

Public Document Pack

Overview and Scrutiny Management Committee

Thursday, 4th February, 2016
at 5.30 pm

PLEASE NOTE TIME OF MEETING

Council Chamber - Civic Centre

This meeting is open to the public

Members

Councillor Fitzhenry (Chair)
Councillor Fuller
Councillor Furnell
Councillor Galton
Councillor Hannides
Councillor Jordan
Councillor Keogh
Councillor Morrell
Councillor Moulton (Vice-Chair)
Councillor Whitbread

Appointed Members

Mrs U Topp, (Roman Catholic Church)
Rev. J Williams, The Church of England
(Portsmouth and Winchester Dioceses)
Vacancies

- Primary Parent Governor Representative;
and
- Secondary Parent Governor Representative

Contacts

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PUBLIC INFORMATION

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.

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.

Use of Social Media:- The Council supports the video or audio recording of meetings open to the public, for either live or subsequent broadcast. However, if, in the Chair's opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council's Standing Orders the person can be ordered to stop their activity, or to leave the meeting.

Southampton City Council's Priorities:

- Jobs for local people
- Prevention and early intervention
- Protecting vulnerable people
- Affordable housing
- Services for all
- City pride
- A sustainable Council

Procedure / Public Representations

At the discretion of the Chair, members of the public may address the meeting on any report included on the agenda in which they have a relevant interest. Any member of the public wishing to address the meeting should advise the Democratic Support Officer (DSO) whose contact details are on the front sheet of the agenda.

Smoking Policy:- The Council operates a no-smoking policy in all civic buildings.

Mobile Telephones:- Please switch your mobile telephones to silent 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 is available for disabled people. Please contact the Democratic Support Officer who will help to make any necessary arrangements.

Dates of Meetings: Municipal Year 2015/16

2015	2016
11 June	14 January
9 July	4 February
13 August	10 March
10 September	14 April
15 October	
12 November	
10 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.

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.

DISCLOSURE OF INTERESTS

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

DISCLOSABLE PECUNIARY 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 of 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.

Other Interests

A Member must regard himself or herself as having an, '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) (Pages 1 - 2)

To approve and sign as a correct record the Minutes of the meetings held on 14 January 2016 and to deal with any matters arising, attached.

7 FORWARD PLAN (Pages 3 - 4)

Report of the Service Director - Legal and Governance detailing items requested for discussion from the current Forward Plan.

a) Townhill Park Regeneration: Phase 1 (Pages 5 - 10)

Briefing paper of Head of Development, Economy and Housing Renewal, Place, as part of the Committee's consideration of the Forward Plan item, Townhill Park Regeneration Phase 1: procurement, CPO powers and public open space disposal delegation, attached.

- b) Proceeding with Phase Two of an Integrated Service for Crisis Response, Rehabilitation, Reablement and Hospital Discharge (Pages 11 - 16)

Briefing paper of Commissioning Manager, Place, as part of the Committee's consideration of the Forward Plan item, Approval for Phase Two of an integrated service for crisis response, rehabilitation, reablement and hospital discharge, attached.

8 AIR QUALITY UPDATE (Pages 17 - 70)

Report of the Cabinet Member for Environment and Transport providing the Committee with an update on progress delivering the agreed recommendations from the Air Quality Scrutiny Inquiry, attached.

9 TRANSFORMATION OF THE SOUTHAMPTON LIBRARY SERVICE - UPDATE (Pages 71 - 78)

Report of the Cabinet Member for Communities, Culture and Leisure providing the Committee with an update on the transformation of the Southampton Library Service, attached.

10 MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE (Pages 79 - 84)

Report of the Service Director, Legal and Governance detailing the actions of the Executive and monitoring progress of the recommendations of the Committee.

Wednesday, 27 January 2016

Service Director, Legal and Governance

SOUTHAMPTON CITY COUNCIL
OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
MINUTES OF THE MEETING HELD ON 14 JANUARY 2016

Present: Councillors Fitzhenry (Chair), Fuller, Furnell, Galton, Jordan (Except Minute 44), Morrell, Moulton (Except Minute 41 and 42) (Vice-Chair), Whitbread and Tucker (Except Minute 41, 42 and 44)

Apologies: Councillors Hannides, Keogh and Revd. J Williams

Also in attendance: Cabinet Member for Transformation

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

The Committee noted the apologies of Councillor Hannides and Revd J Williams. The Committee also noted that following receipt of the temporary resignation of Councillor Keogh from the Overview and Scrutiny Management Committee, the Head of Legal and Democratic Services, acting under delegated powers, had appointed Councillor Tucker to replace him for the purposes of this meeting.

The Committee noted the resignation of Councillor McEwing and the appointment of Councillor Whitbread in place thereof in accordance with the provisions of Council Procedure Rule 4.3.

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

RESOLVED that the minutes of the meeting held on 10 December 2015 be approved and signed as a correct record.

43. **TRANSFORMATION PROGRAMME UPDATE**

The Committee considered the report of the Cabinet Member for Transformation providing an update on the progress made in relation to the Council's transformation programme.

RESOLVED that:

- (i) officers enable Members to access regular updates to the milestone plans for the three digital sub programmes;
- (ii) at the next Transformation Programme update on 14 April 2016, the OSMC are provided with the following:
 - Forecasted savings within the Customer Service Centre resulting from the anticipated reduction in demand.
 - Examples of the improvements to service standards that customers can expect from the Digital project.
 - A presentation outlining the work being undertaken within Waste Services to reduce absence levels.
- (iii) in accordance with the stated objectives of the Transformation programme, the Cabinet Member clarifies to the Committee which services the Administration were planning to stop delivering;
- (iv) officers ensure that there would be built in mechanisms to regularly review charges for Council services to reflect the changes to overhead costs;

- (v) information be circulated to the Committee to clarify how the PwC fee was budgeted for, and where and when it would appear in the Council's budget;
- (vi) trigger points be embedded within the new operating model to ensure that the improvements achieved through transformation be sustained;
- (vii) a breakdown of the £2.3 targeted savings identified for the Service Cost Recovery project be circulated to the Committee; and
- (viii) the Committee be provided with clarification relating to whether the Managed Service Provider would be required to pay the Living Wage.

44. **MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE**

The Committee received and noted the report of the Head of Legal and Democratic Services detailing the actions of the Executive and monitoring progress of the recommendations of the Committee.

The Committee requested that a timescale be sought for the action taken on recommendation 4, in relation to improving access to treatment.

Agenda Item 7

DECISION-MAKER:		OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE	
SUBJECT:		FORWARD PLAN	
DATE OF DECISION:		4 FEBRUARY 2016	
REPORT OF:		SERVICE DIRECTOR - LEGAL AND GOVERNANCE	
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Mark Pirnie	Tel: 023 8083 3886
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Director	Name:	Richard Ivory	Tel: 023 8083 2794
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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.			
RECOMMENDATIONS:			
	(i)	That the Committee discuss the 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.	
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.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
3.	The Forward Plan for the period February 2016 – May 2016 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
	Housing & Sustainability	Townhill Park Regeneration Phase 1	Cllr Fitzhenry
	Health & Adult Social Care	Approval for Phase Two of an Integrated Service for Crisis Response, Rehabilitation, Reablement and Hospital Discharge	Cllr Fitzhenry
4.	Briefing papers responding to the 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	
<u>Capital/Revenue</u>	
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.
<u>Property/Other</u>	
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	
<u>Statutory power to undertake proposals in the report:</u>	
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.
<u>Other Legal Implications:</u>	
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
<u>SUPPORTING DOCUMENTATION</u>	
Briefing Papers attached to the Agenda as separate items	
7a	Briefing Paper - Townhill Park Regeneration: Phase 1
7b	Briefing Paper – Approval for Phase Two of an Integrated Service for Crisis Response, Rehabilitation, Reablement and Hospital Discharge
Documents In Members’ Rooms	
1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out.	No
Privacy Impact Assessment	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
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)
1.	None

BRIEFING PAPER

SUBJECT: TOWNHILL PARK REGENERATION: PHASE 1
DATE: 4 FEBRUARY 2016
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

Following assessment of the impact of the changes to government funding for Social Housing and on Southampton's Housing Revenue Account (HRA) it is proposed that changes are made to the delivery model for Townhill Park. This briefing paper provides a provisional timetable for delivering Townhill Park Phase 1.

BACKGROUND and BRIEFING DETAILS:

1. Over recent months the Government have announced a number of proposals which impact on the current aspiration to provide a significant number of homes for affordable rent through the HRA as part of the council's ongoing Estate Regeneration programme.
2. The Chancellor's summer 2015 Budget contained a number of measures affecting current and future social housing provision:
 - The announcement that rents in the social rented sector will be reduced by one percent per year for the next four years;
 - The compulsory introduction of "pay to stay" requiring higher income social housing tenants to pay market rents and for councils to handover to the exchequer the additional rents collected;
 - A review of the use of lifetime tenancies in social housing "to limit their use and ensure households are offered tenancies that match their needs and ensure best use is made of social housing";
 - The extension of the Right to Buy to Housing Associations; and
 - The compulsory sale of "high value voids" in the Local Authority sector to support, in part, the RTB for Housing Associations.
3. Further the Housing and Planning Bill also contains significant changes to planning most notably the removal of obligatory section 106 requirements for the provision of affordable housing in favour of lower cost home ownership products such as Starter Homes. This measure will change the definition of what is considered affordable housing in favour of home ownership as opposed to affordable rent. Home Ownership products are far more attractive to the Developer Sector than providing affordable rent housing through Housing Associations. There is already a shift in priorities from national developers and a number of large housing associations away from affordable rent.
4. The announcement that rents paid in the social rented sector will be expected to fall over the next four years, by one percent per year, is good news for social housing tenants. However, it represents a complete U-turn on the current social rent policy and one that will seriously impact on rental income forecasts included in the 30 year Housing Business Plans of both Council's and Housing Associations. All social housing providers including the city council have undertaken a review of both

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revenue and capital plans for future investment in their housing stock.

5. For Southampton, the impact of the rent cut is a reduction in the HRA business plan of £33m over the next 4 years and £493m over the 30 year business plan. Therefore, it is now necessary to plan for a significantly reduced rental income alongside the previously announced plans to sell off vacant "high value" council housing and hand over the capital receipts to central government. This will represent a significant threat to the councils' 30 year Business Plans as all stock holding authorities, including Southampton, balance the requirements of investing in their current stock with their aspirations for providing new homes to meet housing need in their area.
6. From discussions with local Housing Association partners they also have carried out fundamental reviews of their business plans and the feedback is that their development programmes will either be reduced or reprioritised in favour of other housing tenures. Therefore, there is clearly reduced capacity and viability in the ongoing development of affordable housing in the City.
7. Townhill Park is progressing well, the outline planning application for Townhill Park (full for Phase One) was submitted in September 2015 and is due for determination in March 2016. The last remaining occupied block, in Phase 1, has one leaseholder, who is likely to require Compulsory Purchase Order (CPO) action to vacate the block. A report going to Cabinet on 9th February 2016 will seek delegated powers for this. Demolition of 7 of the 8 blocks is likely to start at the beginning of February 2016 and could finish by September 2016. Tendering is completed and the chosen contractor is shortly to be formalised. Unless the remaining block is vacated imminently, it will require to be demolished in a separate contract. Vacant possession of this part of the site is required prior to it being handed over to a developer/contractor. As a result, there is significant possibility that construction cannot commence until the Compulsory Purchase Order is concluded. Exact timescales for this legal process are uncertain, but it could take many months and result in vacant site possession not being achieved before 2017.
8. The Cabinet report will seek approval for procurement to market Phase 1 for a developer to take the site and develop it for Starter Homes. This changed direction for Phase 1 is in response to the impact of the change to government policy particularly around the adverse impact on the HRA and the emphasis on support for the delivery of low cost home ownership products. Over the years the Council has established a strong relationship with the HCA. They are now seeking Local Authority champions for the Starter Home Initiative and have asked that Townhill Park Phase One may be put forward as a flagship scheme. On this basis advice is being sought on the most suitable type of procurement but this is now likely to be using the HCA framework. Current Phase 1 proposals as part of the planning application include the building of 269 apartments and 7 houses:

Plot 1 contains 1 apartment block of 56 units and 7 houses and Plot 2 contains 5 apartment blocks with a total of 213 units.
9. In order for the procurement to be successful it is essential that there is a clear brief for the bidders, setting out clearly that the site should be used for Starter Homes, ideally drawing on any external resources available (in addition to using HCA grant of £750k for 50 homes for Affordable Rent which the council could purchase from the developer). The Government are expected to announce (by April 2016) resources in excess of £1b that may be available to help with the development of Starter Homes

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to assist developers/Housing Associations and Local Authorities providing these homes. Subsidy is likely to be in the form of a voucher to the individual purchaser of the home.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

10. Townhill Park, Phase One will be marketed within the requirements of the range of legislation that defines how the Council must procure includes; EU treaty principles, EU Public Procurement Directives, UK Procurement Regulations, Best Value Statutory Guidance, Equality Act 2010 and Public Services (Social Value) Act 2012.

OPTIONS and TIMESCALES:

11. Draft timescales are set out in the appendices of this briefing paper.

Appendices/Supporting Information:

Appendix 1: Draft timetable for phase 1 using HCA DPP 2 or equivalent

Further Information Available from:

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Townhill Park Phase 1 Marketing to start on site timescales (2015 - 2017)
Using HCA DPP Framework including assumptions

	Item	Start date	Finish Date	Days/wks
	Cabinet and Council approval to procure	Wed 16 th Dec	Wed 10 th Feb	8 wks
	Planning application and consent	Wed 30 th Sept	1 st March 2016	22 wks
	Preparing s106			
	Preparing documents for issue of EOI/Sifting Brief and tender	Jan 4 th 2016	Fri 8 th April	14 wks
	Expression of Interest	Mon 28 th Mar	Fri 15 th Apr	3wks
	Stage 2 Issue of Sifting Brief and Evaluation (This stage may not be required if limited interest shown in the EOI - ideal is 3 – 6 tenderers)	Mon 18 th April	Fri 10 th June	10 wks
	Stage 3 Issue of Mini Tender Documents	Mon 13 th June	Fri 2 nd Sept	12 wks
	Evaluation of Tenders, Public consultation and Cabinet/Council approval including appointment of preferred Bidder	Mon 5 th Sept	Fri 23 rd Dec 16	16 wks
	CPO procedure	Fri 23 rd Dec	?	
	Formation of Contract documents	Jan 2 nd 2017	Fri 21 st April 17	16 wks
	Pre start on site period assuming pre commencement conditions can be met earlier in the process and no major redesign required and Developer will start once appointed as Preferred Bidder	Mon 24 th April 2017	Fri 14 th July 2017	12 wks
	Start on Site			

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BRIEFING PAPER

SUBJECT: PROCEEDING WITH PHASE TWO OF AN INTEGRATED SERVICE FOR CRISIS RESPONSE, REHABILITATION, REABLEMENT AND HOSPITAL DISCHARGE

DATE: 4 FEBRUARY 2016

RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

The Cabinet Member for Health and Adult Social Care will take a report to Cabinet on 16th February 2016, which outlines the feedback, analysis and consideration of the consultation in respect of Phase Two of a preferred new service model to integrate crisis response, rehabilitation, reablement and, at a later date hospital discharge functions across the City Council and Solent NHS Trust.

