

Public Document Pack

Overview and Scrutiny Management Committee

Thursday, 15th October, 2015
at 5.30 pm

Conference Room 3 - 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 McEwing
Councillor Morrell
Councillor Moulton (Vice-Chair)

Appointed Members

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

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

Contacts

Karen Wardle
Democratic Support Officer
Tel. 023 8083 2302
Email: karen.wardle@southampton.gov.uk

Mark Pirnie
Scrutiny Manager
Tel: 023 8083 3886
Email: mark.pirnie@southampton.gov.uk

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 - 4)

To approve and sign as a correct record the Minutes of the meetings held on 10 September 2015 and to deal with any matters arising, attached.

7 FORWARD PLAN (Pages 5 - 66)

Report of the Head of Legal and Democratic Services detailing an item requested for discussion from the current Forward Plan and providing updates on items which have been the subjects of previous Cabinet decisions, attached.

- a) Highways Asset Management Plan
- b) Local Transport Plan
- c) Estate Regeneration and DevCo Update

8 WASTE MANAGEMENT (Pages 67 - 76)

Report of the Cabinet Member for Environment and Transport providing an update on waste and recycling, attached.

9 MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE
(Pages 77 - 82)

Report of the Head of Legal and Democratic Services detailing the actions of the Executive and monitoring progress of the recommendations of the Committee, attached.

Wednesday, 7 October 2015

Head of Legal and Democratic Services

SOUTHAMPTON CITY COUNCIL
OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
MINUTES OF THE MEETING HELD ON 10 SEPTEMBER 2015

Present: Councillors Fitzhenry (Chair), Fuller, Furnell (Items 17, 18 and 21 only), Galton (Items 17, 18 and 21 only), Hannides (Items 17, 18 and 21 only), Jordan (Except Minute 22 and 23), Keogh, Morrell, Moulton (Except Minute 22 and 23) (Vice-Chair) and Tucker

Apologies: Councillor McEwing

Also in attendance: Leader of the Council
Cabinet Member for Adult Health and Social Care
Cabinet Member for Communities, Culture and Leisure

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

The Committee noted that following receipt of the temporary resignation of Councillor McEwing from the Overview and Scrutiny Management Committee, the Head of Legal and Democratic Services, acting under delegated powers, had appointed Councillor Tucker to replace her for the purposes of this meeting.

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

RESOLVED that the minutes of the meeting held on 13 August 2015 be approved and signed as a correct record.

19. **FORWARD PLAN - CONSULTATION ON PROPOSALS FOR AN INTEGRATED SERVICE FOR CRISIS RESPONSE, REHABILITATION, REABLEMENT AND HOSPITAL DISCHARGE**

The Committee considered the report of the Head of Legal and Democratic Services detailing the item, "Consultation on proposals for an integrated service for crisis response, rehabilitation, reablement and hospital discharge" requested for discussion from the current Forward Plan.

Councillor White (HOSP Member) was present and with the consent of the Chair addressed the meeting.

The Cabinet Member for Health and Adult Social Care offered a briefing on the proposals for integrated services to all Members as part of the consultation. This offer was welcomed by the OSMC.

RESOLVED that the Health Overview and Scrutiny Panel formally respond to the consultation following the proposed Member briefing.

20. **FORWARD PLAN - UPDATE ON THE CLOSURE OF WOODSIDE LODGE AND THE RESTRUCTURE OF DAY AND RESPITE SERVICES**

The Committee considered the report of the Head of Legal and Democratic Services detailing the item "Update on the closure of Woodside Lodge and the restructure of day and respite services" requested for discussion from the current Forward Plan.

Alex Isles (Southampton Mencap), Jon Searle (Member of the Public), Councillor White and Councillor Houghton (HOSP Members) were present and with the consent of the Chair addressed the meeting.

RESOLVED

- (i) that information be circulated to Members outlining the current position with regards to the replacement care service (respite) at Kentish Road;
- (ii) that lessons learnt from the decisions relating to the closure of Woodside Lodge residential care home and the restructure of day and respite services be applied to future transformation projects within Adult Social Care and across the Council; and
- (iii) that the HOSP continue to have oversight of the performance of Adult Social Care with regards to undertaking timely assessments.

