. SCC’s Communications and Transport teams led on the development of My Journey. The brand has since been adopted by HCC, PCC and Wokingham Borough Council. TfSHIoW authorities are working in partnership to deliver an integrated marketing strategy across the region.

My Journey so far

13. The My Journey website – www.myjourneysouthampton.com – is the central focal point of the SCC campaign with a dedicated domain for Portsmouth and for Hampshire. It provides information on getting around the city, events, our social media channels and specific projects.
14. In 2012/13 24 My Journey Roadshows and events (incl. Sky Ride) were delivered at community events, festivals and workplaces across Southampton. This allowed us to engage with Southampton residents to provide information and advice on alternative ways to travel.
15. SCC is currently leading on the development of an integrated, map based, door-to-door multi-modal journey planner for Hampshire. It will be available on the website and as a mobile-enabled version. It is being built primarily using freely available data, minimising ongoing costs.

16. Between 28 January 2013 and 31 March 2013 a My Journey brand awareness campaign was implemented using a range of integrated media channels, acting as the first element of the longer term strategy. The objectives of this campaign were:
 - To achieve 25% awareness of My Journey amongst Southampton residents;
 - To promote the My Journey website as the one stop shop for travel information and achieve at least 6,500 unique hits; and
 - To increase the followership and connections on social media platforms (assuming zero baseline).
17. Evaluation from an online and face-to-face survey (with 2,664 responses) in April 2013 showed that the campaign had achieved 37% awareness of My Journey and almost 10,000 unique hits on the website.
18. The campaign exceeded all targets and set very strong foundations in order to move forward. Much positive feedback has been received and the campaign has been adopted and currently being implemented in PCC and HCC.

Partnership working

19. SCC has set up the Centre for Sustainable Travel Choices with the University of Southampton conducting monitoring and evaluation, and Sustrans. Sustrans is embedded within the Transport Policy team delivering our active travel project. Where business objectives are similar, joint working has been established with other Council departments including Public Health, Social Services, Environmental Health and the Sustainability team.

The economic case for the programme

20. Research in behaviour economics has shown that changes in a person's environment dis-proportionately influences behaviour. Rather than placing restrictions or changing economic incentives, nudges influence behaviour by changing the way choices are presented.
21. Behaviour based changes have major advantages. The benefits can be very fast, unlike major infrastructure changes that can take years, or even decades – a 1% gain today is worth more than a 1% gain tomorrow. They can be highly cost-effective and they can provide financial savings and other benefits to citizens.
22. The DfT Sustainable Demonstration Towns, which employed similar travel behaviour change programmes in Worcester, Peterborough and Darlington, showed that car driver trips by resident fell by 9% per household (Sloman *et al*, 2010). This was compared to a fall of about 1% from similar areas over the same period, based on National Travel Survey data. Achieving a cost benefit of 4.5 for congestion benefits only and with the net effect of other considerations (health, social, time etc) evaluation stated that the programme had “*produced very good value for money for the public spending on the measures*”.

RESOURCE IMPLICATIONS

Capital/Revenue

23. None. Funding for My Journey is 100% grant funded from the LSTF. Its implementation is in line with the approved LSTF bid application. LSTF funding is only to be used for those projects set out in the original bid document.

Property/Other

24. None

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

25. Local Government Act 1974 and Local Transport Act 2008.

Other Legal Implications:

26. None

POLICY FRAMEWORK IMPLICATIONS

27. The implementation of the campaign supports the objectives of SCC's Local Transport Plan 3, City Centre Master Plan and the Low Carbon City Strategy.

KEY DECISION? No

WARDS/COMMUNITIES AFFECTED:	All
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SUPPORTING DOCUMENTATION

Appendices

1.	N/A
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Documents In Members' Rooms

1.	N/A
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Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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Other Background Documents

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Agenda Item 8

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	FORWARD PLAN		
DATE OF DECISION:	17 JUNE 2013		
REPORT OF:	HEAD OF COMMUNITIES, CHANGE AND PARTNERSHIPS		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Mark Pirnie	Tel: 023 8083 3886
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STATEMENT OF CONFIDENTIALITY

None

BRIEF 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.

RECOMMENDATION:

- (i) That the Committee discuss the Forward Plan items listed in paragraph 3 of the report to highlight any matters which Members feel should be taken into account by the Executive when reaching a decision.