At the core of Phase Two is the principle that people are best supported to regain or maintain their independence within their own home or usual place of residence, as opposed to a hospital environment. It involves a significant shift of investment towards a more domiciliary/community based model of rehabilitation and reablement care to achieve a more appropriate and cost effective balance of bed-based and domiciliary care that will meet the needs of clients and deliver better outcomes for them, whilst achieving best value use of resources. The implementation of Phase Two will mean the closure of bed-based provision at the City Council facility, Brownhill House, and a redirection of resources into domiciliary care and more community focussed options of flexible bed-based provision e.g. extra care housing.

In the light of the consultation feedback and responses to the key points, the report will recommend proceeding with implementing Phase Two which also has an impact on the council respite and “emergency respite” service provision at Brownhill House; and the Day Services for Older People with high physical dependency needs, which is provided by Social Care In Action (SCA) at Brownhill House. Suitable alternative provision has been identified and costed in respect of respite and “emergency respite” so that people can continue to access these services as required. The council has been working with SCA and identified at least two suitable potential alternative venues for the Day Services.

The Cabinet papers will be published on 9th February 2016.

BACKGROUND and BRIEFING DETAILS:

1. On 18th August 2015 Cabinet considered a report which set out two development phases of a proposed new Integrated Service model, and a preferred option (Option 4) for future service delivery. The preferred option was to fully integrate the Council and Solent NHS Trust staff teams involved in crisis response, rehabilitation, reablement and hospital discharge functions (Phase One) **and** prioritise service delivery /support at home or in people’s local communities (Phase Two). The Phase Two element specifically included:-
 - A reconfiguration and overall reduction of rehabilitation and reablement beds from 68 to 43 beds by ceasing service provision of 25 beds at Brownhill

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House (Council facility)

- Shifting the setting of care for those individuals without medical needs from Brownhill House to alternative settings e.g. people's own home or usual main place of residence, or community-focused options of flexible bed-based provision e.g. Extra Care Housing
- Redirecting the Brownhill House resources, and making a further investment into domiciliary care, to enable more people to be supported in their own homes both for time limited periods of reablement and also for longer term packages of support
- Increasingly sourcing the additional domiciliary care capacity from the Council's new Domiciliary Care Framework (implemented from April 2015) where the unit costs of care are significantly lower
- Overtime, reducing the proportion of care sourced from the council's in-house Reablement Team, (City Care First Support (CCFS) as vacancies occur through natural staff turnover
- Re-investing the additional resources released through the lower unit costs into more rehabilitation and reablement activity to meet increasing need and deliver wider system change across Health and Adult Social Care.

2. The preferred option was developed through a series of consultation workshops and meetings in 2014 and 2015 including:

- Stakeholder Workshops x 3
- Dedicated Task and Finish groups
- Interviews with operational managers, clinicians and finance officers
- Ongoing project work stream groups
- Provider Project Board meetings
- Integrated Commissioning Board.

3. The proposals in the preferred option represent a key element of the Better Care Plan (Cabinet approved January 2014) which is to achieve a re-designed integrated health and social care rehabilitation/ reablement service for Southampton. This requires a new service that can deliver an improved client experience that is:

- Person-centred, seamless and integrated
- Provides a clear and effective pathway to promote recovery and independence of clients.

and which can:

- Increase efficiencies by reducing service duplication, providing co-ordinated care and a more tailored use of bed-based resources
- Reduce spend across the health and social care system by reducing the future demand for services as the population gets older e.g. reduce spend on avoidable hospital admission rates, length of hospital stay and need for on-going complex packages of care.

4. Cabinet approved Phase One (18th August 2015). All affected staff were consulted for a 45 day period from 15th October – 18th November 2015. The integration of the staff teams was progressed by the Acting Head of Adult Social Care on approved delegated authority. The new integrated team structure is now in place. The necessary agreements to facilitate full integrated working between Health and Social

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Care (Section 113 and Section 75 agreements) are being established.

5. Cabinet approved (18th August 2015) a formal consultation with relevant staff (City Council and Solent NHS Trust), with stakeholders and with service users, carers and family members on proposals for Phase Two, including the potential preferred option - a reconfiguration of rehab and reablement beds to achieve the most appropriate balance of bed based and domiciliary care to support the Integrated Service model.
6. All potentially affected staff in the Council and Solent NHS Trust were consulted for a 45 day period from 2nd November – 16th December 2015. Staff were encouraged to complete the Consultation Questionnaire and also invited to raise any other comments/suggestions / concerns in the consultation meetings.

All other stakeholders were consulted for a 12 week period from 7th September to 27th November 2015.
7. The consultation also sought to identify the impact on people of the preferred option so that the draft Equality and Safety Impact Assessment (ESIA) could be amended in the light of the consultation feedback to more accurately reflect the impact of the proposed changes, and identify potential opportunities to mitigate negative impact, if any, where possible.
8. The public consultation was open to all and people were invited to feed back through the following routes:
 - A questionnaire which was available online via the council's dedicated web page, and via a link from the web pages of the following:- Southampton City Clinical Commissioning Group (SCCCG), Age UK Southampton, Solent MIND, Carers In Southampton and Healthwatch Southampton
 - The same questionnaire was also available in paper format at Brownhill House, and at the offices of the above Agencies
 - The same questionnaire, with an accompanying letter, was directly posted to:
 - * a cross- section sample of people who had used services at Brownhill House over the previous six month period
 - * all people who were identified as regular users of the respite care services at Brownhill House
 - The same questionnaire was hand-delivered to all current users of Brownhill House services, and all current users of the Day Services at Brownhill House
 - A dedicated email address was available to receive emails as part of the consultation.

Advocacy support was available to anyone requiring specific assistance to participate in the consultation.

9. The consultation was promoted through a number of routes including the following :
 - Face:face meetings with:-
 - * individuals and groups (service users and staff) at Brownhill House
 - * Agencies listed at paragraph 8 above
 - * local Health Centre staff (Adelaide and Lordshill)
 - * Domiciliary Care provider Agencies at a Provider Forum

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- E-alerts sent to all subscribers of the Council's email marketing service (Stay Connected) and sign-posting via the Council's Facebook and Twitter accounts
 - Emails to all relevant staff teams in the Council (e.g. Adult Social Care) and SCCC
 - Information and media support to the regional media – who covered the consultation in the Daily Echo newspaper and website
 - Elected Members (Overview and Scrutiny Management Committee, Health and Overview Scrutiny Panel and the City's 3 Members of Parliament)
 - Other stakeholder meetings e.g. Health and Wellbeing Board, Local Medical Commission.
10. The public consultation generated a total of 210 individual responses, of which 33% of respondents identified themselves as local residents, 19% as family members of service users at Brownhill House, 12% as service users at Brownhill House, and 14% as Day Service clients. 70% of all respondents agreed with the overall vision for a new Integrated Service.
11. In respect of the preferred option - joining together Council and Solent NHS Trust staff teams involved in rehabilitation, reablement, crisis response and hospital discharge services AND prioritising support at home or in people's communities:
- 34% of respondents agreed with the option
 - 26% were neutral
 - 40% disagreed with the option.
- Data analysis has shown that the 40% who disagreed with the option were mainly service users and their families, the majority of whom disagreed with the option; whereas a majority of local residents and staff agreed with the preferred option.
12. There were many positive responses to the proposals, however there were also a number of concerns. The most commonly raised issues of concern in the consultation can be summarised as concerns about:-
- Availability, effectiveness and sustainability of home care alternatives, leading to a rise rather than a fall in hospital readmission rates
 - Lack of choice of appropriate quality care
 - Lack of alternatives for respite and "emergency respite" care.
13. All consultation feedback from staff and public has been carefully considered at meetings of the Programme Board (Integrated crisis response, rehabilitation, reablement and discharge service) on 17th December 2015, and 21st January 2016; and individual concerns considered and discussed at the Project Team meetings of 23rd November, 14th and 22nd December 2015, and 7th January 2016. A range of evidence-based considerations were applied to the issues raised, and as relevant have been costed into the new service model.
14. The consultation feedback has been used to inform an update to the ESIA, which will be available with the 16 February Cabinet report.
15. In the light of the consultation feedback and responses to the key points, the 16

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February Cabinet report will recommend proceeding with implementing Phase Two and will provide detailed feedback on the consultation and the considerations applied to the issues raised. The Cabinet papers will be published on 9th February 2016.

16. The staffing resource at Brownhill House also supports 12 beds for respite care or “emergency” respite care. It would therefore be a consequence of implementing Phase Two that bed provision for these services would also cease at Brownhill House. Suitable alternative provision has been identified and costed in respect of respite and “emergency respite” so that people can continue to access these services as required.
17. As an indirect consequence of implementing Phase Two, there will be an impact for the Day Service provision for Older People with high physical dependency needs, which is provided by Social Care In Action (SCA) at Brownhill House. The services will need to relocate. The council has been working with SCA and identified at least two suitable potential alternative venues for the Day Services.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

18. The resource, policy, financial and legal implications will be detailed in the 16 February Cabinet report.

OPTIONS and TIMESCALES:

19. Five options were outlined in detail in the Cabinet report considered on 18 August 2015, Members approved Option 4 as the preferred option on which to conduct the public consultation exercise.
20. The consultation also invited suggestions for any alternative solutions. A summary of the suggestions and the responses will be included in the 16 February 2016 Cabinet report.

Appendices/Supporting Information:

Further Information Available From:

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Agenda Item 8

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	AIR QUALITY UPDATE		
DATE OF DECISION:	4 FEBRUARY 2016		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Mitch Sanders	Tel: 023 8083 3613
	E-mail:	Mitch.sanders@southampton.gov.uk	
Director	Name:	Mitch Sanders	Tel: 023 8083 3613
	E-mail:	Mitch.sanders@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
None			
BRIEF SUMMARY			
<p>In 2014/15 the Scrutiny Inquiry Panel carried out a review of Air Quality in Southampton and made a number of recommendations (Appendix 1). An Action Plan to deliver against these recommendations was approved by Cabinet on 14th July 2015 (Appendix 2). The purpose of this paper is to update the Overview and Scrutiny Management Committee on the progress made towards achieving these recommendations and the latest situation concerning the DEFRA government position, grant funding and how this will impact on the work programme to improve air quality going forward.</p>			
RECOMMENDATIONS:			
	(i)	That the Committee notes the report and discusses with the Cabinet Member the latest developments concerning DEFRA.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	At the request of the Chair of the Committee.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
3.	<p>Every year in the UK it is estimated that 29,000 premature deaths are caused by poor air quality. This equates to 110 deaths in our city each year. Approximately 6% of all mortalities in Southampton have been attributed to air pollution. Poor air quality and its associated effects on society cost England approx. £10 billion per year.</p>		
4.	<p>Generally road transport is the most significant contributor to poor air quality within the city with 34% attributed to heavy goods vehicles, 7.5% light goods vehicles, 4.5% buses and 24% cars. Recent work has shown that operations within the port are also significant along the middle part of the Western approach.</p>		
5.	<p>Local authorities are responsible for complying with the Governments local air quality regime which led to Southampton identifying exceedances of the</p>		

	<p>annual mean nitrogen dioxide level at 10 locations across the city. Air Quality Management Areas were declared as part of an Air Quality Management Plan produced in 2007. An Air Quality Action Plan was first produced in 2009 and has been regularly reviewed since then, progressing work on 48 individual initiatives. These included sustainable transport initiatives to encourage people to use less polluting modes of transport (modal shift) later marketed under the “My Journey” branding; road improvement schemes; Air Alert; Port Master Plan actions including the introduction of a heavy goods vehicle booking system; land use planning and introduction of travel plans and private sector partnerships such as the freight consolidation project. These and other initiatives have delivered improvements alongside general reductions in emissions from the introduction of more modern vehicle engines. But this has not been enough.</p>
6.	<p>The Scrutiny Panel therefore recommended that the Council learns from best practice, develops a Low Emissions Strategy that articulates the vision for a low emission city and provides a strategic focus to promote low emission technologies and improve air quality across Southampton. The Scrutiny Panel further recommended that the council ensures that the aims and objectives within the developing low emissions strategy permeates into the decision-making processes so that all relevant plans, policies and strategies give due consideration to air quality.</p>
7.	<p>At a national level DEFRA is the government department responsible for ensuring compliance with the EU Ambient Air Quality Directive. Assessments are made using a UK wide system of over 145 air quality monitoring stations, known as the Automatic Urban and Rural Network, together with a Pollution Climate Mapping model. Member states were required to meet set limits for all pollutants by 1 January 2010. The UK was granted an extension until 1 January 2015. The levels set for all pollutants were achieved except for nitrogen dioxide. In the UK 38 zones including Southampton currently exceed the annual mean value for nitrogen dioxide levels. Southampton is one of only 8 areas in the UK where prediction modelling shows that nitrogen dioxide levels will still be above EU air quality limit values beyond 2020.</p>
8.	<p>There are principally 2 reasons why nitrogen dioxide levels have not been met:</p> <ul style="list-style-type: none"> • The introduction of increasingly strict standards for nitrogen dioxide emissions from diesel vehicles have not delivered the expected emission reductions in real world use. • The increased uptake of diesel vehicles was encouraged to reduce carbon dioxide emissions responsible for climate change which unfortunately produce significantly higher levels of nitrogen dioxide when compared to petrol engines.
9.	<p>DEFRA published a consultation on the UK’s Plans to Improve Air Quality in September 2015. The plan set out actions being implemented at local, regional and national levels to meet the annual EU limit values for nitrogen dioxide in the shortest possible time. The plan acknowledges all the good work that has been done to date in Southampton and the implementation of future initiatives as part of the Low Emission Strategy. The plan specifically identifies a portion of the A33 Western Approach which is of particular concern. Whilst acknowledging that local authorities are best placed to identify what measures will deliver the required reduction in nitrogen dioxide</p>

	by 2020, DEFRA suggests that vehicle access restrictions (based on a national framework for new Clean Air Zones) should be considered. SCC responded to the consultation, supporting the idea in principle and suggesting that a voluntary scheme had the potential to deliver the necessary improvements without impeding businesses.
10.	In anticipation of the emerging UK plan, Regulatory Services submitted a bid to DEFRA's Air Quality Capital Grant Scheme to facilitate the introduction of a Voluntary Clean Air Zone and Clean Air Partnership. This was successful and £97k was secured to highlight air quality issues and promote the uptake of voluntary actions to reduce emissions.
11.	DEFRA subsequently published the final version of the UK's Plans to Improve Air Quality in December 2015. This will be submitted to the European Commission to address the current infraction. The document differs from the draft plan in that it identifies Southampton as one of five cities which will be required to implement a mandatory Clean Air Zone (CAZ) by 2020. This will introduce penalty charges for the most polluting HGV's, buses and taxis. A national framework and legislation to facilitate this are expected in 2016. Government have allocated funding to support those Local Authority's affected.
12.	The Low Emission Strategy for Southampton is being progressed with the help of Ricardo consultants who also happen to support DEFRA. This work will focus on promoting the introduction of clean technologies to reduce emissions from vehicles. An initial long list of measures have been produced as detailed in the attached report (Appendix 3). These were produced in consultation with a wide range of stakeholders and are currently being assessed by an internal project board assisted by cost benefit analysis and a health assessment to provide a shortlist for consideration. As well as tackling nitrogen dioxide levels the low emission strategy is also considering other pollutants, in particular small particles (PM10) which have the greatest health impact.
13.	Ricardo are working closely with Regulatory Services and other internal stakeholders to develop the Low Emission Strategy so that it supports the full range of air quality actions existing and emerging. This includes developing a Clean Air Strategy that will demonstrate how SCC will; <ul style="list-style-type: none"> • Reduce traffic flows – through mode shift and trip reduction; • Improve traffic flow – by better management of the network to ease congestion and increase average speeds; • Promote clean technologies – to directly reduce emissions from vehicles. <p>The proposed Voluntary Clean Air Zone and Clean Air Partnership will still be introduced to facilitate the latter introduction of the mandatory Clean Air Zone.</p>
14.	Reducing and managing traffic flow is the focus of the Local Transport Plan (LTP) and Local Sustainable Transport Fund (LSTF) complemented by the Low Emission Strategy which focuses on the promotion of clean technologies.
15.	There is some confidence that these measures will achieve the legal compliance required to avoid a hefty fine.
16.	Progress on the other recommendations made by the scrutiny panel are included in Appendix 2.

RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
17.	£97k one off grant funding has been obtained from DEFRA to support the implementation of a Voluntary Clean Air Zone and Clean Air Partnership.
18.	The Local Transport Fund is in its final year with all current activity due to finish on 31 st March 2016. The government's recent Spending Review set out an intention to continue this activity through an "Access Fund" of £500M ring-fenced capital and £80M revenue committed over 5 years. Details on the bidding process are expected soon. Should it be secured it is anticipated that this funding will support the continuation of the sustainable city project and in particular the My Journey programme. In the absence of LSTF funding in 2016/17, a My Journey-lite programme will be funded by existing Council resources. This includes the LTP Integrated Transport Programme, Transport Policy (Revenue), Regulatory Services and Public Health.
<u>Property/Other</u>	
19.	None.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
20.	The UK Plan to Improve Air Quality identifies Southampton as one of five cities which will be required to implement a mandatory Clean Air Zone (CAZ) by 2020. A national framework and legislation to facilitate this are expected in 2016. Government have allocated funding to support those Local Authority's affected.
<u>Other Legal Implications:</u>	
21.	None
POLICY FRAMEWORK IMPLICATIONS	
22.	Improving air quality may contribute to the following priorities within the Council Plan: <ul style="list-style-type: none"> • Protecting vulnerable people • Prevention and early intervention.
KEY DECISION	No
WARDS/COMMUNITIES AFFECTED:	None directly as a result of this report
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Air Quality Inquiry - Conclusions and Recommendations
2.	Scrutiny Panel Report – Action Plan & Progress Jan 2016
3.	Initial long list of measures for the Southampton LES
Documents In Members' Rooms	
1.	None

Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out.	No
Privacy Impact Assessment	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
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)
1.	Scrutiny Inquiry Panel – Air Quality Inquiry Final report (item 76) http://www.southampton.gov.uk/modernGov/ieListDocuments.aspx?CId=126&MId=2848&Ver=4

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Air Quality Inquiry - Conclusions and Recommendations

Conclusions

1. After consideration of the evidence presented to them the Panel have reached the following conclusions:
 - Air quality is a significant issue in Southampton that has a detrimental impact on health and wellbeing and the environment.
 - A lot of good practice and innovative approaches have been employed in Southampton to address air pollution.
 - Despite technological advances and good practice it is likely that with increased traffic levels, population growth and economic development, including increased activity within the Port, air quality will remain a significant problem in Southampton with associated health and environmental impacts unless more is done to tackle the issue.
 - Southampton can and must do more, taking advantage of the opportunities available, to improve air quality in the city.

Recommendations

2. The Panel have identified a number of recommendations that they believe will, if fully implemented, help reduce harmful air pollution in Southampton and limit the impact on vulnerable members of society. The recommendations have been categorised under the following headings:
 - Building on success – Ambition and vision
 - Leading by example
 - Traffic
 - Partnership working
 - Communication

Building on success – Ambition and vision

3. This report outlines a few of the numerous measures that have been employed or are planned to reduce emissions in Southampton. The city needs to build on the successes, deliver the proposed improvements and collectively be more ambitious, seeking funding opportunities where available to achieve the vision of a low emissions city. In support of this the following recommendations are proposed:
 - In recognition that road vehicles are the primary source of NO₂ emissions and particulate matter in the city the Panel recognised the importance of encouraging behaviour change towards healthier and more environmentally friendly alternatives. The Panel therefore recommend that:
 - (i) ***The Council continues to fully support modal shift initiatives through the My Journey campaign and related initiatives encouraging people to use alternative modes of transport.***

- The Panel reviewed the evidence related to interventions which might be effective in achieving the limit value for NO₂. The Panel agreed that the Low Emission Zone was at this stage not the preferred option and recommend that:
 - (ii) ***The Council, learning from best practice, develops a Low Emissions Strategy that articulates the vision for a low emissions city and provides strategic focus to the promotion of low emission technologies and improving air quality across Southampton. This should be overseen by the Health and Wellbeing Board.***
- Funding opportunities are available to areas that have a track record in delivering agreed outcomes and have ambition and vision that supports lowering emissions. Southampton has been successful in securing external funding and, supported by a developing Low Emissions Strategy, should continue to seek grant funding, matched by council resources if required. Therefore, following the canvassing of support from key partners during the inquiry, the Panel recommend that:
 - (iii) ***The Council is to continue to seek funding opportunities and submit bids reflecting commitment to a step change in adopting ultra-low emission vehicles, alternative fuels and technologies that will be delivered alongside sustainable transport choices.***
- Evidence to the Panel suggested that the cheapest yet most effective measures for combatting pollutants in the air was by green infrastructure. Southampton should consider a tree planting project similar to what is being undertaken in [Bristol](#), where every primary school child (36,000) has the chance to plant a tree in their city.

Funding could be explored, and would help alleviate air pollution levels but also give the city a great legacy. Our youngest citizens would learn about the importance of wildlife but also have a physical link to a personal piece of Southampton.

A less ambitious (and cheaper) option would be to start a tree planting project around Air Quality Management Areas and schools located near these. The Council could source European funding or other funding opportunities.

 - (iv) ***The City Council adopts an ambitious green infrastructure planting programme, which is tied in with primary schools to teach children the importance of their environment.***
 - (v) ***The Councils Tree Team are to prioritise the re-planting/ planting of trees and other green infrastructure which are known for their pollutant absorbing capabilities.***

Leading by example

4. Local authorities have an important role to play in helping to improve air quality. The Panel recognise the strong working relationships between different council services but consider that opportunities exist for the council to lead by example and ensure that reducing emissions is at the forefront of council decision making. It is therefore recommended that:

(vi) *The Council ensures that the aims and objectives within the developing Low Emissions Strategy permeates into the decision making processes so that all relevant plans, policies and strategies give due consideration to air quality.*

- Planning Policy can help to improve air quality by reducing emissions through guiding patterns of development to locations served by public transport, and by mitigating emissions through 'on site' measures such as building layout, ventilation and types of building material; and 'off site' measures such as landscaping and green infrastructure. The Panel were informed of the approach followed by Bradford MDC where planning policy is a key component of their Low Emission Strategy and of examples of 'green landscaping' that can help improve air quality with little expenditure. To ensure that planning policy supports and drives reducing emissions in Southampton it is recommended that:

(vii) *The Council use the review of the Local Plan and the development of the Low Emissions Strategy to evaluate how planning policy can be more effective at reducing and mitigating emissions. To include working with Council's Tree Team, the Woodland Trust and others to identify preferred species of trees to absorb pollution, and with developers and partners to prioritise green infrastructure especially near pollution hotspots and green routes.*

- The Council's Fleet Management Service sources vehicles for business units across the Council and spends more than £1m annually on fuel. To reduce fuel consumption and emissions the Panel recommends that:

(viii) *The Council follows the lead set by the bus companies and implements the driver monitoring equipment fitted to any light goods and refuse vehicles and recognises drivers who drive efficiently. This is to happen as soon as possible.*

(ix) *Eco-Driver training is made mandatory for all employees who drive Council vehicles and existing staff members are to be trained as soon as possible.*

(x) *The impact on air quality is factored into the procurement decisions made by Fleet Management Services and the council looks at sourcing ultra-low emission Electric/ Hybrid Vehicles and retrofitting existing petrol and especially diesel vehicles with low-*

emission technologies. The default position being an ultra-low emission vehicle unless a business case shows otherwise.

- As the report highlights electric vehicle provision is pretty woeful in the council, both in the respect of internal adoption (fleet operations) and encouraging our residents to consider this option as opposed to polluting diesels and petrol. The public health benefits of Electric car ownership benefit everybody in the city with zero exhaust emissions from the car. The Council should recognise the current high cost of Electric Vehicles and help adoption by granting 2 hour free on street car parking throughout the city. This could easily be adopted by issuing a special coloured parking disk which would have to be displayed:
- (xi) ***To help encourage the adoption of zero emission vehicles in the city the Council should offer free 2 hour on-street parking to vehicles which emit zero emissions i.e. electric vehicles.***

Traffic

5. As a general rule vehicles in free flowing traffic emit less pollution than those in stop-start traffic jams. To improve the flow of traffic in the city the Panel recommend that the Council:
- (xii) ***Ensure that air quality is given due consideration during the current review of the ITS Strategy, (delivered by the Integrated Transport Board). As well as optimising traffic movements, traffic light signal plans, speed limits (including 20mph in areas where stop-start traffic is a problem) and other traffic management applications should be used to deliver improvements in air quality wherever possible.***
- (xiii) ***Re-evaluates the potential for Park and Ride sites for the city, factoring the public health costs of air pollution into the decision making process. To investigate with partners the ability to develop future sites through the Local Plan process identifying potential capital funding sources as well as commercially viable operation through partnerships with transport operators.***
- (xiv) ***Prioritise the re-surfacing of cycle routes across the city, starting with main commuting routes, making cycling safer and more appealing through the revision of the Transport Assets Management Plan (TAMP) including seeking external funding to increase the scale and viability of such a programme. Consulting with cycling groups on new and existing routes.***
- (xv) ***Seek to influence the idling policies of key transport operators within the city, including port activity, trains, buses, taxis and HGVs, to minimise emissions caused by engines idling.***

Partnership Working

6. It is clear the city has benefited from additional funding as a result of good partnership working taking place across the city between the Council and other key stakeholders including ABP, DWP and bus companies. Evidence presented to the Panel highlighted the need to focus on port activities to reduce emissions from actions such as ship hotelling, identified as a major polluter in the Ricardo-AEA Western Docks study. The Panel were informed that ports in Germany and California use shore power technology to power ships when in port, thereby removing the emissions caused by ship generators. The Panel recommend that:

(xvi) The Council work in partnership with key stakeholders to assess the feasibility and eventual introduction of shore power technology at the Port of Southampton.

(xvii) The Council is to, with support from other Port cities, write to the MPs of the City and the DfT to encourage the adoption of shore power across the UK.

- Use of the Sustainable Distribution Centre can reduce the number HGVs coming into the city, relieve congestion and lower emissions. It is recommended that:

(xviii) The Council encourages partners to make greater use of the Sustainable Distribution Centre.

Communications

7. The results of the Air Quality survey demonstrated that people are interested in receiving information on air quality in the city. The Air Alert service enables people who are more vulnerable to air pollution to receive alerts when pollution levels are high in Southampton. Currently there are 201 subscribers to this free service and 75% of subscribers felt that the service improves their wellbeing. However, funding from DEFRA for this service is due to cease in 2016. The Panel recommend that:

(xix) The Council explore opportunities to integrate the Air Alert service with other information/messaging and health alert services, such as cold and heat alerts, and consider how user friendly air quality information can be communicated to a wider audience through existing channels such as Stay Connected.

(xx) The Council looks at innovative ways to measure air quality across the city.

8. Finally, Members of the Panel recognise that whilst the Council has an important role to play in improving quality in the city, it is clear this cannot be done in isolation. A change of mind-set for all is needed.

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Recommendation	Accepted by Executive (Y/N)	How will the recommendation be achieved? (Key actions)	Responsible Officer	Target Date for Completion - Progress to Date
<p>(i) The Council continues to fully support modal shift initiatives through the My Journey campaign and related initiatives encouraging people to use alternative modes of transport.</p>	<p>Yes</p>	<p>The Council was successful in its LSTF extension bid allowing My Journey campaign to be funded for a 4th year (2015/16). The My Journey brand is now well established and through monitoring by Southampton University is delivering modal shift in key areas. The Council will seek future revenue funding to support the My Journey campaign beyond March 2016. And the Council will also consider contingency options to enable the My Journey legacy to be maintained without reliance on external funding.</p>	<p>Paul Walker</p>	<p>April 2015 - March 2016 deliver the My Journey programme. March 2016 onwards. Deliver future year(s) My Journey programme.</p> <p>The My Journey programme has been delivered throughout 2015/16 with all initiatives on schedule to be completed by the year end. Multiple projects have been implemented at businesses, schools, hospitals, and in residential neighbourhoods to promote sustainable travel choices, which have exceeded the targets set for the number of we looked to engage and signs are that these projects are leading towards changes in travel behaviour. Amongst the highlights so far; brand awareness is at a record high of 53%, we now have our first gold rated STARS accreditation for Shirley Infants School as one of the best performing schools in the country following our support, the website is approaching 1,000,000 hits and there were record numbers at Sky Ride (over 12,000 in attendance). The programme has won two national awards this year.</p>

				<p>Proposals have been put together for a My Journey-lite programme in 16/17 that will take forward core activity in the absence of LSTF funding. The proposal sets out a detailed collaboration between Transport Policy and Regulatory services to deliver a series of projects with a revised team structure to bridge the gap until future funding opportunities emerge in 16/17. A review of the services provided will be undertaken later in 2016 to consider options for the continuation of the programme for future years.</p>
<p>(ii) The Council, learning from best practice, develops a Low Emissions Strategy that articulates the vision for a low emissions city and provides strategic focus to the promotion of low emission technologies and improving air quality across Southampton. This should be overseen by the Health and Wellbeing Board.</p>	<p>Yes</p>	<p>Regulatory Services have secured funding from DEFRA and Ricardo AEA have been appointed to develop a LES for Southampton. This project was launched in May 2015 with a series of stakeholder workshops. The LES will form part of the cities Air Quality Action Plan by addressing the need to <i>reduce</i> emissions at source by introducing low emission technologies. The Action Plan will also look to <i>remove</i> sources of emissions, for example by identifying opportunities to optimise air quality improvements from activities developed through</p>	<p>Mitch Sanders</p>	<p>A draft implementation plan is to be delivered in February 2016.</p> <p>A short-list of potential initiatives for inclusion in the Low Emissions Strategy has been drawn up and is in the process of being prioritised. An economic assessment has been completed and health impact assessment is expected by the end of January. An Implementation Plan, incorporating the proposed Voluntary Clean Air Zone and Clean Air Partnership will be available for comment in February 2016.</p>