21. **CALL-IN OF EXECUTIVE DECISION: CAB 15/16 15193 - THE FUTURE OF THE SOUTHAMPTON LIBRARY SERVICE**

The Committee considered the report of the Head of Legal and Democratic Services detailing the call-in of Executive Decision CAB 15/16 15193 – The Future of the Southampton Library Service.

Ann MacGillivray, Kevin Lancashire, Lindsi Bluemel, Tim Forcer (spoke on behalf of Cobbett Road Library), Denise Wyatt (spoke on behalf of Millbrook Library), Sarah Dockree, Suzanne Baker (spoke on behalf of Burgess Road Library), Anne Sutherland (Member of the public), Tom Doak (spoke on behalf of Weston Library), Councillor Pope and Councillor White were present and with the consent of the Chair addressed the meeting.

RESOLVED that Cabinet reconsider the called in decision at the next decision meeting.

The following points were sought to be addressed by Cabinet if, at the meeting on 15 September, Cabinet confirm the decision taken on 18 August:

- (a) that Cabinet commit to ensure flexibility within timescales for community led initiatives to be established within the six libraries should formal arrangements not be in place by 31 March 2016;
- (b) that, to enable effective scrutiny, Cabinet clarifies the timetable and the process for the establishment of community led libraries;
- (c) that Cabinet identifies the financial support the Housing Revenue Account would be able to provide in relation to the Library Service;
- (d) that Cabinet provide details, including outcomes, of discussions that had taken place with other local authorities regarding sharing library services;
- (e) that, due to the change in location and increased usage since the consultation commenced, Cabinet review the position in relation to Millbrook Library; and
- (f) that a confidential briefing be provided to Members ahead of Full Council on the Expressions of Interest received on the Library Service.

NOTE: Councillors Tucker and Jordan declared a personal interest in the matter set out in the report. Councillor Tucker was a board member of the Arts Council South West and Councillor Jordan was a board member of Plus You Limited. Thornhill Library was occupied under a licence with Plus You Limited.

NOTE: Councillor Moulton declared that the Conservative Party position was to oppose the closure of libraries in Southampton.

22. **COUNCIL PERFORMANCE 2015/16 – QUARTER 1**

The Committee considered the report of the Leader of the Council detailing the Council's performance in Quarter 1 of the 2015-2016 Municipal Year.

The Committee expressed concern in relation to the figure for care leavers not in contact or NEETS which had been considered by the Children and Young Families Scrutiny Panel.

RESOLVED that at the next meeting of the Children and Families Scrutiny Panel on 22 October 2015 an explanation be provided reconciling the quarter 1 NEET figure with information provided to the Panel Chair at the meeting on 3 September.

23. **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.

An update was provided on Appendix 1. It had been agreed that the Committee would be circulated a monthly financial report for the last item in the table.

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Agenda Item 7

DECISION-MAKER:		OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE			
SUBJECT:		FORWARD PLAN			
DATE OF DECISION:		15 OCTOBER 2015			
REPORT OF:		HEAD OF LEGAL AND DEMOCRATIC SERVICES			
<u>CONTACT DETAILS</u>					
AUTHOR:	Name:	Mark Pirnie		Tel:	023 8083 3886
	E-mail:	mark.pirnie@southampton.gov.uk			
Director	Name:	Dawn Baxendale		Tel:	023 8083 2966
	E-mail:	Dawn.baxendale@southampton.gov.uk			

STATEMENT OF CONFIDENTIALITY

None

BRIEF SUMMARY

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

RECOMMENDATION:

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

REASON FOR REPORT RECOMMENDATIONS

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

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. None.

DETAIL (Including consultation carried out)

3. The Forward Plan for the period October 2015 – January 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
Environment & Transport	Highways Asset Management Plan	Cllr Fitzhenry

In addition the Chair has requested updates on the following areas that have been the subject of previous Cabinet decisions:

Environment & Transport	Local Transport Plan	Cllr Fitzhenry
Housing & Sustainability	Estate Regeneration and DevCo Update	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

Capital/Revenue

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

Property/Other

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

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

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

Other Legal Implications:

9. None

POLICY FRAMEWORK IMPLICATIONS

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

KEY DECISION? No

WARDS/COMMUNITIES AFFECTED:

None directly as a result of this report

SUPPORTING DOCUMENTATION

Appendices

1.	Briefing Paper - Highways Asset Management Plan
2.	Briefing Paper – Local Transport Plan
3.	Briefing Paper - Estate Regeneration and DevCo Update

Documents In Members' Rooms

1.	None
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Equality Impact Assessment

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

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

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	None	
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BRIEFING PAPER

SUBJECT: HIGHWAYS ASSET MANAGEMENT PLAN (HAMP)
DATE: 15 OCTOBER 2015
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

This report sets out the reasons behind the review of the Councils Highways Asset Management Plan (HAMP) and the philosophy to be applied to this document.

