

# Public Document Pack

## Council

Wednesday, 24th June, 2020  
at 6.00 pm

### MEMBERS' ROOM DOCUMENTS

This meeting is open to the public

#### Members

#### Contacts

Council Administrator

Claire Heather

Tel: 023 8083 2412

Email: [claire.heather@southampton.gov.uk](mailto:claire.heather@southampton.gov.uk)

## MEMBERS' ROOM DOCUMENTS

Agendas and papers are now available via the Council's website

**3 ACCEPTANCE OF EXTERNAL FUNDING, SCHEME EXPENDITURE APPROVALS, DELEGATIONS IN RELATION TO FUTURE EXTERNAL COVID FUNDING AND REVIEW OF FINANCIAL PROCEDURE RULES (Pages 1 - 18)**

Report of the Executive Director of Finance and Commercialisation seeking Acceptance of External Funding, Scheme Expenditure Approvals, Delegations in relation to future External Covid Funding and Review of Financial Procedure Rules, attached.

Tuesday, 16 June 2020

SERVICE DIRECTOR, LEGAL AND BUSINESS  
OPERATIONS



## Equality and Safety Impact

The **Public Sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

<b>Name or Brief Description of Proposal</b>	<b>Discretionary Business Support Grant Funding</b>
<b>Brief Service Profile (including number of customers)</b>	
<p>Economic Development team is with-in the Place Directorate and with-in a service area with planning, building control and strategic skills.</p> <p>The team works closely with local businesses and inward investors. During the COVID-19 pandemic the focus of the team has been to support local businesses, especially smaller businesses with grants and advice.</p> <p>2,761 hereditaments were eligible for the original grant schemes, with 3,745 businesses making on-line submissions to date. The original schemes were targeted at businesses of a certain size and in certain sectors, those likely to be most impacted. The difference between eligible businesses under the original schemes and the number of submission potentially describes the demand position.</p>	
<b>Summary of Impact and Issues</b>	
<p>The COVID-19 pandemic has placed great pressure on the economy with some sectors having been ‘locked down’ to ensure social distancing.</p> <p>Coronavirus has had both social and economic impacts. The impact on output in the UK economy in April 2020 has been dramatic.</p> <p>The economy has experienced a significant shock since the start of the coronavirus (COVID-19) pandemic; GDP has fallen dramatically, with record broad-based falls in output for production, services and construction.</p> <p>April 2020 has experienced sharper falls than March as the negative impacts of social distancing and "lockdown" have led to a significant fall in consumer demand and business and factory closures, as well as supply chain disruptions.</p>	

GDP fell by 20.4% in the month, the largest fall since monthly records began in 1997.

The Government has provided a series of measures to help businesses including grants for local businesses. Local authorities will be responsible for delivering grants to eligible businesses. Section 1 of the Localism Act 2011 provides all local authorities with the vires to make these payments.

In March the council was given £40.738m of government funding to allocate to 2,761 local businesses through two main grant schemes.

Local Authority Discretionary Grants Fund was announced in May 2020, aimed at small businesses outside the scope of the main grant schemes and businesses suffering financial hardship as a result of the C-19 economic 'lock-down'.

A fixed budget by the Department for Business, Energy and Industrial Strategy provides an initial 'fixed minimum allocation' of £2.186M on for the scheme.

The council has an element of discretion in awarding grants, however government has asked that certain businesses are prioritised. If the new scheme is oversubscribed, with a limited budget some non-prioritised businesses may not receive grant support. Initial modelling suggests that up-to 350 grant awards might be made under the Discretionary Fund, however an option also exists to reduce the grant values to ensure more businesses receive support.

The council will be transparent and open in the process of determining grants and will seek to be as equitable in delivering the scheme to businesses suffering financial hardship.

#### **Potential Positive Impacts**

At 29 May, through the original schemes £33.545m has reached the bank accounts of local businesses through 2,555 grants. A further £0.575m will be reached a further 41 businesses by 2 June and so £34.12m in grants will have been awarded to 2,596 local businesses – 94% of the estimated total number of eligible businesses.