		<p>the sustainable transport projects.</p> <p>As part of the LES stakeholder engagement plan, a LES Board has been created. This is to be chaired by Mitch Sanders, is sponsored by Andrew Mortimore and will report to the Health and Wellbeing Board.</p>		
<p>(iii) The Council is to continue to seek funding opportunities and submit bids reflecting commitment to a step change in adopting ultra-low emission vehicles, alternative fuels and technologies that will be delivered alongside sustainable transport choices.</p>	Yes	<p>The emerging LES will identify the most effective options available to reduce emissions across the city, a plan for implementation and associated funding opportunities. This will assist teams in Transport Policy and Regulatory Services direct resources at appropriate applications over the short/medium term.</p> <p>The recently introduced Citylab project, being conducted in partnership with University of Southampton with EU funding, allows SCC to identify and share best practice ideas with other key European Cities. This in turn will put SCC in a strong position to identify likeminded partners to work with on future EU grant bids to deal with transport related air quality issues.</p>	Paul Walker/ Mitch Sanders	<p>See (ii) above. Anticipated funding opportunities likely to be pursued include:</p> <ul style="list-style-type: none"> • DEFRA Air Quality Capital Grant Scheme – Autumn 2015 • Low Emission Bus Fund – October 2015. • Expression of Interest submissions to the Solent LEP in September 2015. This may include bids associated with supporting the LES. <p>Other UK funding (bidding) opportunities will be subject to the outcome of the Government Spending Review July 2015.</p> <p>DEFRA Air Quality Capital Grant scheme funding secured (£97k). This is the largest single award to any authority in the country under this funding stream and will facilitate the delivery of a Voluntary Clean Air Zone and Clean Air Partnership.</p>

				<p>An application was made to secure £3.5m funding from the Low Emission Bus Fund for a fleet of 95 new euro6+ standard low emission buses covering several services that operate across the city centre including routes across the Western Approach (the Bluestar 8, 9 and 10). Still awaiting the outcome of the submission with details to be announced shortly.</p> <p>4x Expressions of Interest were submitted to the Solent LEP associated with supporting objectives in the Low Emissions Strategy. This included supplementary funding for the continuation of a Solent-wide My Journey programme, investment funding for walking and cycling infrastructure along Station Boulevard and other schemes identified on the city's strategic cycle network and proposals to enhance the city's ITS strategy.</p> <p>The Comprehensive Spending Review identified the following potential funding sources for 2016/2017:-</p> <ul style="list-style-type: none"> • DfT Capital budget is up 50% to £46.7bn over the next 5 years to deliver High Speed Two
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				<p>(HS2), roads and local transport, along with Network Rail’s own spending plans;</p> <ul style="list-style-type: none"> • DfT’s revenue funding is down 37% by 2019-20 for operation costs and subsidies for franchises and one of TfL’s resource grants; • Construction on HS2 will start and there are changes to rail tickets and conditions, improving wi-fi and mobile connectivity and freezing rail fares (at RPI) – many of these were already announced previously; • £300m for development funding for transformative transport projects (Transport Development Fund) and £475m of new funding for construction of large local transport projects (Local Majors Fund); • £600m to support uptake and manufacturing of ultra-low emission vehicles as part of the long term strategy for tackling urban air quality; • £300m for cycling investment - £114m of this is for the Cycle Ambition Cities; • £12bn confirmed for the Local
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				<p>Growth Deals via the LEPS;</p> <p>Guidance has not yet been issued on how these funding pools will be made available although it is anticipated that SCC and its partners will bid for funding.</p> <p>In terms of low emission vehicles; £600m is being made available to support uptake and manufacture of ultra-low emissions vehicles, which they see as the long term answer for tackling air quality in urban areas. This could link with various initiatives coming out of the City Air Quality Action Plan and Low Emissions Strategy and Southampton’s ongoing commitment to low emissions technologies. The City and its air quality issues are well publicised and this will be an opportunity to secure additional investment to deliver its Air Quality Action Plan.</p> <p>In DEFRA’s settlement there is little to nothing on air quality specifically however officers remain in contact with DfT and DEFRA.</p>
(iv) The City Council adopts an ambitious green infrastructure planting programme, which is tied	Yes	A programme of schools based biodiversity activities, linked to the National Curriculum and the	Mitch Sanders	Programme developed and trialled with selected schools – June 2016

<p>in with primary schools to teach children the importance of their environment.</p>		<p>annual Southampton Bioblitz, will be developed to give children an opportunity to learn about and gain direct contact with their local green infrastructure. Children will be taught how to plant, manage and survey different types of green infrastructure. Subject to funding, the City Council’s Trees for Life Initiative will continue to give families the opportunity to mark the birth of their children by planting a tree.</p>		<p>Rolled out to other schools – Sept 2016</p> <p>A number of school bioblitzs were held during the week running up to the main Bioblitz on 5th and 6th June 2015. The format for the 2016 Bioblitz is going to be different following a low turnout on the Highfield campus. One of the members of the steering group has managed to secure grant aid to enable sponsorship of a Zany Zebra so the intention is to run some events linked to the wider Zany Zebra programme. There will be a re-run of the school bioblitzs. In terms of delivering the objective long term, the lack of funding means progress will be difficult.</p>
<p>(v) The Councils Tree Team are to prioritise the re-planting/ planting of trees and other green infrastructure which are known for their pollutant absorbing capabilities.</p>	<p>Yes</p>	<p>Ability to reduce air pollution will be a key selection criteria for trees planted by the City Council’s Trees Team.</p>	<p>Mitch Sanders</p>	<p>Introduced for the planting programme in April 2015. This will be subject to ongoing review and development as part of the Service Business Plan so that new guidance and best practice is considered as it emerges.</p>
<p>Planning Policy can help to improve air quality by reducing emissions through guiding patterns of development to locations served by public transport, and by mitigating emissions through ‘on site’ measures such as building</p>				<p>The integration of construction consolidation in planning policy is being considered as well as the ongoing promotion of the Sustainable Distribution Centre.</p>

<p>layout, ventilation and types of building material; and ‘off site’ measures such as landscaping and green infrastructure. The Panel were informed of the approach followed by Bradford MDC where planning policy is a key component of their Low Emission Strategy and of examples of ‘green landscaping’ that can help improve air quality with little expenditure.</p> <p>(vi) The Council ensures that the aims and objectives within the developing Low Emissions Strategy permeates into the decision making processes so that all relevant plans, policies and strategies give due consideration to air quality.</p>	<p>Yes</p>	<p>See (ii) and (vii). The LES Board will be responsible for tasking and implementing the LES to ensure its aims and objectives are met and all opportunities within existing SCC policy, plans, strategies, advice and guidance are given due consideration.</p>	<p>Mitch Sanders</p>	<p>Work on developing suitable policies within the emerging Local Plan is taking place.</p> <p>The LES project team is currently identifying and assessing options to include in the LES. Consultation on a draft strategy is scheduled for Sept 2015 and the implementation plan is due to cover Oct/Nov 2015 to Aug 2016.</p> <p>There has been an open and extensive consultation process throughout the development of the emerging Low Emissions Strategy and the shortlist of actions that will be implemented. Comments and input have been sought from departments across the authority to ensure that the strategy's objectives are understood.</p>
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<p>(vii) The Council use the review of the Local Plan and the development of the Low Emissions Strategy to evaluate how planning policy can be more effective at reducing and mitigating emissions.</p> <p>To include working with Council’s Tree Team, the Woodland Trust and others to identify preferred species of trees to absorb pollution, and with developers and partners to prioritise green infrastructure especially near pollution hotspots and green routes.</p>	<p>Yes</p>	<p>The emerging LES will identify planning policies and develop local planning advice and guidance to reduce emissions. The latter will be adopted where existing policies and plans allow. Otherwise it will be developed and embedded into SCC planning policies and procedures as they are updated. The council has started its review of the Local Plan and will be consulting on an issues and options paper this summer (July-October 2015). Although it does not include draft policies at this stage, the paper highlights air quality as an important issue to address.</p> <p>From autumn 2015 onwards, Planning Policy will hold a series of meetings to consider detailed issues. Opportunities to deliver air quality improvements using green infrastructure and green routes will be considered throughout this process. See (v) above.</p>	<p>Mike Harris/Mitch Sanders</p>	<p>The LES will identify outline proposals for planning policies, advice and guidance in summer 2015. These will be developed in 2015/16 and fed into the emerging Local Plan.</p> <p>Draft policies to be consulted on in summer 2016.</p> <p>The new Local Plan is expected to be adopted in late 2018.</p> <p>Draft Planning Advice for Southampton has been circulated internally for comment and will be developed over the early part of 2016 in to a working document with the intention of formally adopting it as formal guidance within the new Local Plan.</p>
<p>The Council’s Fleet Management Service sources vehicles for business units across the Council and spends more than £1m annually on fuel. To reduce fuel consumption and emissions the Panel recommends that:</p>	<p>Yes</p>	<p>A comprehensive Fleet Management review is being undertaken in order to generate efficiencies and substantial budget savings, and as a part of the Council’s Transformation process in the next 3 years.</p>	<p>Mitch Sanders</p>	<p>The business case and implementation plan is likely to be completed by April 2016.</p> <p>Significant savings arising from the more efficient procurement and use of the council fleet have been submitted</p>

<p>(viii) The Council follows the lead set by the bus companies and implements the driver monitoring equipment fitted to any light goods and refuse vehicles and recognises drivers who drive efficiently. This is to happen as soon as possible.</p>		<p>A business case is being developed for the introduction of active driver management which would be subject to consultation.</p>		<p>at part of ongoing budget savings for 2016/17.</p> <p>Lessons have been learnt from other fleet operators who have installed driver monitoring equipment and this has been incorporated into driver training and development of business cases for the installation of monitoring equipment which will come at a cost.</p> <p>Account will need to be taken of recent developments associated with the proposed Clean Air Zone and implications this will have for the council fleet.</p>
<p>(ix) Eco-Driver training is made mandatory for all employees who drive Council vehicles and existing staff members are to be trained as soon as possible.</p>	<p>Yes</p>	<p>ECO driver training is currently optional for service managers to nominate staff from a variety of providers (e.g. Blue Lamp Trust). It is suggested that mandatory CECO driver training is introduced for driver inductions, and regular refresher training.</p>	<p>Mitch Sanders</p>	<p>A plan for the Council could be developed for corporate implementation in April 2016.</p> <p>109 fuel efficiency in-car driver training spaces have been made available using LSTF funding for council drivers and local businesses by the end of March 2016. The training is being run by local provider Bill Plant.</p>
<p>(x) The impact on air quality is factored into the procurement decisions made by Fleet Management Services and the council looks at sourcing ultra-low emission Electric/ Hybrid Vehicles and retrofitting existing petrol and</p>	<p>Yes (in part)</p>	<p>The Council’s current procurement policies include a requirement for low and ultra-low emission vehicles to be considered as replacement for conventional vehicles provided a suitable business case can be</p>	<p>Mitch Sanders</p>	<p>The emerging LES will publish any proposals concerning procurement and fleet in late 2015, with implementation intended in 2015/16. A further review of the current procurement policies will be carried out as part of the corporate Fleet</p>

<p>especially diesel vehicles with low-emission technologies. The default position being an ultra-low emission vehicle unless a business case shows otherwise.</p>		<p>demonstrated. There are currently relatively few suitable vehicle models available with ultra-low emissions. This requirement is balanced against the other requirements for the vehicle (e.g. lifetime vehicle costs, refuelling sites etc.). There is currently a presumption that the vehicles procured represent the lowest emission vehicles. For example, newly procured refuse fleet vehicles must meet the latest Euro 6 emissions compliance standard. The LES proposes to review SCC procurement policies to ensure low and ultra-low emission technologies are given appropriate weighting in the selection process and so that the Council remains in a position to respond to the fleet market and innovation in this respect.</p>		<p>Review, to be completed by April 2016 and will be incorporated into the LES work plan as appropriate. It is proposed that any changes to the procurement procedure should not be made until this review is complete. However, the Inquiry recommendations will be given due consideration as part of this process including the proposals to make ultra-low emission vehicles the default choice.</p>
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<p>As the report highlights electric vehicle provision is pretty woeful in the council, both in the respect of internal adoption (fleet operations) and encouraging our residents to consider this option as opposed to polluting diesels and petrol. The public health benefits of Electric car ownership benefit everybody in the city with zero exhaust emissions from the car. The Council should recognise the current high cost of Electric Vehicles and help adoption by granting 2 hour free on street car parking throughout the city. This could easily be adopted by issuing a special coloured parking disk which would have to be displayed:</p> <p>(xi) To help encourage the adoption of zero emission vehicles in the city the Council should offer free 2 hour on-street parking to vehicles which emit zero emissions i.e. electric vehicles.</p>	<p>In part - The rec will be considered as part of emerging LES process</p>	<p>Opportunities to incentivise the uptake of ultra-low vehicles through subsidised parking charges will be considered as part of the emerging LES. See (ii) above</p> <p>The Council will work with partners to deliver innovative bids for a “step-change” towards electrical vehicles building on best practice in the area and a dynamic shift towards leading electric vehicle innovation to improve air quality in the city.</p>	<p>Paul Walker</p>	<p>The draft LES Implementation Plan is due Feb 2016.</p>
<p>(xii) Ensure that air quality is given due consideration during the current review of the ITS Strategy, (delivered by the Integrated Transport Board). As well as optimising traffic movements,</p>	<p>Yes</p>	<p>ITS strategy is in first draft and does include options for addressing air quality and links with the Low Emission Strategy. This includes traffic signal technology that could be trialled in the city where traffic</p>	<p>Paul Walker</p>	<p>ITS strategy completion Autumn 2015.</p> <p>Final version published and to be adopted as part of LTP4.</p>

<p>traffic light signal plans, speed limits (including 20mph in areas where stop-start traffic is a problem) and other traffic management applications should be used to deliver improvements in air quality wherever possible.</p>		<p>signals can adapt to AQ conditions and options for communication AQ levels to city residents including VMS.</p>		
<p>(xiii) Re-evaluates the potential for Park and Ride sites for the city, factoring the public health costs of air pollution into the decision making process. To investigate with partners the ability to develop future sites through the Local Plan process identifying potential capital funding sources as well as commercially viable operation through partnerships with transport operators.</p>	<p>Yes</p>	<p>The Council is working in partnership with Highways England to review the potential for Park and Ride for the city. In addition the Council is working with neighbouring authorities including Hampshire County Council and Eastleigh Borough Council on a strategic transport infrastructure plan to support the EBC/ SCC Local Plans. The outcome of this work will inform the SCC emerging Local Transport Plan 4 policies.</p>	<p>Paul Walker</p>	<p>SCC & Highways England review of Park and Ride completion by Spring 2016. SCC/ EBC/ HCC strategic transport infrastructure plan completion by Spring 2016. LTP 4 Update Spring 2016.This is on target</p>
<p>(xiv) Prioritise the re-surfacing of cycle routes across the city, starting with main commuting routes, making cycling safer and more appealing through the revision of the Transport Assets Management Plan (TAMP) including seeking external funding to increase the scale and viability of such a programme. Consulting with cycling groups on new and</p>	<p>Yes</p>	<p>Review of the Highways Asset Management Plan (HAMP) will include evaluating how cycle way maintenance is prioritised in relation to other road types in the city. The Council submitted a bid to the DfT Maintenance Challenge Fund for maintenance of the cities strategic cycle ways in February 2015. This was well received but</p>	<p>Paul Walker</p>	<p>HAMP adopted Spring 2016. Future funding bids from April 2016.</p>

existing routes.				
xv) Seek to influence the idling policies of key transport operators within the city, including port activity, trains, buses, taxis and HGVs, to minimise emissions caused by engines idling.	Yes	The emerging LES will consider opportunities to address idling vehicles through voluntary schemes and enforcement.	Paul Walker/ Mitch Sanders	See ii) above
(xvi) The Council work in partnership with key stakeholders to assess the feasibility and eventual introduction of shore power technology at the Port of Southampton.	Yes (pending stakeholder support)	It is generally accepted that shore side power is not currently feasible. Nonetheless, its eventual introduction must not be discounted. Regulatory Services propose that key stakeholders identify current obstacles and develop and agree to a set of criteria which would trigger a further review when met.	Mitch Sanders	To be devised and incorporated into the 2015/16 review of the Air Quality Action Plan and monitored by the Air Quality Working Group. Representatives from ABP have agreed to further discussions on the subject in early 2016
(xvii) The Council is to, with support from other Port cities, write to the MPs of the City and the DfT to encourage the adoption of shore power across the UK.	Yes	Having identified those obstacles presented to shore side schemes by (xvi) above, a letter for other Port cities will be drafted asking for their support on this subject. Response to be incorporated in to a further draft letter to MP's of the City and DfT.	Mitch Sanders	Draft letter to be presented to cabinet member for consideration in Dec 2015. Spring 2016
Use of the Sustainable Distribution Centre can reduce the number HGVs coming into the city, relieve congestion and lower emissions. It is recommended that:		The current framework agreement runs until Dec 2017, with the option of each user to extend their use of the centre.	Paul Walker	SDC operation – ongoing Applying for funding for use of greener vehicles – Beginning 2016 SDC promotion through DSP project – March 2017