BACKGROUND and BRIEFING DETAILS:

1. In 2008, the City Council formally adopted a Highways Asset Management Plan (HAMP). This document set out how the highways assets were to be managed in line with the then latest guidance from government and industry practice.
2. In 2010 The Highways Service Partnership (HSP) contract commenced with Balfour Beatty Living Places (BBLP). The contract has the TAMP embedded within it and the approach to asset management was a key element in awarding the contract.
3. Every year, BBLP carry out technical evaluation of asset conditions and propose capital maintenance in accordance with the original TAMP enhanced by developments in industry practice (better survey data, innovative solutions etc.).

THE INCENTIVE FUND

4. The current document is in need of a refresh and this would have been carried out in due course. However, The Government's announced earlier this year that, following advice from The Highways Maintenance Efficiency Programme (HMEP), it would be instigating an incentive fund element of future highways maintenance capital funding.
5. A total of £6 billion will be made available between 2015/16 and 2020/21 for local highways maintenance capital funding. Of this, £578 million has been set aside for the incentive fund scheme.
6. Local authorities are not competing with each other for funding, but are demonstrating that efficiency measures are being pursued in order to receive their full share of the funding.
7. Local authorities will be banded on the basis of a self-assessment form and their efficiency fund allocation will be apportioned as shown:

Year	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Band 1	100%	90%	60%	30%	10%	0%
Band 2	100%	100%	90%	70%	50%	30%
Band 3	100%	100%	100%	100%	100%	100%

BRIEFING PAPER

8. The main headings in the efficiency fund assessment are:-
- Asset Management
 - Resilience
 - Customer
 - Benchmarking and efficiency
 - Operational delivery
9. The following areas are at the corner stones of the asset management assessment:
- Asset Management Policy and Strategy
 - Communications
 - Lifecycle Planning

Good scores in these areas are essential for authorities aiming for Bands 2 or 3.

10. At the moment, officers have self-assessed the Council as Band 1. Following the review of the HAMP, together with other planned service improvements, we are confident that Band 2 is achievable in 2016/17. Progression to Band 3 is aspirational, but it is considered that, in reality, only a handful of the 168 English Local Highway authorities are likely to achieve this level.

HIGHWAYS ASSET MANAGEMENT PLAN (HAMP)

11. An asset management policy and strategy has been developed, clearly documenting the links with corporate vision and other policy documents providing the “line of sight” for the asset management strategy. The document is a daughter document of the emerging LTP4. It has proposed that this will be considered by the Executive at Cabinet on 20th October 2015 and will be published on the Council’s website. This document will be reviewed every year as part of the annual Environment and Transport capital programme spend report in March.
12. Outcomes from investment in the asset will be clearly identified in the strategy. The strategy will be used to develop the level of service for setting and measuring performance, and the outcomes from the strategy will be demonstrated. All staff and stakeholders will be expected to demonstrate knowledge and alignment to this policy and strategy. Regular asset management briefings with the senior decision-makers, and relevant staff will be held.
13. The key objectives of the asset management policy and strategy are set out below:
- Demonstrate the commitment to adopting the principles of highway infrastructure asset management by senior decision makers.
 - Document the principles, concepts and approach adopted in delivering highway infrastructure asset management.
 - Link with the local authority’s policies and strategic objectives and demonstrate the contribution of the highway service in meeting these.
 - Set out the desired levels of service from implementing asset management.
 - Facilitate communication with stakeholders of the approach adopted to managing highway infrastructure assets.