The Discretionary Fund is aimed at small and micro businesses who were not eligible for the original schemes and so a further £2.186 million will be provided to small businesses in Southampton. Some of these businesses may be suffering financial hardship and funding through the scheme may support the recovery, continuing employment and commercial activity.

<b>Responsible Service Manager</b>	Paul Barton
<b>Date</b>	12 June 2020
<b>Approved by Senior Manager</b>	Kate Martin

<b>Date</b>	12 June 2020
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**Potential Impact**

<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions &amp; Mitigating Actions</b>
<b>Age</b>	None	N/A
<b>Disability</b>	None	N/A
<b>Gender Reassignment</b>	None	N/A
<b>Marriage and Civil Partnership</b>	None	N/A
<b>Pregnancy and Maternity</b>	None	N/A
<b>Race</b>	None	N/A
<b>Religion or Belief</b>	None	N/A
<b>Sex</b>	None	N/A
<b>Sexual Orientation</b>	None	N/A
<b>Community Safety</b>	None	N/A
<b>Poverty</b>	Supporting businesses has the potential to sustain employment and alleviate out-of-work poverty and unemployment.	N/A
<b>Health &amp; Wellbeing</b>	Support the wellbeing of local employers and indirectly employees.	N/A
<b>Other Significant Impacts</b>	Support for business owners to build resilience and to potentially enable continuing commercial viability and sustain employment.	N/A

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### Equality and Safety Impact

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The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

Name or Brief Description of Proposal	Support for Care Providers – Allocation of the Infection Control Fund Grant
<b>Brief Service Profile (including number of customers)</b>	
<p>Adult Social Care is responsible for supporting approximately 3,600 adults eligible for health and social care services under the Care Act 2014.</p> <p>The Act also sets out the Councils’ responsibility to ensure a sustainable adult social care provider market for adults supported by the Council and self-funders.</p>	
<b>Summary of Impact and Issues</b>	
<p>The COVID-19 pandemic has placed great pressure on the social care market. Many homes have faced COVID-19 outbreaks and have had to deal with the responsibility of both preventing outbreaks and in dealing with these if they do occur. It is widely acknowledged that the care home sector has faced problems in managing infection prevention and control during this period</p> <p>Government has allocated Southampton City Council £2,025,271 Infection Control Fund Grant. The purpose of the grant is to reduce the rate of COVID-19 transmission in and between care homes and support wider workforce resilience.</p> <p>The Council must allocate 75% of the fund directly to care home providers in line with the criteria set out in the grant conditions. This will result in £1,518,953 being paid directly to care home providers.</p> <p>The Council has discretion on how to administer the remaining 25% of the grant in line with the grant conditions. The Council will have the flexibility to determine who and what aspects of the local adult social care market will be funded to support the reduction in the transmission of Covid-19.</p>	

<b>Potential Positive Impacts</b>	
75% of The Infection Control Fund Grant is paid on a per bed basis, assuming the criteria is met, all care home providers within the local market will be treated the same, namely those with higher levels of private residents not funded or supported by the local authority will receive funding.	
The Council's ability to apply its discretion on the 25% to apply enables other providers to be considered for funding who are also experiencing issues and additional costs associated with managing the transmission of Covid-19.	
<b>Responsible Service Manager</b>	Matthew Waters
<b>Date</b>	12 <sup>th</sup> June 2020
<b>Approved by Senior Manager</b>	Grainne Siggins
<b>Date</b>	12 <sup>th</sup> June 2020

### Potential Impact

<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions &amp; Mitigating Actions</b>
<b>Age</b>	None	N/A
<b>Disability</b>	None	N/A
<b>Gender Reassignment</b>	None	N/A
<b>Marriage and Civil Partnership</b>	None	N/A
<b>Pregnancy and Maternity</b>	None	N/A
<b>Race</b>	None	N/A
<b>Religion or Belief</b>	None	N/A
<b>Sex</b>	None	N/A
<b>Sexual Orientation</b>	None	N/A
<b>Community Safety</b>	None	N/A
<b>Poverty</b>	None	N/A
<b>Health &amp; Wellbeing</b>	Positive impact- funding to support the management of Covid- 19 transmission.	N/A
<b>Other Significant Impacts</b>		N/A