<p>(xviii) The Council encourages partners to make greater use of the Sustainable Distribution Centre.</p>	<p>Yes</p>	<p>All vehicles used are currently Euro VI's and there is the option in the framework for greener vehicles to be used if further funding becomes available. Continued promotion of the SDC is currently being undertaken through the DSP project.</p>		<p>Delivery and Servicing Plans have been rolled-out throughout 2015 and will continue to be offered to businesses until March 2017. DSPs are live, flexible plans of action, developed with the aim of reducing / consolidating the number of goods and servicing movements to and from a business premises. It focuses on activities such as parcel deliveries and servicing trips e.g. cleaning, catering, waste management, maintenance of office machinery, boilers, lights and plant care. A successful DSP could achieve a range of benefits that would allow a business to increase its operational efficiency and benefit from the lower costs associated with reduced transportation and staff / driver time. 4 DSPs have been completed at Old Mutual Wealth, the University Hospital Southampton, The University of Southampton Halls, and the IoW NHS Trust. A further 9 are in the pipeline including the City Council, ABP, West Quay (inclusive of all retailers at the site) and Mayflower Theatre amongst others. In many cases the DSPs act as a signpost and business case for use of the SDC.</p>
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<p>(xix) The Council explore opportunities to integrate the Air Alert service with other information/messaging and health alert services, such as cold and heat alerts, and consider how user friendly air quality information can be communicated to a wider audience through existing channels such as Stay Connected.</p>	<p>Yes</p>	<p>Regulatory Services is undertaking a review of the service and opportunities to extend its coverage. Any potential improvements that cannot be accommodated readily and through existing funding will be presented to the Health and Wellbeing Board for consideration.</p>	<p>Mitch Sanders/ Andrew Mortimore</p>	<p>Review to be completed by Sept 2015</p> <p>Southampton currently has 310 air alert users. The addition of cold and heat alert is being investigated as an add on service. A joint service with Eastleigh Borough Council has been agreed. This will extend regional coverage and reduce costs.</p>
<p>(xx) The Council looks at innovative ways to measure air quality across the city.</p>	<p>Yes</p>	<p>Regulatory Services have secured funding from DEFRA to obtain and test innovative, mobile, real time measuring technologies.</p> <p>Southampton University have developed a proposal to develop an innovative air quality monitoring and mapping technique.</p> <p>Regulatory Services have agreed to sit on the steering group for the project.</p>	<p>Mitch Sanders</p> <p>Mitch Sanders</p>	<p>A selection and trial programme is due to start in Autumn 2015 and run through 2016.</p> <p>A decision on funding is expected in autumn 2015.</p> <p>Awaiting update from the University of Southampton.</p>

Initial long list of measures for the Southampton LES

Technical working paper 1



Report for Southampton City Council

Ricardo-AEA/R/ED60602

Issue Number 1

Date 06/05/2015

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1 Introduction

The effect that poor air quality has on human health is widely reported and the mechanisms that affect mortality and morbidity are becoming clearer. Elevated concentrations of NO₂ are known to cause constriction of the bronchioles, sensitivity to allergens and trigger asthma and there is strong correlation between fine particulate concentrations and cardiovascular and respiratory diseases, such as strokes and heart disease¹.

Southampton City Council (referred to as SCC or 'the Council') has declared 10 Air Quality Management Areas (AQMAs) for nitrogen dioxide (NO₂) based on measured concentrations exceeding the national objective, principally due to emissions from road transport.

Southampton adopted its Air Quality Action Plan² (AQAP) in 2008 (updated in 2009) which describes a series of actions to improve air quality within the AQMAs and across the whole city. In February 2014 the European Commission started infraction proceedings against the UK for breaching NO₂ limit values in 16 of its 43 zones. Defra has notified the Council that the Southampton agglomeration is one of these zones and as such could be required by government to pay all or part of any infraction fine if they have not taken reasonable actions to achieve air quality objectives.

To address the poor air quality along the Western Approach (the site of one AQMA), the Council commissioned Ricardo-AEA alongside its partner for this work LES Ltd to undertake a feasibility study for the implementation of a Low Emission Zone (LEZ). An economic analysis of the LEZ options for the Western Approach indicated that in all scenarios monetary benefits, which included the health benefits, were outweighed by the predicted costs. In this project, the Council is seeking to build on these activities through the development of an overarching Low Emission Strategy (LES) for the City. A LES will seek to optimise municipal policies and strengthen partnership working to deliver cost-effective, road transport emission reductions across Southampton.

This technical work paper provides long list of potential measures to be included in a LES. It is deliverable D1 and the first output of the task on measure development. The long list is based on:

- The work carried out for the Western Approach Study that provided some initial ideas on measures for a LES
- A review of the Council's policies and programmes
- Initial consultation with city council and external stakeholders.

The following sections provide an overview of the engagement workshop, key themes and geographic aspects of the LES, baseline emissions results and the proposed long list of measures.

¹ <http://www.comeap.org.uk/air/pollutants/97-health-effects-of-particles>

² https://www.southampton.gov.uk/Images/Air%20Quality%20Action%20Plan%202009_tcm46-258022.pdf

2 Initial engagement workshop

Initial stakeholder engagement was carried out through two stakeholder workshops held on the 30th and 31st of March 2015. The first workshop was with internal city council stakeholders and the second was with external stakeholders. The workshops were run by Andrew Whittles and Guy Hitchcock from LES Ltd and Ricardo-AEA. They were supported by Simon Fry and Steve Guppy from the City Council.

The aim of the workshops was to present the idea of a Low Emission Strategy (LES) to stakeholders and to pull out information relating to potential LES measures that can be used in defining the long list of measures for consideration going forward. A note of the outcome of the workshops is included in Annex 1 and the participants in the workshop are listed in Tables 1 and 2 below.

Table 1 - Internal workshop participants, 30th March 2015

Name	Service Area
Bell, Simon	Transport Manager - Buses
Blythe, Matthew	Eastleigh
Boustred, Pete	Transport Policy Manager
Burke, John	Licencing (Taxi's etc.)
Chase, Debbie	Public Health Consultant
Churcher, Greg	Transport Manager - Stations, Walking, etc.
Croft, Megan	Schools Travel Plan + Cycling
Day, Kim	Performance & Policy Coordinator for People
Francis, Jo	HR
McCulloch, Lyndsey	Planning Ecologist
Mitch Sanders	Head of Regulatory Services
Rowland, Colin	Sustainability and Fleet Manager
Spiers, John	Head of Procurement
Steane, Iain	Strategic Travel Planner
Walker, Paul	Head of Transport
Wheeler, Paul	Fleet Manager

Table 2 - External workshop participants, 31th March 2015

Name	Company
Andrew Holt	CH2M Hill
Rod Figg	DPWorld
Aart Hille Ris Lambers	DPWorld
Steve Long	DPWorld
Chris Chester	First Group
Gary Weaver	First Group
N Morenoa	First Group
Katie Cadman	IKEA
Gary Whittle	Meachers Global Logistics
Antony Hoyle	Old Mutual
Rui Marcelino	UHS
Adam Tewkesbury	UoS
Tom Cherrett	UoS
Gavin Bailey	UoS
Steven Henderson	West Quay
Steve Barnett	Wheeler's Travel

Engagement with the stakeholders will continue as the LES measures are developed, assessed and implemented. A working engagement plan is provided in Annex 2.

3 Key themes and geographical scope of the LES

3.1 Key themes

The purpose of the LES is to reduce emissions of both air quality related pollutants and carbon from road transport across the city. It is an area based strategy to support the Air Quality Action Plan in meeting compliance with air quality objectives, and to contribute to reducing carbon emissions in the city.

In terms of reducing emissions the primary focus of the LES is in promoting the use of low emission technologies, and the use of council policies and activities to achieve this. In this regard it complements wider activities on the development of sustainable transport in the city that are aimed at promoting walking, cycling and public transport, and reducing car use.

The LES will consider emission reduction strategies for the three main transport sectors in the city:

- Passenger cars – covering both personal and business use
- Freight vehicles – including the activities to and from the port
- Buses and taxis – to ensure that these are a low emission part of the transport sector.

In delivering measures in each of these three strategy areas there are four key council policy areas that can be considered:

- Transport planning – specifically the Local Transport Plan (LTP) and Local Sustainable Transport Funding (LSTF)
- Development planning – through the local plan and developer guidance
- Public sector procurement and licensing powers – using the buying power and licensing controls of the council
- Partnership working and information – using partnership working and information campaigns with other key organisations in the City such as the University, health organisations, large businesses and the port company.

In setting out the long list we have looked at each of the transport sectors and identified under which policy area a measure can be implemented.

3.2 Geographic scope

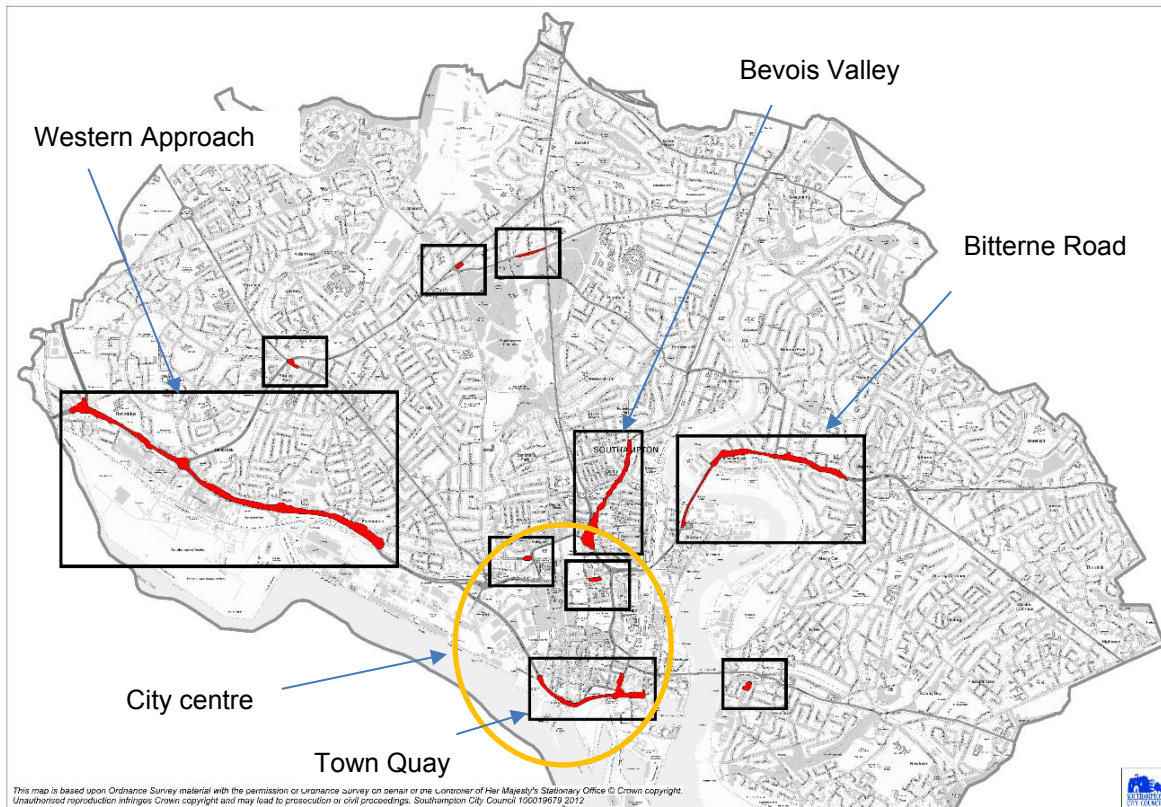
Although the LES is a city-wide strategy there is some merit in considering spatial aspects to the strategy as transport activity will vary around the city and the potential levers may have different impacts.

There are 10 AQMA's in the city as shown in Figure 1, with the main areas being:

- The Western Approach – covering the Millbrook and Redbridge Roads
- Bevois Valley – following the A335 Bevois Valley Road
- Town Quay – in the main city centre area
- Bitterne Road – covering the Eastern Approach to the City along the A3024.

Along with Town Quay there are two other AQMAs in the city centre. The city centre is also a focus of development through the City Centre Action plan and so could be considered as a whole.

Figure 1 – Southampton Air Quality Management Areas



Therefore in defining some geographic focus we propose looking at the whole city with a particular focus on the following areas:

- The city centre – with the same boundaries as the city centre action plan
- The Western approach – from the M271 to the city centre boundary with a particular focus on container port traffic
- The Bevois Valley – as a key congested route into the city centre and the site of a bus depot
- The Bitterne road – again up to the city centre boundary and as another key route into the city.

Particular consideration will be given to these areas in the development and assessment of the LES measures, with emissions results given for these areas individually as well as for the whole city. Also some consideration could be given to the A35 an outer route upon which 3 AQMAs lie and the A3025 from Portsmouth.

4 Baseline emissions results

4.1 Outline methodology

The focus of this aspect of the project is to provide an up to date initial estimate of emissions of key pollutants in Southampton from the road traffic sector. This will inform the selection of mitigation measures for the city by ensuring they are appropriately targeted at the right vehicle categories.

We have calculated emissions of NO_x and PM₁₀ for a 2015 baseline, using the best available traffic activity data available at the city scale, namely the traffic model maintained for the Council by WSP/Parsons Brinkerhoff (WSPPB).

The main input dataset to the emissions estimates is the outputs of the road traffic microsimulation model created in Aimsun and maintained by WSPPB in their capacity as traffic modellers to SCC. The use of the city traffic model ensures that our estimates are based on the main toolset currently being used for road traffic planning in the city. The model provides spatial coverage that would simply not be possible were the estimates to be based solely on discrete measurements of speed and flow. In our discussion with the WSPPB team we have learned that the model is available for the years 2015, 2019 and 2026 so it is sensible to use these years as baselines for our work.

Aimsun is an integrated transport modelling software, developed and marketed by Transport Simulation Systems based in Barcelona, Spain. Aimsun software is used by government agencies, municipalities, universities and consultants worldwide for traffic engineering, traffic simulation, transportation planning and emergency evacuation studies. It is used to improve road infrastructure, reduce emissions, cut congestion and design urban environments for vehicles and pedestrians.

The Aimsun output data was found to be very detailed both in terms of how the traffic fleet splits were defined and the spatial detail in the modelled road network. Some initial geoprocessing steps were necessary to better align the road link shapefiles with the underlying Mastermap data provided by SCC, but generally speaking the spatial accuracy of the traffic model was good.