BRIEFING PAPER

14. The asset management strategy sets out the objectives that the authority aspires to achieve from the management of its assets. It should links to the corporate vision and demonstrate how the highway maintenance service will support that vision over the medium to long term. It should also set out the major assets the authority has and how it intends to manage them over the medium to long term.
15. The HAMP Policy is a two page high level overview document linking highway infrastructure priorities to agreed Council priorities.
16. The HAMP strategy sets out the Council's assets in clear groups with quantities for each. The strategy includes overarching approach to whole life costings and provides an indication of the historic maintenance levels and proposed management approaches.
17. The HAMP strategy will not, at this stage, provide individual asset management proposals for each asset group. These are being developed by service areas and will be presented as part of the annual Environment and Transport Capital Programme spend report in March.
18. This new HAMP signifies a much more focussed approach to individual asset group needs and will better inform decision makers through the visible link to corporate priorities.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

19. There are no financial implications as a result of this report. The TAMP will influence allocation of future resources in accordance with emerging guidance and best practice.
20. The HAMP provides a key policy document for the City. It directly links to and sits below The Local Transport Plan which is the overriding transport policy document.
21. The Council as Local highway Authority has the ability to adopt key documents such as the HAMP.

OPTIONS and TIMESCALES:

22. The option to keep with the existing TAMP would over time lead to reduced government grant, reputational damage to the Council and may lead to future funding decisions not being fully informed.
23. The HAMP Policy and Strategy are scheduled to be considered by Cabinet on 20th October 2015. The revised Strategy will be presented along with the first tranche of individual asset group management plans as part of the annual Environment and Transport Capital Programme spend report commencing in March 2016.

Appendices/Supporting Information:

1. Appendix 1 – Draft HAMP Policy document
2. Appendix 2 – Draft HAMP Strategy

Further Information Available From:

Name: John Harvey
Tel: 02380 833927
E-mail: John.harvey@southampton.gov.uk

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Highway Infrastructure Asset Management Policy 2015 to 2017



Agenda Item 7a

Appendix 1

Working in partnership



Policy - October 2015



Highway Infrastructure Asset Management Policy 2015 to 2017



Working in partnership

Document Control

Version	Approval	Date	Officer
1.0 Draft for Approval	Cabinet	15/10/15	JH

Southampton – City of opportunity where everyone thrives

Our city wide vision: prosperity for all.

"We want to build on Southampton's unique sea city location with exceptional transport links, its strong position nationally for economic growth, excellent reputation for teaching and learning, strong business community, good regional specialist hospital, varied retail offer, night time economy, vibrant voluntary and student communities, and rich diversity and cultural mix."



Our highway infrastructure priorities

The role of Southampton's highway infrastructure in creating a city of growth and opportunity where everyone thrives is important, and the council has agreed these priorities which explain how we will support its delivery.

	Prevention and early intervention	Services for all	City pride	A Sustainable Council
Focus	<ul style="list-style-type: none"> • Create safer highway infrastructure • Deliver right first time services and solutions • Stable investment for required service levels • Quality and reliable repairs and solutions 	<ul style="list-style-type: none"> • Services that reflect community need • Understand customer demands • Enabling Network Use • Support accessibility and mobility for all 	<ul style="list-style-type: none"> • Create quality places to live, work and relax • Enhance street scene • Improve neighbourhoods • Provide infrastructure to support investment 	<ul style="list-style-type: none"> • Maintain Highway Infrastructure value • Promote innovation & continual improvement • Collaborate to unlock key infrastructure • Reduce revenue costs
Outcomes	<ul style="list-style-type: none"> • Reduced accidents • Prompt repairs to defects • Improving overall condition of highways • Defined levels of service 	<ul style="list-style-type: none"> • Identified community priorities • Agile to respond • Customers well informed • Accessible highway network 	<ul style="list-style-type: none"> • Desirable locations • Well cared for areas • Well maintained highway infrastructure • Increased external investment 	<ul style="list-style-type: none"> • Maximise the return on our spend • Reduced maintenance demand • Capital investment based on "whole life" • Integrated service delivery
Measures	<ul style="list-style-type: none"> • Injury claims data • Response times • Road condition index • Number of defects repaired 	<ul style="list-style-type: none"> • People Panel engagement • Journey time reliability • Walking and cycling • Enquiry and complaint levels 	<ul style="list-style-type: none"> • Quality designs • Opinion survey data • Visitor numbers • New businesses starting 	<ul style="list-style-type: none"> • Integrated Forward Works and Annual Programmes • Funding & investment levels • Annual depreciation indexes (WGA)

Highway Infrastructure Asset Management Policy 2015 to 2017



Working in partnership



Our highway infrastructure themes

These themes are specific to highway infrastructure service delivery and provide the focus for Southampton's strategic service partnerships in the short, medium and longer term.