REASON FOR REPORT RECOMMENDATIONS

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

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. None.

DETAIL (Including consultation carried out)

3. The Forward Plan for the period June 2013 – September 2013 has been circulated to members of the Overview and Scrutiny Management Committee. The following issues were identified for discussion with the Decision Maker:

Portfolio	Decision	Requested By
Environment & Transport	City Centre On Street Residents Only Permits	Cllr Moulton

4. Briefing papers responding to the Forward Plan items identified by members of the Committee are appended to this report. Members are invited to use the papers to explore the issues with the decision maker.

RESOURCE IMPLICATIONS

Capital/Revenue

5. The details for the items on the Forward Plan will be set out in the Executive decision making report issued prior to the decision being taken.

Property/Other

6. The details for the items 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:

7. The details for the items on the Forward Plan will be set out in the Executive decision making report issued prior to the decision being taken.
8. The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.

Other Legal Implications:

9. None

POLICY FRAMEWORK IMPLICATIONS

10. The details for the items on the Forward Plan will be set out in the Executive decision making report issued prior to the decision being taken.

KEY DECISION? No

WARDS/COMMUNITIES AFFECTED:

None directly as a result of this report

SUPPORTING DOCUMENTATION

Appendices

1.	City Centre On Street Residents Only Permits – Briefing Paper
2	Proposed Revision to Strategic Level Parking Policy 4(a)
3	City Centre On-Street Parking – Pay & Display Shared Residents Bays Public Consultation
4	Summary of Consultation Responses

Documents In Members' Rooms

1.	None
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Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	Dependent upon forward plan item
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Other Background Documents

Equality Impact Assessment and Other Background documents available for inspection at:

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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1.	None	
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SUBJECT: CITY CENTRE ON STREET RESIDENT ONLY PERMITS
DATE: 17 JUNE 2013
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

The City Council is seeking to make more parking available for residents living in the city centre. The proposed solution is to allow resident only permit schemes to be introduced within parts of the City Centre, primarily within the Pay & Display Zone. Approval is sought from Cabinet to amend existing policy to allow these schemes to be introduced within the city centre.

BACKGROUND and BRIEFING DETAILS:

Over the last 10 years as a result of a renaissance in city centre living and planning policy promoting city centre residential development, the Bargate Ward in the City Centre has gone from being the least populated in Southampton to one with the highest population. Between 2001 and 2011, Census data shows that the resident population increased by nearly 60% in the Bargate Ward, which covers most of the city centre. Over this period, parking standards for new development have limited the amount of parking available within residential developments.

The current Strategic Level Parking Policy was approved by Cabinet on the 17 March 2008. This recognises that *the overall objective of parking policy is not to attempt to control vehicle ownership, but to manage vehicle use*. However, within the city centre, the policy is explicit that no on street resident parking zones should be provided, noting that *the ready availability of, and proximity to, extensive public transport networks makes this a highly accessible area, close to most of the City's major facilities*. In the city centre, there is generally no uncontrolled on-street parking available and most of the city centre is covered by the Pay and Display controlled zone, which restricts the availability of freely available on street parking to city centre residents.

There is now a recognition that as part of the overall objective *not to attempt to control vehicle ownership, but manage vehicle use*, consideration should be given to allowing the provision of on street parking zones for city centre residents. The Adopted Core Strategy anticipates further significant growth in city centre living over the period to 2026. Even where residents own cars, city centre living promotes much more sustainable travel patterns than other locations, as residents have good access to public transport and a range of facilities within a short walking or cycling distance. This is evidenced by the lack of growth in traffic movements across the city over the period when the city centre population has significantly increased. However, many city centre residents will want to own a car for journeys where public transport, walking and cycling do not provide a suitable alternative.

BRIEFING PAPER

In the city centre, the objective should be to balance the needs of visitors with those of residents, recognising the overall economic requirements of the City and that of city centre residents. It is therefore proposed to introduce a permit based Residents Parking Zone in the City Centre Pay and Display Zone that makes use of Shared spaces. A Shared Space is one that can be used by residents to park in but can also be used by non-residents as normal pay and display parking bays. A residents' permit does not guarantee a parking space and generally would be a space for a "zone" rather than one that is allocated to an individual, vehicle or property.