The spatial coverage of the Aimsun model is shown in Figure 2 and covers the main city centre area but not the whole city. This coverage is shown alongside the AQMA boundaries currently available from the Defra website for Southampton and updated using data from the SCC website. As can be seen the Aimsun model does not cover every AQMA in Southampton, there is no data in the model for AQMAs 2, 3, 6 or 9.

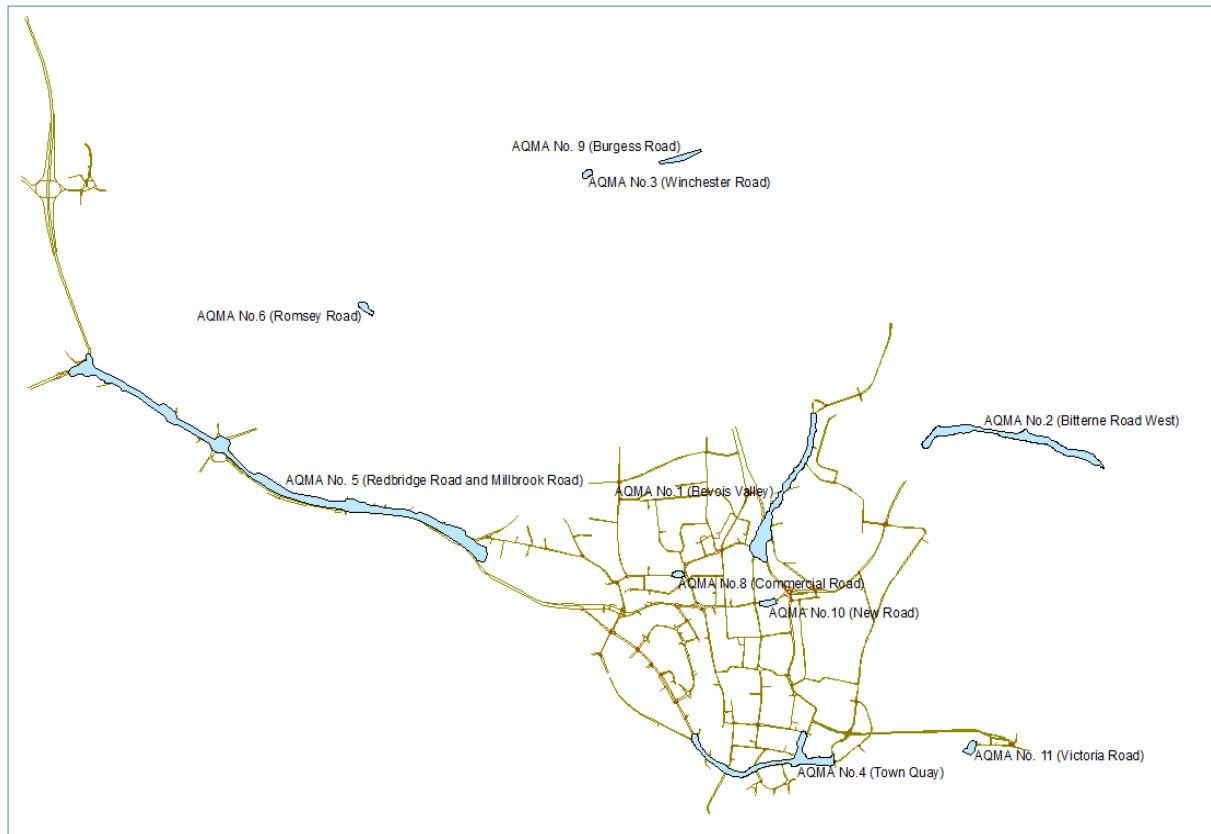
Initially we have used only the Aimsun traffic data and its area of coverage. However, we will extend the model cover the whole city area and the remainder of the AQMAs at a later stage. This will focus only on the main road network for which DfT traffic data or local count data exists. This will allow us to assess the LES at the city level more generally as well as in more detail within the Aimsun modelled area.

The AIMSUN model contains data for the AM (8 to 9am) and PM (5 to 6pm) peak traffic periods, as well as Saturday and a further scenario for Saturday with two cruise liners berthed at the port. Our analysis to this point has used only the AM and PM data. For both periods there is an overall flow and average speed on each link in the model as well as the same data but split by vehicle type. The split for the bus fleet is even further broken down into bus operators, namely First Bus, Bluestar and Unilink. Therefore all emissions calculated in the model are a function of vehicle type specific flows and speeds in the two time intervals included. It is unusual to have this level of sophistication in the fleet data for an emissions modelling exercise such as this one. For instance normally all vehicles would be

assigned the same average speed which probably underestimates emissions from the heavy fleet which tend to travel more slowly.

Also on this occasion bus routes are hard wired into the traffic model by virtue of the operators being split which means that we have not had to try to understand the often complex routing patterns of city buses. Therefore we can accurately estimate the impact of different bus operators in each of the AQMAs in the context of a similarly detailed treatment of other vehicle types.

Figure 2 - Spatial Coverage of the AIMSUN Traffic Model for Southampton



Average speed/ emission curves were prepared for each vehicle category present in the Aimsun data: cars, light goods vehicles, HGVs, First Bus buses, Bluestar buses, and Unilink buses. This was done using the Emissions Factors Toolkit (EFT) v.6.0.2 which is based on the COPERT IV emissions model set to a 2015 baseline year. Each vehicle type was modelled across a speed range of 10 to 120 kph and an emission rate in g/km at 5 km/h intervals was derived for NO_x and PM₁₀.

Defaults were used to describe most of the vehicle characteristics within each class in the EFT. For example, we have not ascribed a bespoke ratio of diesel to petrol cars, and we have not categorised HGVs by their weight class, mainly because such data are not readily available. The exception is the bus fleet which have been ascribed specific Euro classes according to responses provided by local bus operators by personal communication to the project team³. No attempt has been made to characterise exactly the weight distributions within the bus fleet in the city so we have retained the EFT defaults.

³ Further, information on Unilink's website suggested they renewed their entire fleet in 2013. As such we have assumed Euro V for these vehicles

Further data is being pursued in terms of characteristics of the HGV fleet from the port company and ANPR data from the West Quay carparks that could be used for the local car fleet.

Performing the emissions analysis in the GIS environment provides a platform for much more rapid analysis of city wide emissions than is normally possible. However, there is no GIS version of the Eft tool so we have derived speed vs emission curves of a form that can be readily ported into the GIS for use in the analysis.

We have assumed that all speed emission curves for all road transport pollutants can be approximated using a polynomial function which can be derived mathematically by running the Eft iteratively, and extracting a function for the relationship between average speed and emissions that results. The emission factors in the Eft are based on several forms of equations, so our goal in this instance was to summarise all of these mathematical variations in a single set of functions (one per vehicle type) with a common form that can be expressed in the GIS.

The LINEST function in Excel was used to derive polynomial curves which were fitted to the discrete points taken from the Eft model before these were implemented in the GIS for application with the Aimsun traffic data. As can be seen below in figure 3 for the illustrative examples selected (cars and HGVs), the correlations between the polynomial models and the source Eft models are excellent with an R² of greater than 99%.

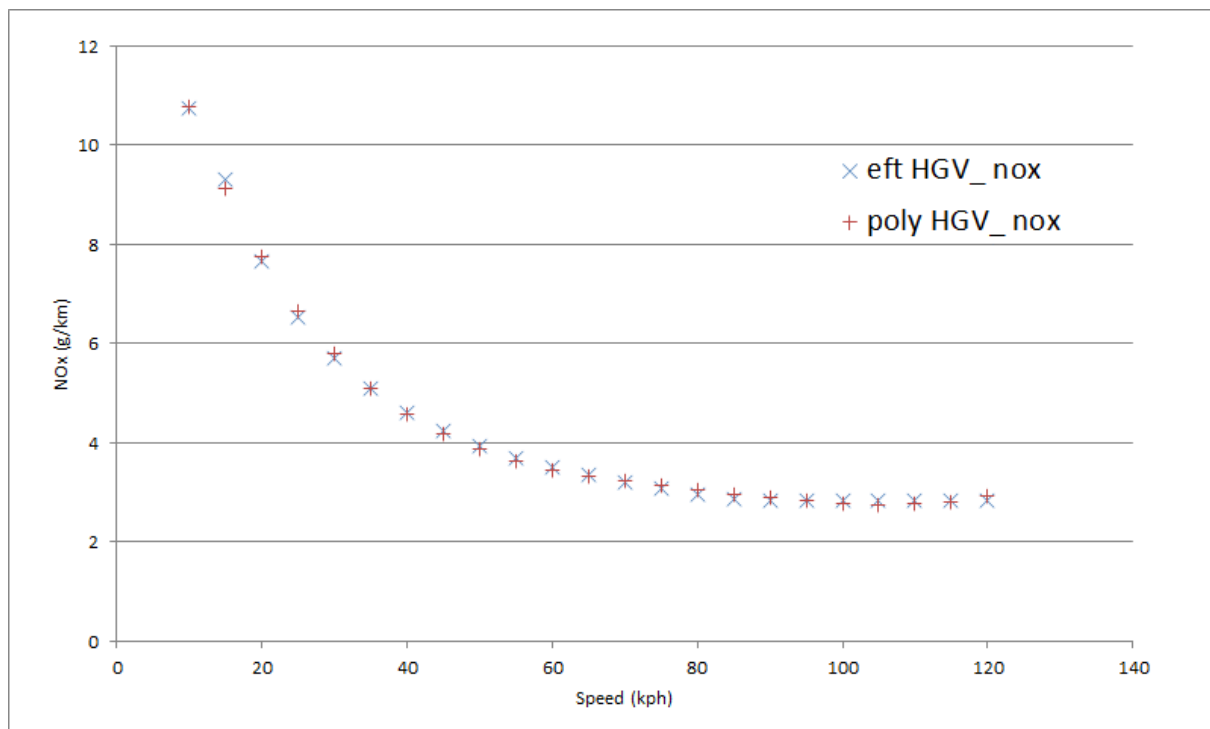
Figure 3 - Linear regression analysis of Eft speed emission functions Vs polynomial models of speed and emissions of NOx and PM₁₀

For each set of speed vs emission points the LINEST functions yields a quartic function of the form:

$$Emission (gkm) = ax^4 + bx^3 + cx^2 + dx + e$$

Where x is the vehicle speed in kph, a, b, c and d are coefficients of x and e is a constant. For example the quartic function describing the relationship between speed and emission of NOx in g/km for HGVs is plotted below in Figure 4 with the Eft derived curve plotted for the same speeds. The speed emission curves are virtually indistinguishable.

Figure 4 - Speed/ emission curve for NOx from HGV, Eft and polynomial models



When the emissions had been ascribed to the appropriate links based on their fleet activity and speed the source apportionment of NO_x and PM₁₀ for the various vehicle types was calculated.

Source apportionment is normally undertaken using one of two approaches. Dispersion modelling of individual vehicle sources at discrete receptor locations can be carried out and the source apportionment based on relative contributions to a measured or modelled concentration value at a given point- say a monitoring station. Alternatively an extremely simplistic road centreline approach can be used which assumes that the receptor location is only materially affected by the road source immediately beside it. The source apportionment is then based on the relative emission intensity of the vehicle types on the road in question, and a concentration value can be scaled to the relative emission strengths thereby completely overlooking the contributions from other nearby roads which may have a quite different fleet mix.

The fact that several AQMAs in Southampton are sited around dual carriageways precludes the use of a single road/single receptor source apportionment approach as this would be too simplistic for this case. For example, in the case of a dual carriageway, both roads will contribute to the concentrations, both roads could have different fleets, flows and speeds.

We have used a more sophisticated approach which derives a source apportionment based on a bespoke emissions inventory calculated from the WSPPB AIMSUN traffic model for the AQMAs in Southampton. The advantage of this approach is that all roads within the AQMA are considered and not just the road immediately adjacent to a given discrete point.

The AM and PM peak emissions inventory was calculated by first placing a 30m buffer around individual features in a shapefile of the AQMA boundaries in Southampton- this step was taken to minimise the sensitivity of the estimates to spatial inaccuracies in the AQMA shapefile and Aimsun road traffic model. A Spatial Join was performed in ArcMap which summed the previously derived emissions values of all road links within the buffered AQMA feature, and wrote the g/hr values for each vehicle category to new fields in the AQMA shapefile.

It was then straightforward to calculate the relative contributions of the different vehicle types to AM and PM emissions of NO_x and PM₁₀ within each AQMA. At present it has only been possible to undertake this analysis at the AQMAs which fall within the PB AIMSUN model.

4.2 City wide results

It is instructive to first consider some of the headline findings in terms of the traffic data used in the emissions calculations, as shown in Table 3 below. As can be seen the largest number of vkm in the Southampton traffic model are contributed by cars. Traffic patterns appear quite similar from the AM to PM model outputs though the number of HGV vkms drops markedly in the evening peak.

Table 3 - Network vkm travelled by vehicle class (for representative annual-average peak hour)

		Car	LGV	HGV	Buses			Total
					Bluestar	First	Unilink	
AM Peak	VKM	42880	4847	4806	219	301	41	53094
	% of total	80.8%	9.1%	9.1%	0.4%	0.6%	0.1%	100%
PM peak	VKM	41283	4848	2827	237	332	44	49571
	% of Total	83.3%	9.8%	5.7%	0.5%	0.7%	0.1%	100.0%

The data in the table 4 below shows the total mass of NO_x and PM₁₀ estimated for the AM and PM peaks. As can be seen the most significant sources of NO_x in Southampton as a whole are HGVs and cars, which across both peaks contribute the same overall. Other sources are less important when taking the city as a whole. In line with the vkm data it can also be seen that the contribution from HGV's is much less in the PM peak than in the AM peak.

The results are similar for PM₁₀ with cars and HGVs again being the most important sources. In this instance the bus contributions are estimated to be quite negligible.

Table 4 - NO_x and PM₁₀ by vehicle class (for representative annual-average peak hour)

		Car	LGV	HGV	Buses			Total
					Bluestar	First	Unilink	
AM Peak	NO _x , kg	17	4	23	4	2	0.5	50.5
	% of total	33.7%	7.9%	45.5%	7.9%	4.0%	1.0%	100%
PM peak	NO _x , kg	18	4	12	5	2	0.5	41.5
	% of Total	43.4%	9.6%	28.9%	12.0%	4.8%	1.2%	100%
AM Peak	PM ₁₀ , kg	1.5	0.3	0.9	0.08	0.11	0.01	2.9
	% of total	51.7%	10.3%	31.0%	2.7%	3.7%	0.5%	100%
PM peak	PM ₁₀ kg	1.5	0.3	0.5	0.039	0.054	0.007	2.4
	% of Total	62.5%	12.5%	20.8%	1.6%	2.3%	0.3%	100%

4.3 Network NO_x emission density maps

The maps below in figures 5 and 6 show the emission density for NO_x, in g/km/s, for the whole modelled road network. The maps show clearly that the highest emissions match with the main AQMA's with high emission densities along the Western approach into Town Quay, Bevois Valley and the Eastern approach from Bitterne. The results shown are similar in both peaks, but a bit lower in the PM peak.

Figure 5 - Emission density map (NOx gkms) in the AM peak

Figure 6 - Emission density map (NOx gkms) in the PM peak

4.4 Results for focus areas

Emissions inventories have been extracted for each of the main AQMAs from the data above in the GIS. This allows assessment of the emissions contribution to each of these areas and so can enable quite targeted measures to be developed given the relative contributions from different vehicle types will differ across the AQMAs. It should be noted that this assessment currently only considers road sources.