Improved knowledge of the highway infrastructure asset

- Collaborate and share information, insight and knowledge
- Facilitate communications with stakeholders and customers
- Enable effective and informed decisions including the management of risk

Well managed infrastructure services

- Provide capacity, resources, capabilities and skills to deliver the service
- Deliver efficient, sustainable and effective infrastructure services
- Deliver services to ensure a safe, attractive and accessible network

Informed customers and stakeholders

- Maintain and improve customer focus
- Increase service performance levels and customer satisfaction
- Deliver the highest standard of customer care, maintaining best value

Enable Network Use

- Active stewardship and operation of the highway infrastructure asset
- Support and enable reliable journey times
- Responsive to the needs of all user groups



Our highway infrastructure partners

Southampton City Council has a strategic partnering approach with a number of embedded contract partnerships to deliver flexibility across the scope of operational services with:

Capita - Strategic Services Partnership (including Customer Services, IT, Procurement, Structures)
Commenced October 2007. Extended a further 5 years to September 2022

Balfour Beatty Living Places – Highways Service Partnership
Commenced October 2010 for 10 years with option of a five year extension.

Balfour Beatty Living Places – Citywatch CCTV and Intelligent Transport Systems Partnership
Commenced 2012 for 10 years

SSE Enterprise Lighting - South Coast Street Lighting Partnership (Private Finance Initiative)
Commenced April 2010 for 25 years

We also work at a sub-regional level through the Partnership for Urban South Hampshire (PUSH) and the Solent Local Enterprise Partnership (Solent LEP).

Besides the PUSH and Solent LEP partnerships, Southampton Connect brings together the private, public and community and voluntary sectors to work together in tackling the key city challenges facing Southampton and improving the quality of life for all those who live, work and visit the city.

Southampton's Highway Infrastructure partners will work closely with Southampton Connect and the key city partnerships to deliver the vision

Highway Infrastructure Asset Management Policy 2015 to 2017



Working in partnership



CAPITA



Balfour Beatty

Highway Infrastructure Asset Management Strategy 2015 to 2017



Agenda Item 7a

Appendix 2

Working in partnership



Strategy - October 2015



Highway Infrastructure Asset Management Strategy 2015 to 2017



Working in partnership

Document Control

Version	Approval	Date	Officer
1.0 Draft for Approval	Cabinet	15/10/15	JH

Highway Infrastructure Asset Management Strategy 2015 to 2017



Working in partnership

1

Introduction

1

The importance of Highway Infrastructure to Southampton
The benefits of an Asset Management approach
Asset Management Policy and Strategy
Service and Contract Delivery Approach
Strategic and Service Delivery Objectives (Fig. 1)

2

Asset Management Framework

3

Context
Planning
Enablers
Programme and Service Delivery
Plan, Do, Check, Act Cycle (Fig. 2)
Asset Management Framework (Fig. 3)

3

Highway Infrastructure Asset Groups

7

Highway Infrastructure Assets
Summary of Highway Infrastructure Assets (Table 1)

4

Asset Management Decision Making

8

Capital Funding Investment
The Incentive Fund – Self Assessment
Levels of Service
Lifecycle Delivery
Prioritising Works Programmes
Local Priorities and Value Management
Operations and Maintenance
Decision Making (Fig. 4)
DfT Block Funding Allocation (Fig. 5)

5

Asset Data and Information Management

11

Asset Information Strategy
Asset Data Storage and Management
Critical Assets

6

Performance Monitoring and Continuous Improvement

12

National Highways and Transport (NHT) Public Satisfaction Survey
Highway Infrastructure Asset Management Strategy Review

Southampton HIAM Strategy 2015 to 2017 - v1.0 October 2015 (Draft for Approval)

Highway Infrastructure Asset Management Strategy 2015 to 2017



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CAPITA



Balfour Beatty

1

Introduction

The importance of Highway Infrastructure to Southampton

Southampton's highway infrastructure provides an important and vital contribution in creating a city of economic growth and opportunity where everyone thrives. As well as meeting the needs of local communities and supporting the requirements of businesses, the local highway network supports a key national, regional and local transport hub. The location of Southampton at the centre of the Solent means that many trips within and across the Solent area pass through the city and its surrounding area. The City has a major international seaport, a key regional airport on its doorstep and is a major point of access to the Isle of Wight, all of which contribute to the economic health of the city. The local highway network is the most valuable publically owned asset managed by Southampton City Council. With a total replacement cost of £4.1 billion, the importance of effective and efficient management cannot be understated.