A six week consultation was undertaken on these proposals between 8 April and 13 May 2013. Details of the proposal were posted on the Southampton City Council website along with an online questionnaire for responses. Hard copies of this information and the questionnaire were also made available at Gateway and the Civic Centre Library. Site notices were posted around the City Centre in proximity to the parking areas affected and statutory consultees were notified in writing. The consultation document is shown in Appendix 2.

A total of 61 people responded to the consultation and a summary of their responses is provided in Appendix 3. 80% of respondents were in favour of the principle of introducing a city centre on-street resident permit scheme and it is therefore proposed to amend the existing Strategic Level Parking Policy, to allow a scheme to be introduced.

In the mid 2000s, national planning policy restricted the amount of on-site car parking provision that could be provided in new residential developments, which led to additional demand for on-street parking by residents. When these developments were located within existing on-street resident only parking schemes, this generated excessive demand for resident only permits, creating undue pressures on the existing permit holders' parking areas. In order to address this problem, on 16 October 2006, Cabinet approved a policy *To exclude occupiers of developments approved since March 2001 from any entitlement to permits under the city's Residents' Parking Schemes*.

Whilst this policy currently applies across the whole city centre, it is inappropriate for addressing residential parking pressures within the city centre, for the following reasons:

- A significant proportion of city centre residential development has been approved since March 2001 and further new residential development is anticipated in the city centre;
- Even where residents own cars, city centre living creates the most sustainable travel patterns and should be encouraged; and
- The introduction of a new resident permit parking scheme in the city centre, allows the number of permits to be managed at a level that does not cause undue pressure on spaces available.

It is therefore proposed to amend this policy within the city centre (as defined in the LDF Core Strategy). However, it is not proposed at this time to change the policy for areas outside the city centre.

BRIEFING PAPER

Appendix 3 highlights that there are a mix of views on other more detailed aspects of the scheme proposals, including:

- The cost, availability and eligibility of permits; and
- The extent and size of zones

In order to implement the scheme, it will be necessary to advertise Traffic Regulation Orders (TROs), which will specify much of these details. Further work will be undertaken to optimise the detailed proposals, following these principles:

- There is a presumption against introducing Resident Only Parking in locations, where this would adversely affect the city centre economy by restricting the availability of spaces to shoppers and visitors;
- The number of permits issued should be managed to reflect the availability of on street spaces, also taking into account the parking demands of shoppers and visitors; and
- The cost of permits should be set at a level, which ensures the scheme recovers its start up and operating costs, covers the cost of any lost parking revenue and manages the number of permits issued.

It is proposed that delegated authority is given to the Head of Transport, Highways and Parking, in consultation with the Cabinet member for Environment and Transport, to finalise detailed scheme proposals, including the cost of permits and advertise the necessary TROs. The consultation indicated that the cost of permits was expected to be at least £1,000. Further work will be undertaken before the TROs are advertised to define the details of the schemes. This includes financial modelling of the scheme and an assessment of existing usage and future demand, to determine the extent of suitable zones within the city centre for resident only permits and the availability and cost of those permits. TROs will provide an opportunity for members of the public, businesses and other stakeholders to comment on these detailed proposals.

Although city centre on street resident parking schemes will predominantly be introduced as a shared space within the Pay and Display Zone, there are some parts of the city centre that lie outside this area, where there may be the need to introduce resident only on street scheme. The proposed policy change would allow these schemes to be introduced, where they can meet the requirements in the revised Strategic Level Parking Policy.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

Policy

It is proposed that the existing Strategic Level Parking Policy is amended in order to:

- Allow the provision of on street resident parking permit schemes in the city centre; and
- Allow people living in city centre developments approved since March 2001, to have access to resident permit schemes

The proposed policy changes are shown in Appendix 1.

Financial

BRIEFING PAPER

It is expected that the cost of permits will be at a level to make the overall cost of the scheme be cost neutral in 2013/14. This is expected to recover the cost of introducing and running the scheme and also any lost revenue from people using resident only bays.

Legal

S.1 of the Localism Act 2011 ('the general power of competence') provides the Council with the power to do anything a member of the public or private organisation may do subject to pre or post commencement limitations (which are not applicable in this instance).

The Traffic Regulation Order to deliver the changes to parking restrictions will be advertised and implemented in accordance with the Road Traffic Regulation Act 1984 (as amended).

Property

None.

OPTIONS and TIMESCALES:

It is anticipated that schemes could initially be introduced during the 2013/14 financial year.