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<b>Name or Brief Description of Proposal</b>	<b>Test and trace – allocation of funding</b>
<b>Brief Service Profile (including number of customers)</b>	
<p>The SCC Public Health Service serves the resident population of Southampton.</p> <p>The Public health service team helps the council to deliver its legal duty to improve the health of its population, and to reduce inequalities in health between groups. In light of the CoVid19 pandemic, the current service priority is to plan, respond and support recovery and restoration programmes in relation to this health emergency.</p>	
<b>Summary of Impact and Issues</b>	
<p>The National Government launched the NHS test and trace programme at the end of May 2020. The purpose of the programme is to identify individuals with CoVid19 and their contacts swiftly, and ensure that these individuals isolate as pre guidance. The test and trace programme enables easing of lockdown measures more safely and reduces risk of increased spread of CoVid19 infection.</p> <p>Local authorities are central to supporting the new test and trace service across England, with the government providing a new funding package of £300 million. Each local authority will be given funding to develop tailored outbreak control plans, working with local NHS and other stakeholders. Work on the plans has begun. These plans focus on identifying and containing potential outbreaks in places such as workplaces, housing complexes, care homes and schools. As part of this work, local authorities will also need to ensure testing capacity is deployed effectively to high-risk locations. Local authorities will work closely with the test and trace service, local NHS and other partners to achieve this.</p>	

<b>Potential Positive Impacts</b>	
The Government announced on 10th June 2020 that Southampton City Council would be allocated £1,571,231 as their element of the Test and Trace Grant. Plans will now be drawn up on how this funding is best utilised.	
<b>Responsible Service Manager</b>	Debbie Chase
<b>Date</b>	15 <sup>th</sup> June 2020
<b>Approved by Senior Manager</b>	
<b>Date</b>	

### Potential Impact

<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions &amp; Mitigating Actions</b>
<b>Age</b>	None	N/A
<b>Disability</b>	None	N/A
<b>Gender Reassignment</b>	None	N/A
<b>Marriage and Civil Partnership</b>	None	N/A
<b>Pregnancy and Maternity</b>	None	N/A
<b>Race</b>	None	N/A
<b>Religion or Belief</b>	None	N/A
<b>Sex</b>	None	N/A
<b>Sexual Orientation</b>	None	N/A
<b>Community Safety</b>	None	N/A
<b>Poverty</b>	None	N/A
<b>Health &amp; Wellbeing</b>	Positive impact- to reduce risk of infection spread	N/A
<b>Other Significant Impacts</b>		N/A



## Equality and Safety Impact Assessment

Appendix 10

The **public sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with section 17 of the Crime and Disorder Act and will enable the council to better understand the potential impact of the budget proposals and consider mitigating action.

<b>Name or Brief Description of Proposal</b>	Southampton Transforming Cities Fund investment programme (Tranche 2 - March 2020-March 2023)
<b>Brief Service Profile (including number of customers)</b>	Delivery of three-year programme of complementary bus priority, cycling and sustainable travel infrastructure schemes on the A35/A33 Western Approach, Portswood Road/ Swaythling High Street, A3025 St Denys Road and within Southampton City Centre. The planned investment will benefit most residents of the city to some extent.
<b>Summary of Impact and Issues</b>	Addressing increasing traffic congestion in light of growth, improving personal mobility, faster/ more reliable journeys by bus, accelerated delivery of sections of the Southampton Cycle Network, more people focussed public realm within city centre, improved interchanges.
<b>Potential Positive Impacts</b>	Improved access to jobs and services in the city centre and to district centres for residents, including those living in deprived wards and households without access to a car, faster journey times by bus, improved health from increase in active travel, reduced dependence on the private car, modal shift from travel by car to bus and active travel, improved air quality, improved journey time reliability.
<b>Responsible Service Manager</b>	Pete Boustred
<b>Date</b>	15/06/2020