The analysis set out in the charts below should offer a more intuitive coupling of high concentrations in the AQMAs and local road sources that cannot be gleaned from the high level estimates. There are two general features that are fairly common to all the areas:

- HGV's dominate the NOx emissions, whereas cars (mainly diesel cars) dominate the PM₁₀ emissions
- There is a clear difference between AM peak and PM peak HGV emissions, with the PM peak emissions being lower.

Figure 7 - AQMA 1- Bevois Valley (% of total vehicle emissions by vehicle type)

In terms of differences between the AQMA's the key points that arise are:

- Bevois Valley, Town Quay and Redbridge and Millbrook road have a similar split between the different vehicle classes
- Contributions from different bus operators and their routes is clear in these areas with bus emissions dominated by First in the Bevois Valley, but by Blue Star on the Redbridge and Millbrook roads
- Bus emissions are very significant in New Road and conversely are not significant in Commercial road.

Figure 8 - AQMA 4- Town Quay (% of total vehicle emissions by vehicle type)

Figure 9 - AQMA 5- Redbridge Road and Millbrook Road (% of total vehicle emissions by vehicle type)

Figure 10 - AQMA 8- Commercial Road (% of total vehicle emissions by vehicle type)

Figure 11 - AQMA 10- New Road (% of total vehicle emissions by vehicle type)

4.5 Implications for the LES

In terms of focusing on LES measures these results suggest the following:

- Car emissions are important in all areas, especially for PM₁₀ which has the greatest health impact. Thus the LES needs to tackle car emissions across all areas of the city.
- HGV's are also a very significant source of emission and dominate NO_x emissions which contribute to NO₂ levels.
- There is a significant difference between AM and PM peak emissions from HGV's so there may be scope for try to reduce the AM peak HGV traffic by scheduling activities.
- Buses are important in most areas, very significant in certain city centre roads such as New Road.
- Also the contribution from buses varies by operators depending on routes and so target route measures may be need.

At present taxis cannot be separated out from the data: we have so no specific information that can be used to target taxi measures.

5 Long List of Measures

In basic terms there are three main ways to reduce emissions from transport:

1. Reduce traffic flows – through mode shift and trip reduction
2. Improve traffic flow – by better management of the network to ease congestion and increase average speeds
3. Promote clean technologies – to directly reduce emissions from vehicles.

In terms of sustainable transport this is also the generally accepted priority hierarchy in terms of measures – i.e. reduce traffic first, improve flow and then make what's left low emission. Reducing and managing traffic flow is the focus of the LTP and LSTF, and this should be complemented by the LES which will focus on the promotion of clean technologies. This hierarchy and relationship with wider sustainable transport goals needs to be made clear in the LES.

Given this the long list of measures set out in Table 5 looks primarily at promoting low emission vehicles. The measures in this Table as noted before have been derived from previous work on the Western Approach, a review of existing policies and plans and the stakeholder workshops.

Table 5 - Long List of Measures

Measure	Policy area	Geographic area	Comments
Reducing emissions from passenger cars			
Low emission car and eco-driving messaging in the 'MyJourney' sustainable travel campaign	LTP/LSTF	City Wide	
Procurement of low emission vehicles in Council and partner fleets	Procurement Partnership	City Wide	Common/joint procurement
Low emission vehicle lease/salary sacrifice scheme	Procurement/HR Partnership	City Wide	Common approach to scheme with partners
Low emission parking areas	LTP	City Centre	Linked to EV charging infrastructure
Develop EV charging infrastructure	LTP Planning Partnership	City Centre first Key sites such as hospital	Work jointly with council resources and partners to invest in infrastructure
Common approach to EV recharging payment systems	Partnership	City Wide	
EV car clubs	LSTF Partnership	Key sites	Linked to EV charging infrastructure
ITS/traffic management to help manage traffic at key AQ hotspots.	LTP	AQMAs	Could be linked to parking and routing
Low Emission Lanes or Zones	LTP	AQMAs	This has been looked at for the Western approach and not effective, but may work elsewhere

Managing emissions from freight			
Low emission vehicles used for final delivery from consolidation centre	LTP Partnership	City centre	
Low Emission vehicles encouraged in DSP work	LSTF	City Wide	
Port booking scheme used to encourage/incentivise low emission trucks	Partnership	Western Approach	
Port booking system linked to ITS system to ease flow of trucks to port at key times especially AM peak	LTP Partnership	Western Approach	
HGV gas refuelling scheme – linked to port and council depot	Partnership	Western Approach	
Council gas RCV fleet	Procurement	City Wide	Linked to gas refuelling scheme above
24 hr delivery for low emission trucks to encourage fewer peak time HGVs	Planning	City Centre	
HGV standards for deliveries in city centre	Planning Procurement standards	City Centre	Procurement standards with partners – common approach.
Clean and efficient buses and taxis			
Retrofit for buses <ul style="list-style-type: none"> • SCRT for older buses • Thermal management for Euro 5 	LTP Partnership	Key bus corridors	
Gas bus scheme	Partnership LTP/ Procurement	Key bus corridors	Link to specific services e.g.: <ul style="list-style-type: none"> • Unilink • P&R (what is status of these?)
ITS to improve bus journey times/bus priority	LTP	Key bus routes/ AQMA's	
Greater enforcement of, or tighter emission standards in taxi licence	Licencing	City wide	Need consistency with neighbouring authorities
Priority low emission taxi ranks	LTP		
Taxi EV charging points	LTP Partnership	City Wide	Linked to taxi rest areas
Low emission taxis promoted through procurement/contracts	Procurement Partnership	City Wide	Common approach with partners

6 Discussion

This report has set out the key themes, geographical considerations for the LES and baseline emission results along with the initial long list of potential measures for the LES. The measures have been related to the policy mechanism required to implement them and geographical considerations.

Within the project there is also a specific focus on planning and procurement policies and so it will be necessary to ensure that proposed measures that are identified for implementation through planning and procurement are pulled through into the planning and procurement guidance that is developed in the project.

Going forward we also need to consider how these measures can be assessed. Initially we will carry out an emission assessment and to do this we will need to consider how each of the measures will effect:

- Traffic levels on roads across the city
- Traffic speeds on roads across the city
- Fleet composition – such as Euro standard split.

These ‘activity’ impacts can then be applied to the existing baseline traffic data we are collating in order to estimate the emissions impact of each of the measures and combination of measures. These activity impacts will be derived as we do further development of the measures and will draw on our experience from other studies, local expertise from SCC transport planning colleagues and from literature.

Alongside the development of the measures further stakeholder engagement will take place. A stakeholder engagement plan is being developed to support this activity and the engagement itself will also feed into the development of the measures.

As part of the engagement work both during measure development and implementation two specific engagement groups were considered:

- A project steering board – pulling together key stakeholders in the city council who will be responsible for implementing measures as they go forward.
- A Southampton Low Emission Partnership – pulling together wider interests in the city to support a partnership approach to implementing the LES.

In terms of the city level partnership it was suggested that this could be built on existing partnership arrangements. Two specific partnerships were mentioned:

- The Southampton Low Carbon group – which focuses on carbon emission and climate change. This could be widened to cover air quality and become the Southampton Low Emission Group. However, this group currently seems to be more focused on buildings rather than transport. Also the current status of this group is not clear, e.g. there seems to be a dormant website.
- The city’s travel planning group – this has a more transport focus, but has no consideration yet of emissions or air quality.

Annex 1 - Stakeholder engagement workshop report

Introduction

This note sets out the key points from the two stakeholder workshops held on the 30th and 31st of March. The first workshop was with internal city council stakeholders and the second was with external stakeholders. The participants for each workshop are shown in Appendix 1.

The workshops were run by Andrew Whittles (AW) and Guy Hitchcock (GH) from LES Ltd and Ricardo-AEA. They were supported by Simon Fry and Steve Guppy from the City Council.

The focus of the note is to pull out information relating to potential LES measures that can be used in defining the long list of measures for consideration going forward.

Workshop introduction

Steve Guppy provided a brief overview of the background to the project for the workshop participants. The key points were:

- Southampton has been identified by the Government as one of the areas in the country with air quality problems of significant national importance.
- Overall the city has 11 areas that exceed air quality limits and has designated air quality management areas (AQMA) and an associated air quality action plan (AQAP).
- Public Health England (PHE) estimate that over 1 in 20 deaths in Southampton are related to air pollution.
- As a result of the significance of air pollution in the city an Air Quality Scrutiny panel was established and with several recommendations including:
 - Support for developing a Low Emission Strategy;
 - And the need to embed air quality considerations into to all the Councils policies and strategies.

Air Quality and Health

Andrew Whittles gave a brief background to air quality and health issues. He noted that although the project would not formally do a health impact assessment for the LES it would provide the emissions data to allow this to happen and this could be used by internal public health colleagues to carry out this assessment. Debbie Chase from the council public health was happy to explore doing this work alongside the project team. Andrew Whittles noted that Duncan Cooper from Public Health England had provided a spreadsheet for the Bradford/Leeds LES HIA that could help with this assessment.

Measures to reduce car emissions

The key information and ideas that came out of this session were:

City Council activity in this area

- Key focus is on behaviour change, such as the 'MyJourney' campaign and the link to active travel and public health.
- However are also considering better driving behaviours (ecodriving) and low emission vehicles for inclusion in this
- LST funding supports this work and could be used to help LES work

- However they need to be careful about mixed message - sustainable travel vs low e-cars
- The ITS strategy review
 - This review could consider strategies to help improve air quality specifically
 - Looking at including AQ data in system modelling data initially, then live feed data
 - Andrew Holt from CHSM Hill who is leading the review work was present and was keen to further liaise with the LES work.
- Parking strategy is also being reviewed
 - There are some changes in approach and consideration could be given to incentives for low emission vehicles
 - There is potential for linking incentives or consistency with other parking providers such as West Key
 - Park and ride developments are being considered as no formal system is currently in place. Several external stakeholders were very keen on the development of this.
- Further development of the cycle network is taking place to promote mode shift
- LTP review is considering a zonal basis rather than corridor approach which may complement AQMA's better. Need to consider this for LES structure
- In terms of their own staff
 - A cycle salary sacrifice scheme is already in place
 - A low E car scheme could also be considered
 - There is a programme on working styles to help reduce need for staff accommodation and to reduce travel needs.
- It was also noted that infrastructure work will cause short term problems – i.e. congestion

External activities

- DPworld – has a private lease scheme for low emission cars, but could do more e.g. promote EV's including charging infrastructure. However scheme is small with only 25-30 vehicles taken up from some 500 staff.
- University – has focused mainly on travel plan activity with regards to mode shift, but are beginning to consider supporting low emission vehicles. In addition they have some EVs in their van fleet.
- Hospital – has some EV charging in its car parks. Staff commuting in from outside the city has increased in recent years and is now some 60% of the total, and they work varying hours, all of which can make use of PT difficult.
- Ikea – has EV charge points for its customers and currently doing some 70-80 charges per month. These are rapid charge points supplied by EcoTricity.
- West Quay – does not have charge facilities yet but is considering this. Dwell time in retail parks is about 2-3 hours so plenty of time to charge a vehicle. Key issue is providing dedicated space, especially when car parks are heavily used.
- Old mutual – have some 200 spaces, with 6 priority spaces for car shares. No charge points yet but being considered, but concerned providing EV charging would be seen as benefit in kind.

Other thoughts and ideas

- West Quay has ANPR data for its car parks – this could be used to check typical fleet composition. Ricardo-AEA to follow up this data.
- Interest in a common payment system for EV charge points across the city – LES study to explore this.
- City car club existing in the city and should be engaged. The hospital is currently exploring with them the potential to use car club vehicles for health workers rather than their own vehicles.

- Role of green infrastructure - trees/parks – in AQ mitigation and promoting soft modes

Freight Measures

- An urban consolidation centre is already in place:
 - Public sector working well
 - Isle of White working well (don't have to do crossing)
 - Does added value services – such as warehousing
 - Still needs to expand to wider client base, especially in retail centre
 - Could consider Low E vehicles for last mile delivery but not at present
 - Currently part of an EC project sharing knowledge between such schemes
- A project DSP is already running funded through the LSTF
 - University is doing main work on DSPs for organisations
 - First main one with Hospital/NHS
 - Loose link with consolidation centre
 - Encourage low emission vehicles as part of work and developed further
 - Procurement and supply chain considerations key to schemes
- Port booking system for HGV is in place
 - Could link to use Euro standard, but this may be anti-competitive and affect business
 - Generally fleet is very modern
 - Have data on vehicle regs - could discuss using this
 - Peaks 4am-7am, 1pm-5pm – pay for these
 - Peak not same as commuter peak
 - Peaks times driven by supply chain and ultimate customers
 - Idea link booking system to ITS to give green ways?
- Share gas infrastructure
 - GasRec work at port possible, not yet enough demand
 - Could the city RCV fleet help tip balance?
 - Tenon's is working form here – so existing demand
 - Local hauliers go anyway so hard to be confident of supply
- Delivery windows at stores - look at 24hr delivery to reduce HGV's at peaks
- Vehicle standards through contracts is something already being done – perhaps a consistent approach between organisations
- Need to ensure HGV/car traffic considering in planning of new stores

Buses and taxis

Issues for the bus operator

- Revenue is down
 - BSOG changes
 - Fewer tendered services
 - So investment hard
- Compliance with DDA regs means newer vehicles coming in
- Slow speed of traffic – 2nd slowest traffic in South
 - More bus priority? Link with bus priority enforcement

- Link to ITS review
- Speed and journey time data to explore

Bus initiatives

- Grant funded projects
 - Flywheel retrofit
 - DPF/SCR retrofit
- Wright bus light weight 'street light' bus, which First have several and these are about 30% lower fuel use
- Thermal management system from HJS have been used on this to ensure Euro 5 work effectively, cost £11k
- First have 'green road' telematics and driver management system across the fleet, including 4 min idle shut down
- RTPI being put in - for passengers but also for fleet management
- Gas bus - some interest (Reading experience)
- Electric buses not seen as viable yet
- University contract the Unilink bus service and include emission standards in procurement. Hybrid and gas options will be considered for next procurement phase
- Cross ticketing developing

Taxi issues

- Taxis - about 850 vehicles in city
- SCC just increased age limit on licence so currently going in wrong direction
- Any changes need to be made with neighbouring authorities
- Some evidence of taxi drivers disconnecting DPFs!
- Can also use procurement to improve standards e.g. taxi use for children's service, etc., or taxi contracts with other businesses.

Next steps

The key next steps are:

- Develop long list of measures by end April
- Develop engagement plan alongside this
 - Simon Fry will confirm key contacts for stakeholders and provide Ricardo-AEA and LES limited contact details to stakeholders
- Consider developing a Southampton Low Emission Partnership. This could build on existing partnerships such as the climate and energy partnership. Steve Guppy will explore these for possible use.

Actions

- Ricardo-AEA/LES Ltd to liaise with Debbie Chase from the public health team in relation to providing data for a health impact assessment.
- Ricardo-AEA/LES Ltd team to follow up with Andrew Halt on ITS strategy review work and data.
- Ricardo-AEA to follow up with West Quay for its ANPR data.
- LES Ltd to engage with City Car Club

- Ricardo-AEA Engage with DP world on accessing data from port booking system to assess HGV fleet profile.
- Ricardo-AEA/LES Ltd to develop long list of measures.
- LES Ltd to develop engagement plan
- Simon Fry will confirm key contacts for stakeholders and provide Ricardo-AEA and LES limited contact details to stakeholders
- Steve Guppy to explore existing partnerships as basis for Low Emission Partnership.