Appendices/Supporting Information:

Appendix 1 – Proposed Revision to Strategic Level Parking Policy 4(a)

Appendix 2 – City Centre On-Street Parking – Pay & Display Shared Residents Bays Public Consultation

Appendix 3 – Summary of Consultation Responses

Further Information Available From:	Name:	Phil Marshall
	Tel:	023 8083 2590
	E-mail:	philip.marshall@southampton.gov.uk

APPENDIX 1 – PROPOSED REVISION TO STRATEGIC LEVEL PARKING POLICY 4(a) CITY CENTRE (AS DEFINED IN THE LDF CORE STRATEGY)

Amend following relevant existing bullet points as follows:

- On-street parking should continue to be short-stay in nature **for shoppers and visitors** to support the economic viability of the City Centre.
- ~~Residents' Parking Zones should not be created in the City Centre area; the ready availability of and proximity to, extensive public transport networks makes this a highly accessible area, close to most of the City's major facilities. Consideration should also be given to options that would allow City Centre residents to have access to Council-controlled parking spaces in the City Centre.~~

Add following new bullet points:

- ***On Street Residents' Parking Zones can be created in the City Centre area to make the city centre a more attractive place for residents to live, on the following basis:***
 - ***Within the Pay & Display Zone, bays would operate on a shared basis with residents. Residents' Parking Zones will not be issued within parts of the City Centre Pay & Display Zone, where they would adversely affect the city centre economy;***
 - ***Where shared bays are introduced, the number of permits issued should be managed to reflect the availability of on street spaces, also taking into account the parking demands of shoppers and visitors;***
 - ***The cost of permits should be set at a level, which ensures the scheme recovers its start up and operating costs, covers the cost of any lost parking revenue and manages the number of permits issued.***
- ***Any On Street Residents' Parking Zones introduced within the City Centre will be eligible to residents in developments approved since March 2001.***

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Southampton City Centre Parking Policy Review

City Centre On-Street Parking – Pay & Display Shared Residents Bays

Introduction

The City Council currently operates a number of car parking facilities within Southampton city centre. These include a number of off street car parks, together with an on street Pay and Display Controlled Parking Zone (CPZ). Current policy does not permit the provision of on street resident only parking permits within the city centre.

Southampton city centre has seen a significant increase in its residential population over recent years, as a number of new residential developments have been implemented. Many of these developments have restricted parking provision. The City Centre Action Plan envisages that the city centre population will continue to grow, with over 5,000 new homes proposed over the 2006 to 2026 twenty year period.

The purpose of this consultation is to understand the demand for and attitudes towards the use of some existing on street pay and display parking spaces as shared residents' parking spaces for people living in the city centre. The consultation also asks for feedback on the extent of geographical area of any scheme, the cost of residential spaces and areas that should not be subject to shared space provision within the city centre.

How would the Pay & Display Shared Resident Bays work?

A Shared Space is one that can be used by residents to park in but can also be used by non-residents as normal pay and display parking bays. A residents' permit does not guarantee a parking space and would allow parking within a "zone", as it is not possible to allocate a specific parking space to an individual vehicle or property. To maintain the integrity of any scheme, the registration number of the resident's vehicle will be included on the permit and the vehicle will need to be registered at an address in the city centre.

Would Visitor Permits be available?

It is not intended to issue visitor permits to residents. Any visitors would be expected to continue to make use of existing on and off street parking provision in the city centre.

What areas would be covered?

The scheme would operate within the existing city centre Pay & Display Zone. This is split into four different charging zones, illustrated on the appended plan. The Red Zone is generally the most heavily used and primarily serves the main retail areas in the city centre. Full details of how the Pay & Display Zone currently operates can be found at <http://www.southampton.gov.uk/s-environment/roadsandparking/parking/onstreetparking.aspx>

Within the overall Pay & Display Zone, it will be possible to define specific areas, where Shared Resident Bays could be provided. It is unlikely that all on-street spaces in the city centre will be made available for permit holders. The Red Zone in particular sees high usage by shoppers and it is

unlikely that permits would be made available within this zone. *As part of this consultation process, city centre businesses should identify which parking areas they consider valuable to their customers and therefore unsuitable to be adopted as a Residents Parking Zone.*

Note that the proposals would not affect existing City Council controlled off street resident parking areas within the Golden Grove, Holyrood and Kingsland estate areas.