<b>Approved by Senior Manager</b>	Pete Boustred
<b>Signature</b>	
<b>Date</b>	15/06/2020

## Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
<b>Age</b>	Positive impact on those under 30 and over 65 who are less likely to be able to drive to access services or opportunities. Faster travel by bus and completion of Cycle Network routes will help young people to access education, services and job opportunities and help older people to access services and retail and help their carers get around without the need to travel by private car.	N/A
<b>Disability</b>	Positive, improved pedestrian environment, by widening pavements, improved crossing facilities and improved waiting environment at bus stops and interchanges.  Negative, Reallocating road space in the city centre could see a reduction of parking spaces near to some destinations	Improvements to bus stops and interchanges and better quality of pavements and additional/ better designed crossing points from off-street car parks will counteract this.
<b>Gender Reassignment</b>	None	N/A
<b>Marriage and Civil Partnership</b>	None	N/A
<b>Pregnancy and Maternity</b>	Positive, improved pedestrian environment, by improved wider pavements, better crossing facilities and improved waiting environment at bus stops and interchanges.	N/A
<b>Race</b>	None	N/A
<b>Religion or Belief</b>	None	N/A
<b>Sex</b>	Positive, as around 60% of bus passengers are female, so investment in faster bus services and improved quality of interchange will enabled improved access to a wider range of employment opportunities reduce travel times and reduce wait times for all trip purposes. Active travel investment and bus stop improvements will make trip-chaining (e.g. school drop followed by commuting to work/ caring responsibilities/ shopping)	Bus priority measures and new cycle lanes will remove barriers to their use, enabling faster, easier and more reliable journeys to be made by bus and bike for all parts of the local population, making

	<p>easier and quicker, helping improve quality of life for women. Women are more likely to undertake walking trips so improvements to pedestrian environment will be of greater benefit to them. Currently the majority of cycle trips are made by men. Part of this is due to perceptions around safety and risk. Segregated cycle routes are much more likely to be used by women than unsegregated cycle routes. This will help improve the mobility options of women who will feel safer when cycling.</p> <p>Negative, reallocation of road space away from general traffic to sustainable modes is more likely to impact on men, who are more likely to be travelling to work by private car.</p>	<p>these a much more attractive and appealing alternative to travelling by car than they are now. This improved travel choice will help enable people to travel in more efficient and cleaner, more environmentally sustainable ways.</p>
<b>Sexual Orientation</b>	None	N/A
<b>Community Safety</b>	<p>Positive, by improving safety for pedestrians and those cycling through new dedicated and better facilities, improving waiting environment at bus stops will reduce risk of crime and anti-social behaviour, enhancing the quality of the public realm will help people feel safer.</p>	N/A
<b>Poverty</b>	<p>Positive, 33% of households living in Southampton do not have access to a car (most of whom are in deprived wards). Improving active travel and reducing journey times by bus will help improve quality of life for residents living in more deprived wards through widening travel horizons to access employment and training opportunities within a 60 minute travel time of where they live. Those living in deprived wards are more likely to suffer from poor health and poor air quality. More walking and cycling will help address health inequalities and support cleaner air.</p>	N/A
<b>Other Significant Impacts</b>	<p>Positive, increased levels of use of bus services and active travel modes of walking and cycling is expected to improve health (through increased physical activity) and enable cleaner air through mode shift from the private car.</p>	N/A

	Active travel zones and investment in walking and cycling routes linking to the city centre and district centres will help support traders and local businesses based in these parts of the city through higher footfall.	
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## Equality and Safety Impact Assessment

Appendix 11

The **public sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with section 17 of the Crime and Disorder Act and will enable the council to better understand the potential impact of the budget proposals and consider mitigating action.