Annex 2 - Stakeholder engagement plan

To follow

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Agenda Item 9

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	THE FUTURE OF THE SOUTHAMPTON'S LIBRARIES SERVICE		
DATE OF DECISION:	4 FEBRUARY 2016		
REPORT OF:	CABINET MEMBER FOR COMMUNITIES, CULTURE AND LEISURE		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY

None

BRIEF SUMMARY

The purpose of this report is to provide an update on progress with implementing the recommendations of the 18 August 2015 Cabinet report regarding the Future of the Library Service. The project is still currently on schedule to create community libraries for each of communities where the five affected library buildings are by April 2016.

RECOMMENDATIONS:

- | | |
|-----|--|
| (i) | To note the report relating to the progress made with implementing the changes to the future of the library service. |
|-----|--|

REASONS FOR REPORT RECOMMENDATIONS

- | | |
|----|---|
| 1. | On the 13 August 2015 Overview and Scrutiny Management Committee considered a report about the Future of the Library service. It was agreed as a result of this meeting that Officers would provide an update in 2016, when community and not for profit organisations have had a reasonable period of time to engage and progress through the process of developing community independent libraries and reference will be made to other examples of best practice. |
|----|---|

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- | | |
|----|--|
| 2. | Alternative options were considered at the 18 August 2015 Cabinet Meeting. |
|----|--|

DETAIL (Including consultation carried out)

- | | |
|----|---|
| 3. | On 18th November 2014 Cabinet considered a report which set out a proposed Future Focus for the Library Service and a preferred option for the provision of libraries in the city. These two issues formed the focus of a consultation which spanned 14 weeks from 28th November 2014 to 6 March 2015. The results of the consultation and recommendations for the way forward were then considered at the 18 August, 2015 Cabinet meeting. |
|----|---|

4.	<p>There had been 7,706 responses to the consultation in total across the online and paper questionnaire, children and young people's survey and written submissions. The consultation results included:</p> <ul style="list-style-type: none"> • High levels of support for the proposed Future Focus with levels of agreement ranging from 97% to 52% on the five key areas of focus identified. • 57% of respondents agreed that Southampton's Library Services need to change to meet future needs. • 53% agreed with the Council's preferred option to retain six City Council managed and operated libraries in the City. • 70% of respondents agreed that the Council should provide opportunities for community led initiatives to be established if libraries are no longer managed by the Council.
5.	<p>The consultation also sought to identify the impact on users of the preferred option so that the draft Equality and Safety Impact Assessments (ESIAs) could be updated in the light of the consultation feedback to more accurately reflect the impact of the proposed changes and identify potential opportunities to mitigate this impact.</p>
6.	<p>The consultation also invited views on any alternative ideas/ suggestions/ proposals or expressions of interest. These were considered by officers and feedback was provided. The ESIAs were updated and a new community package was developed as a direct result of the feedback from the consultation relating to the proposals for community independent libraries.</p>
7.	<p>The 18 August 2015 Cabinet meeting approved the proposal to implement the Council's preferred option to retain six City Council operated libraries in the City and seek to encourage and support community led/not for profit initiatives in those buildings that the City Council owns or uses but are not being retained as part of the preferred option. The Mobile Library would not be retained as part of the preferred option, however measures have been investigated (including the principle of community collections, extending the Housebound service and increasing access to the online services) and will continue to be to seek to minimise the impact for the users of this service.</p>
8.	<p>The report provided delegated authority to the Director of Place to devise and implement the necessary processes and documentation required to establish, where appropriate, community led initiatives in the library buildings that the City Council ceases to provide a service from. Cabinet also provided delegated authority to the Director of Place, following consultation with the Cabinet Member for Communities, Culture and Leisure and the Head of Property, to lease Burgess Road Library, Cobbett Road Library and the new unit at Weston at less than Best Consideration (where appropriate) following the application process, referred to above, subject to meeting the required legal tests and duties. Cabinet also approved the implementation of formal staff consultation on the changes that resulted from the decisions in the report and gave permission to devise and implement a staffing structure accordingly.</p>
9.	<p>On 21st September 2015 the expressions of interest process began, this was promoted extensively within the City. A dedicated email address was set up for all enquiries. Information packs were prepared for the five library buildings which included a wide range of information such as the property details, the legal agreements, historical finance and use data and all the forms and procedure relating to the expressions of interest process. There was an information evening on 7th October 2015 to provide answers to any</p>

	queries from organisations about the process and to provide opportunities for networking and developing potential partnerships. The closing date for expressions of interest was on 19 th October 2015.
10.	Expressions of interest were received by 19 th October 2015. These expressions of interest were evaluated by a panel of officers from the City Council. Following further queries and clarifications organisations passed through to the second stage of the process which involves the development of a business plan. The deadline for the Stage 2 submissions was 18 th January 2018. These submissions are in the process of being evaluated with an aim to have a decision made by 8 th February 2016 under the delegated powers referred to earlier in the report.
11.	Once this has been confirmed, the legal agreements will need to be put into place and implementation plans agreed with a view to handing over the buildings on 1 st April, 2016. The aim is to provide an opportunity for the organisations to shadow the existing library staff for a period and also training will be provided.
12.	The library staffing restructure is in the process of being implemented to deliver the agreed saving in 2016/17.
13.	Progress has been made in implementing the IT infrastructure needed in order to hand over the buildings to community groups, this includes the provision of a community package of the library management system which safeguards community organisations from seeing the personal data of members of the library service.
14.	The Council has been contacted by the Department for Culture, Media and Sport (DCMS) to advise that they have received a complaint from a Southampton resident about the plans to transfer five council-run libraries to community organisations to operate community libraries. Officers have provided all requested information to the DCMS. Having taken further legal advice on the issue, the City Council is continuing as planned with the timescales as identified in the 18 August 2015 Cabinet report.
15.	Overview and Scrutiny Management Committee requested that examples of other community run libraries be provided, please find examples in Appendix 1.

RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
16.	The implementation of the preferred option approved at Cabinet on 18 th August 2015 will result in savings of £286,200 in a full financial year.
17.	British Gas has agreed funding to assist the libraries in Thornhill, Weston and Millbrook in their early years to become established.
<u>Property/Other</u>	
18.	The option being implemented results in the City Council continuing to own and operate a library service from the six libraries listed below: <ul style="list-style-type: none"> • Central Library • Shirley Library • Bitterne Library • Woolston Library (the new library will open in 2016) • Portswood Library • Lordshill Library
19.	The target timescale is April 1 st 2016 for transfer, however, if there are community groups which are nearing readiness but need a little more time before the transfer is implemented, consideration will be given to extending this deadline for a limited period by agreement as recommended by OSMC on 13 th August 2015.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
20.	See 18 th August 2015 Cabinet report for full details.
<u>Other Legal Implications:</u>	
21.	See 18 th August 2015 Cabinet report for full details.
POLICY FRAMEWORK IMPLICATIONS	
22.	See 18 th August 2015 Cabinet report for full details.

KEY DECISION?	No
WARDS/COMMUNITIES AFFECTED:	All

<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Community Library Examples
Documents In Members' Rooms	
1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
Privacy Impact Assessment	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
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)
1.	Cabinet report dated 18 August 2015 http://www.southampton.gov.uk/modernGov/documents/s26677/Cabinet%20Report%20-%20The%20Future%20of%20The%20Southampton%20Library%20Service.pdf

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Community Independent Libraries

The Arts Council conducted research in July 2012 across England's 151 library authorities and highlighted the rapid growth of community libraries. This found:

- more than one in three library authorities had at that time at least one community library operating within their area, including some in every region of England;
- in authorities run by all of the main political parties, as well as in urban and rural areas. In quite a number of these areas there are multiple community libraries.
- the research found over 170 community libraries in operation at that time, representing approximately five per cent of all public libraries in England.
- The total number of community libraries which were either already operating or planned was over 425, which was approximately 12 per cent of all public libraries in England. The Arts Council's view was that, given that some authorities were still reviewing their library services, this number was likely to increase.

The government now have a web page dedicated to helping the community to develop community libraries.

<https://www.gov.uk/government/get-involved/take-part/create-a-community-library>

Below are four different examples, one local, a county, borough and city.

- The Hampshire Model of Community Libraries which is on our door step
- Warwickshire, (county council)
- Lewisham (Borough)
- Sheffield (City Council)

Hampshire County Council

There are currently five community run libraries in Hampshire, as an example Lowford is a modern library located in a purpose built community building that was opened in April 2014. The community library is well used with around 10,000 items issued per year, there are 750 active users, which are those who use the library at least once per year. The library is open 6 days per week and is based in a larger community centre with a doctor surgery. The community association pay for all the building running costs and any repairs and maintenance. The Library fines and charges are paid back to the community association once per year to help with these costs. The library is kept open with volunteers over the 24 hours per week that it is open. Although HCC library staff do visit once per week to provide support and guidance. Hampshire County Council provides the books, a self-service kiosk, a public IT terminal and free Wi-Fi. The library provides a range of free family and adult activities such as baby rhyme time, knit and natter, etc.

<http://www.bursledon-pc.gov.uk/w/lowford-library/>

Warwickshire

Warwickshire County Council had to make £70 million savings by the end of 2015; the Library Service had to play its part with its budget being reduced by £2 million.

Of its network of 34 libraries, 16 accounted for only 10% of total user ship. The council could no longer afford to manage these but did not want to lose a library service in these areas. 13 libraries were transferred to community organisations and are now operating independently. The council supplies the book stock, the library management system, training and networking opportunities and specialist advice. There are around 450 volunteers at the 13 community libraries which are open for 241 hours per week which equates to over 4% increase in opening hours.

<http://thepeerawards.com/pa13-049>

Lewisham

As part of the Council's £88million savings programme, Lewisham Council decided to close five libraries, to pursue the option of transferring those library buildings to the community and to reorganise the remaining service.

By transferring buildings to the community and reorganising the service, the Council has saved money on upkeep and maintenance and on salary costs.

This approach created an opportunity for community groups and organisations to acquire the former library buildings for alternative uses at minimal or no rent, as long as they committed to maintaining the building and keeping them open to the community. Crofton Park, Grove Park and Sydenham library buildings are now run by a social enterprise called [Eco Communities](#). Eco Communities also run a computer recycling business from the buildings, which funds the upkeep of the building and the community activities delivered from it. Lewisham Council library services provide the book stock and also self-issue terminals which give access to information about other council services and to a stock of five million books across the London Libraries Consortium.

[http://www.ecocom.org.uk/index.htm /](http://www.ecocom.org.uk/index.htm/)

<http://www.ecocom.org.uk/CommunityProjects.htm>

Sheffield

Sheffield City Council has 10 community run libraries most of which started to operate over a year ago. These have full repairing and insuring leases guaranteed for 5 years and should they need longer they can request a 25 year lease (which is usually required when funding bids are made to trusts and foundations.)

Sheffield has provided some financial support in the early years of the community libraries but has required that they buy back services including the provision of the library management system. They produced business plans to show they will become sustainable without any support within 3 years which we assessed.

Sheffield provide support through a Volunteer Co-ordinator post, who organises training, over 600 volunteers have been trained to date. This training has included, how to run a library, health and safety and property related training.

<http://www.greenhill-library.org/>

Agenda Item 10

DECISION-MAKER:		OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE	
SUBJECT:		MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE	
DATE OF DECISION:		4 FEBRUARY 2016	
REPORT OF:		SERVICE DIRECTOR - LEGAL AND GOVERNANCE	
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail:	Mark.pirnie@southampton.gov.uk	
Director	Name:	Richard Ivory	Tel: 023 8083 2794
	E-mail:	Richard.ivory@southampton.gov.uk	
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.			
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.		
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			
<u>Capital/Revenue</u>			
5.	None.		

<u>Property/Other</u>	
6.	None.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
7.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.
<u>Other Legal Implications:</u>	
8.	None
POLICY FRAMEWORK IMPLICATIONS	
9.	None
KEY DECISION	No
WARDS/COMMUNITIES AFFECTED:	None directly as a result of this report
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Monitoring Scrutiny Recommendations – 4 th February 2016
Documents In Members' Rooms	
1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out.	No
Privacy Impact Assessment	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
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)
1.	None

Overview and Scrutiny Management Committee: Holding the Executive to Account

Scrutiny Monitoring – 4th February 2016

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
14/01/16	Transformation	Transformation Programme Update	1) That officers enable members to access regular updates of the milestones for the 3 digital sub programmes.	A response to this recommendation will be provided to the Committee in advance of the 4 February 2016 meeting.	
			2) That, at the next Transformation Programme update on 14 April 2016, the OSMC are provided with the following: <ul style="list-style-type: none"> <li data-bbox="741 603 1263 730">i. Forecasted savings within the Customer Service Centre resulting from the anticipated reduction in demand. <li data-bbox="741 770 1263 866">ii. Examples of the improvements to service standards that customers can expect from the Digital project. <li data-bbox="741 906 1263 1002">iii. A presentation outlining the work being undertaken within Waste Services to reduce absence levels. 	A response to these recommendations will be provided to the Committee in advance of the 4 February 2016 meeting.	
			3) That, in accordance with the stated objectives of the Transformation programme, the Cabinet Member clarifies to the Committee what services the Administration are planning to stop delivering.	A response to this recommendation will be provided to the Committee in advance of the 4 February 2016 meeting.	
			4) That officers ensure that there are in-built mechanisms to regularly review charges for council services reflecting the changes to overhead costs.	A response to this recommendation will be provided to the Committee in advance of the 4 February 2016 meeting.	

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
Page 82			5) That information is circulated to the Committee clarifying how the PwC fee is budgeted for and where and when it will appear in the Council's budget.	A response to this recommendation will be provided to the Committee in advance of the 4 February 2016 meeting.	
	6) That trigger points are embedded within the new operating model to ensure that improvements achieved through transformation are sustained.	A response to this recommendation will be provided to the Committee in advance of the 4 February 2016 meeting.			
	7) That a breakdown of the £2.3m targeted savings identified for the Service Cost Recovery Project is circulated to the Committee.	A response to this recommendation will be provided to the Committee in advance of the 4 February 2016 meeting.			
	8) That the Committee are provided with clarification relating to whether the Managed Service Provider will be required to pay the Living Wage.	A response to this recommendation will be provided to the Committee in advance of the 4 February 2016 meeting.			
10/12/15	Housing and Sustainability	Safe City Partnership Annual Review	1) That the Safe City Partnership explores the potential to establish a 'diverted giving scheme' in Southampton that encourages people to donate to charities that support homeless people rather than give directly to beggars.	<p>Southampton Connect organised a multi-agency meeting to discuss issues relating to street begging. It was agreed to meet in the New Year to consider progress of the following:</p> <ul style="list-style-type: none"> The drugs and alcohol Team Manager to work with the Housing Needs Manager, Community Safety and Homelessness charities to improve access to treatment for those who need it. <p>Update:</p> <p>At a subsequent agency meeting it was agreed that drug outreach will work alongside the Southampton Homelessness Prevention Team on their outreach sessions</p>	

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
				<p>to engage beggars directly and to link to drug services volunteers for ongoing support. Anticipated date to commence arrangements - February 2016.</p> <p>To channel giving through local homelessness charities it has also been agreed that a public awareness campaign will be undertaken along the lines of the 'Don't kill with kindness' campaign.</p>	

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