How much will the Permits Cost?

City centre on street parking has a far higher value because it is used by visitors and shoppers who support local businesses. There are also *far fewer* on street spaces than residential properties. *The cost of a parking permit will therefore need to be reflected in the cost of providing the service, the need to support sustainable transport modes as well as the amenity to the individual and potential loss of income to the Council.*

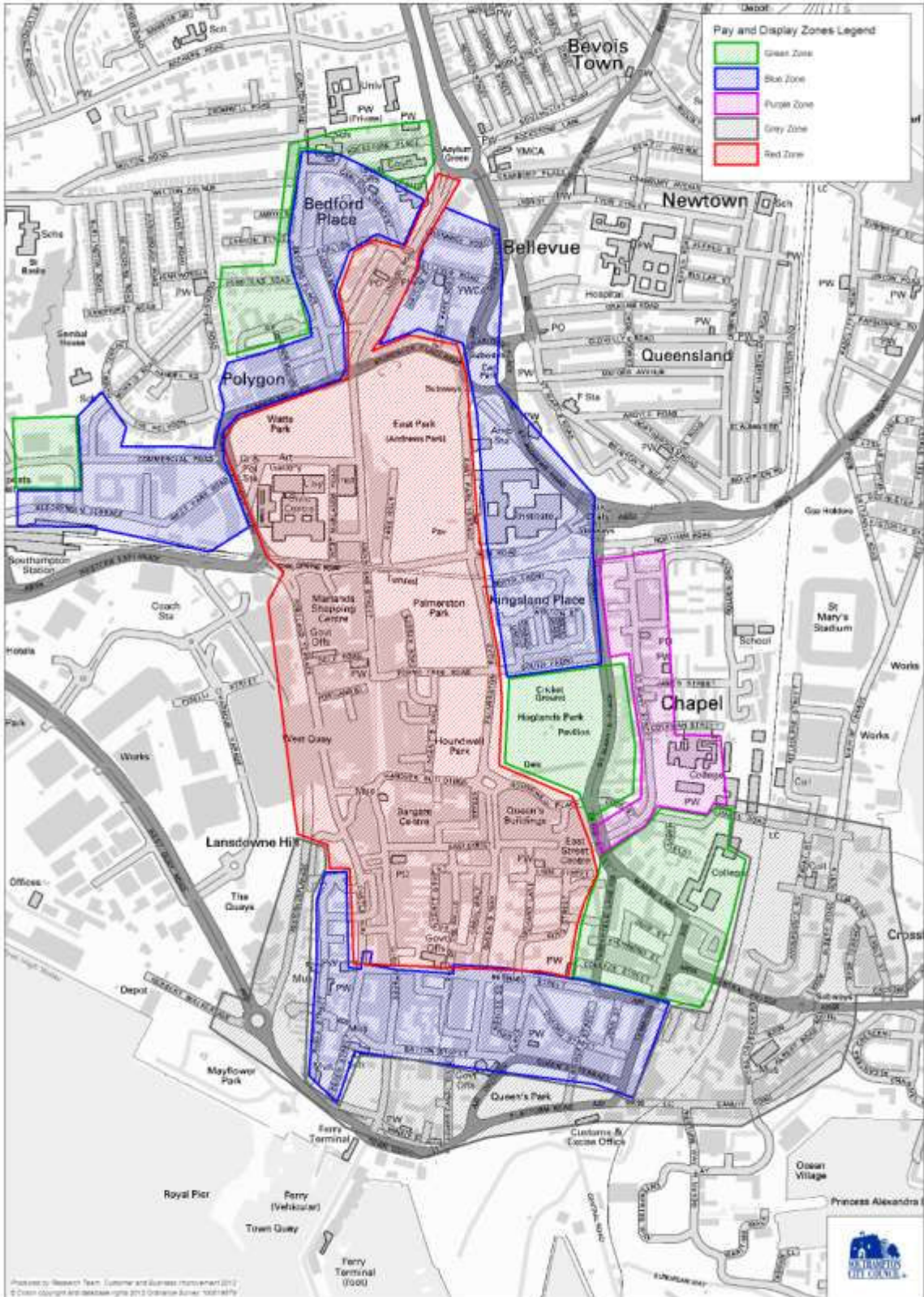
The current proposal is for the cost of an annual permit to be a minimum of £1,000.