<b>Name or Brief Description of Proposal</b>	Future Transport Zone investment programme
<b>Brief Service Profile (including number of customers)</b>	Delivery of programme of innovative transport solutions across the wider Solent area (as one of four national pilot test bed urban areas in England) including: smartphone apps for planning and paying for sustainable journeys demand, e-bike share scheme, and new approaches to freight distribution (including drone freight trials for NHS deliveries across the Solent to the Isle of Wight). The planned 3 year investment programme will benefit those residents of the city and wider Solent area who utilise the new technology-based mobility solutions to be provided through this funding.
<b>Summary of Impact and Issues</b>	Deploying and trialling innovative new technology to seek to address the transport challenges of increasing traffic congestion and poor air quality in light of planned and forecast growth, improving the attractiveness and convenience of public transport, including trialling the use of e-scooters and new apps and more convenient ways of paying for travel public transport.
<b>Potential Positive Impacts</b>	Improved access to jobs and services across the Solent area, increased levels of use of public transport, improved health from increase in active travel, reduced dependence on the private car, modal shift from travel by car to bus and active travel, improved air quality, improved journey time reliability.
<b>Responsible Service Manager</b>	Pete Boustred
<b>Date</b>	15/06/2020

<b>Approved by Senior Manager</b>	Pete Boustred
<b>Signature</b>	
<b>Date</b>	15/06/2020

## Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
<b>Age</b>	<p>Positive, impact on those under 30 (an increasing number of whom have chosen not to learn to drive) wanting to access jobs and services. Easier payment methods for using public transport and new forms of travel for shorter journeys such as e-scooters.</p> <p>Negative, a proportion of older people do not have mobile phones or smartphones so would not be able to access apps or mobile phone based forms of payment.</p>	<p>Real time information screens are available at a high proportion of bus stops and at all railway stations. E-scooters will have a minimum age limit, so reducing risk of inconsiderate or dangerous behaviour by scooter users.</p>
<b>Disability</b>	<p>Negative, allowing e-scooter trials if not regulated and enforced could result in people who are partially sighted or hearing impaired being more at risk of collisions or feeling unsafe when using pavements.</p>	<p>Improved signage to make it clear that e-scooter use is not permitted on pavements and enforcement activity will counteract this.</p>
<b>Gender Reassignment</b>	None	N/A
<b>Marriage and Civil Partnership</b>	None	N/A
<b>Pregnancy and Maternity</b>	<p>Positive, improved journey planning apps will reduce need to wait for public transport services and new more convenient forms of payment for journeys will make boarding quicker and easier. This will improve the quality of the overall journey experience.</p>	N/A
<b>Race</b>	None	N/A
<b>Religion or Belief</b>	None	N/A
<b>Sex</b>	<p>Positive, as around 60% of bus passengers are female, so investment in new payment technologies and travel apps will help to reduce travel times by public transport and provide more convenient</p>	<p>New apps and forms of payment will remove barriers to public transport use,</p>

	<p>ways to access employment opportunities and reduce wait times for all trip purposes. These improvements will make trip-chaining (e.g. school drop followed by commuting to work/ caring responsibilities/ shopping) easier and quicker, helping improve quality of life for women.</p> <p>Negative, high levels of e-scooter use in cycle lanes and paths could discourage women from walking or cycling in these areas if users of e-scooters are travelling at higher speeds or they are perceived to be less manoeuvrable.</p>	<p>enabling faster, easier and more reliable journeys to be made by bus by all parts of the local population, making this a much more attractive and appealing alternative to travelling by car than it is now..</p>
<b>Sexual Orientation</b>	None	N/A
<b>Community Safety</b>	Positive, by improving information about public transport service timetable running, would reduce length of wait time at bus stops, helping bus users to feel safer.	N/A
<b>Poverty</b>	Positive, 33% of households living in Southampton do not have access to a car (most of whom are in deprived wards). Improving active travel through e-scooter trials and reducing journey times by bus will help improve quality of life for residents living in more deprived wards through widening travel horizons to access employment and training opportunities within a certain travel time of where they live. Those living in deprived wards are more likely to suffer from poor health and poor air quality. More active travel will help address health inequalities and support cleaner air in these parts of the city.	N/A
<b>Other Significant Impacts</b>	Positive, increased levels of use of bus services and active travel modes such as e-scooters is expected to improve health (through increased physical activity) and enable cleaner air through mode shift from the private car. More efficient and sustainable forms of freight and parcel delivery will also improve air quality and reduce costs to businesses.	N/A

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