What happens next?

The consultation responses will be analysed to assess whether or not a scheme of shared resident permit Pay and Display bays should be progressed in the city centre. If it is proposed to take this forward, Cabinet would need to approve the necessary policy changes. Traffic Regulation Orders would then need to be advertised with the opportunity for residents and businesses to comment or object. These comments and objections would be considered by decision makers before any final decision on implementation is made.

Appendix A City Centre Parking Zone

Pay and Display parking zones in the city centre



Appendix B City Centre On- Street Parking Zones

Red Zone

Back Of The Walls
Bell Street
Bernard Street
Brunswick Place
Canal Walk
Castle Way
Castle Way Service Road
College Place
Commercial Road
East Street
East Street Service Road
Eastgate Street
High Street
Houndwell Place
Lime Street
London Road
Palmerston Road
Park Walk
Portland Street
Queensway
Regent Street
Salisbury Street
Spa Road
St Georges Street
Sussex Road
Sussex Road Service Road
The Strand
Winchester Street

Blue Zone

Back of the Walls
Bedford Place
Bellevue Road
Bernard Street
Blechynden Terrace
Briton Street
Brunswick Square
Bugle Street
Carlton Crescent
Carlton Place
Castle Square

Grey Zone

Albert Road South
Andersons Road
Anglesea Terrace
Bridge Terrace
Canute Road
Chapel Road
Endle Street
Herbert Walker Av
Paget Street
Platform Road
Royal Crescent Rd
St Marys Place
Town Quay
West Quay Service Rd
West Quay Spur Road
Western Esplanade

Green Zone

Chapel Road
College Street
Commercial S Road
Duke Street
Henstead Road
Marsh Lane
Richmond Street
Rockstone Place
Terminus Terrace 434
Threefield Lane
Wilton Avenue

Castle Way
Commercial Road
Cossack Green
French Street
Grosvenor Square
High Street
John Street
Kings Park Road
Latimer Street
Latimer Street
Lower Banister Street
Morris Road
North Front
Orchard Place
Ordnance Road
Oxford Street
Queensway
South Front
Southampton Street
St Andrews Road
St Michaels Street
Terminus Terrace
Upper Banister Street
Upper Bugle Street
Winton Street
Wyndham Court Service Road

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Appendix 3 – Summary of Consultation Responses

The total number of responses received was 61.

Question 1

Should City Centre Residents have access to on-street parking spaces through one or more shared space residents parking schemes?

Over 80% of respondents were in favour of the principle of permitting residents to have access to on-street spaces through a permit scheme.

Question 2

Is the extent of the city centre proposed shared space proposals right? Should any particular types of residential development be excluded?

Question 2 was essentially in two parts. Of the 30 respondents that provided a clear response to the first half of the question, approximately 66% stated that the extent of the scheme was right. Two respondents stated that the zones were too large. Many people simply replied “No” despite being in favour of the scheme, so it was assumed that these respondents were replying to the second part of the question.

Of the remaining 39 respondent that provided a clear response the second part of the question, about 50% clearly stated that no properties should be excluded. Five people suggested that student accommodation should be excluded. Three people suggested that properties with existing parking should be excluded and three people suggested that social housing or HMOs should be excluded.

Question 3

Which on-street parking areas should be excluded from any scheme in the city centre to support local businesses and shops?

This question divided opinion with 44% of respondents stating that no area should be excluded from the scheme. About 25% thought that areas adjacent to main retail areas should be excluded, while 10% suggested the areas around Bedford Place and London Road should not be part of the scheme.

Question 4

Should the Red Zone be excluded from any potential on-street residents parking scheme due to the high demand for use by non residents?

Again, this question divided opinion with 45% of respondents stating that the Red Zone should not be excluded from the scheme and about the same number stating that it should. A small number of respondents suggested a compromise such as allowing residents' parking in off peak hours.

Question 5

Should the number of permits be restricted in a zone to allow for turnover of spaces but also prevent excessive levels of demand where new developments take place?

Around half of respondents (49%) thought that some form of restrictions should apply to any proposed permit schemes, while 26% of respondents were directly opposed to any form of restriction. The remaining 25% made no comment, had no strong views either way or had alternative suggestions. These included making the different parking zones smaller (two respondents) and giving more consideration to parking requirements when developments went ahead (one respondent).

Question 6

Should the cost of such permits reflect the cost of providing the service, the need to support sustainable transport modes as well as the amenity to the individual and income implications to the Council? This could mean different prices for different zones?

50% of respondents thought that it was reasonable for the cost of the permit to reflect the cost of providing the service and the need to support sustainable travel options, while 20% were opposed to this approach. Of the remaining respondents, four used this question to strongly object to the proposed £1000 minimum price and three suggested that any revenue raised should be ring fenced for sustainable transport. One stated that the Blue Zone should be cheapest, one stated that the Outer Zones should be cheapest, one stated that the elderly and disable should be taken into consideration when setting the cost and one suggested that the cost reflect schemes in nearby towns and cities.

Question 7

Should the permits allow parking by residents in a space continuously or should they be time limited in some way to allow a turnover of spaces.

56% of respondents thought that residents who purchase a permit should have continuous access to parking spaces in the City Centre with no form of time restrictions. 25% thought there should be some form of time limit in order to encourage turnover of vehicles in given spaces. The remaining respondents made no comment.

Question 8

Should the permits be available to all residents in an area irrespective of whether they already have an off street parking space or should those properties with off street parking not be eligible?

55% of respondents stated that properties which already had access to off street parking should not be eligible for the scheme. A further 8% of respondents stated that residents who did not have access to off street parking should have priority over those who do. 20% of respondents stated that it should apply to all residents. The remaining respondents made no comment.

Question 9

Do you have any additional comments?

The additional comments are summarised alongside the number of respondents who made that comment.

- Reiterated support for the scheme in principle (15 respondents)
- The proposed cost of the parking permits (£1000) is too high (5 respondents)
- The proposal for City Centre resident parking permits is vital for the redevelopment of the Fruit and Vegetable Market and/or other City Centre sites (4 respondents)
- Visitor parking needs to be considered as part of the proposal (3 respondents)
- Parking schemes should reflect access needs of visitors and workers (2 respondents)
- Rethink problem and consider alternative solutions (1 respondent)
- Further documentation on this proposal should be clear and concise (1 respondent)
- Visitor Park and Ride should also be considered alongside additional parking for cycles and motorbikes (1 respondent)

- Consideration needs to be given to how the grey zone will operate on Match Days (1 respondent)
- Red Zone parking meter prices should be reduced and maximum stay extended to two hours (1 respondent)
- Current parking policy works for most (1 respondent)
- More consideration needs to be given to the long term parking needs of future developments (1 respondent)
- Residents should have access to free parking (1 respondent)
- Properties in multiple occupancy cause problems because they own more cars (1 respondent)
- Proposal needs careful work and should reflect good practice from other cities (1 respondent)

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Agenda Item 9

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE		
DATE OF DECISION:	17 JUNE 2013		
REPORT OF:	HEAD OF COMMUNITIES, CHANGE AND PARTNERSHIPS		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Mark Pirnie	Tel: 023 8083 3886
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STATEMENT OF CONFIDENTIALITY

None

BRIEF SUMMARY

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

RECOMMENDATION:

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

REASON FOR REPORT RECOMMENDATIONS

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

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. None.

DETAIL (Including consultation carried out)

3. 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.
4. 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.

RESOURCE IMPLICATIONS

Capital/Revenue

5. None.

Property/Other

6. None.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

7. The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.

Other Legal Implications:

8. None

POLICY FRAMEWORK IMPLICATIONS

9. None.

KEY DECISION? No

WARDS/COMMUNITIES AFFECTED:	None directly as a result of this report
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SUPPORTING DOCUMENTATION

Appendices

1.	Monitoring Scrutiny Recommendations – 17 th June 2013
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Documents In Members' Rooms

1.	None
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Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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Other Background Documents

Equality Impact Assessment and Other Background documents available for inspection at:

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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1.	None	
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Overview and Scrutiny Management Committee: Holding the Executive to Account

Scrutiny Monitoring – 17th June 2013

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
20/05/13	Communities and Change	People Directorate	1) That a briefing note be circulated to the Committee detailing issues relating to business administration and I.T within the relevant Workstream	Information to be circulated to the OSMC w/c 10 th June 2013.	
			2) An overview of public health contract periods be circulated to the Committee	Information circulated to the OSMC on 7 th June 2013.	Completed

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