The benefits of an Asset Management approach

Asset Management is a strategic approach that seeks to optimise the value of highway infrastructure over its whole life. An effective Asset Management approach:

- facilitates better decision making by supporting engineering judgement with financial, economic and engineering analysis
- enables better understanding and management of the relationship between whole life cost and asset performance
- provides data and evidence for effective and sustainable investment and maintenance decisions

Effective long term planning and forecasting of asset performance can minimise and prevent expensive short-term repairs. Strategic asset processes ensure Southampton City Council are able to manage risk and maintain a highway environment that is safe and accessible for customers.

Asset Management Policy

The Southampton City Council Highway Infrastructure Asset Management Policy is a high level document which establishes the Council's commitment to Infrastructure Asset Management and demonstrates how this approach aligns with the Council Plan. The Policy is a stand-alone document and has been published alongside this strategy on the Council's website.

Asset Management Strategy

The Asset Management Strategy articulates the approach to efficient and effective Highway Infrastructure Asset Management and sets out how the Asset Management Policy will be delivered. It is informed by a highway asset management framework (the Highway Infrastructure Asset Management Plan), which establishes the activities and process that are necessary to develop, document, implement and continually improve highway asset management within Southampton. Aligned to the Council's objectives, this strategy seeks to follow the latest advice, including that arising from the Highway Maintenance Efficiency Programme (HMEP) led by the Department of Transport.

Highway Infrastructure Asset Management Strategy 2015 to 2017



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Southampton's City Wide Vision

The Council recognises that an asset management approach to the maintenance of the highway infrastructure will support the achievement of the Council's city wide vision: **prosperity for all**

"We want to build on Southampton's unique sea city location with exceptional transport links, its strong position nationally for economic growth, excellent reputation for teaching and learning, strong business community, good regional specialist hospital, varied retail offer, night time economy, vibrant voluntary and student communities, and rich diversity and cultural mix."

Service and Contract Delivery Approach

Southampton City Council has a strategic partnering approach with a number of embedded formal contractual partnerships to deliver flexibility across the scope of operational services with:

Capita - Strategic Services Partnership (including Customer Services, IT, Procurement, Structures)

Commenced October 2007. Extended a further 5 years to September 2022

Balfour Beatty Living Places – Highways Service Partnership

Commenced October 2010 for 10 years with option of a five year extension.

Balfour Beatty Living Places – Citywatch CCTV and Intelligent Transport Systems Partnership

Commenced 2012 for 10 years

SSE Enterprise Lighting - South Coast Street Lighting Partnership (Private Finance Initiative)

Commenced April 2010 for 25 years

The services delivered via these strategic contractual partnerships have established a series of service and contract delivery objectives. The relationship between these objectives is shown in Figure 1.

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Strategic and Service Delivery Objectives (Fig. 1)

Our Highway Infrastructure Objectives	Prevention and early intervention	Services for all	City pride	A Sustainable Council
	<ul style="list-style-type: none"> • Create safer highway infrastructure • Deliver right first time services and solutions • Stable investment for required service levels • Quality and reliable repairs and solutions 	<ul style="list-style-type: none"> • Services that reflect community need • Understand customer demands • Enabling Network Use • Support accessibility and mobility for all 	<ul style="list-style-type: none"> • Create quality places to live, work and relax • Enhance street scene • Improve neighbourhoods • Provide infrastructure to support investment 	<ul style="list-style-type: none"> • Maintain Highway Infrastructure value • Promote innovation & continual improvement • Collaborate to unlock key infrastructure • Reduce revenue costs
Our Highway Infrastructure Themes	Improved knowledge of the highway infrastructure	Well managed infrastructure services	Informed customers and stakeholders	Enable Network Use
	<ul style="list-style-type: none"> • Share information, insight and knowledge • Communicate with stakeholders and customers • Enable effective and informed decisions • Manage risk 	<ul style="list-style-type: none"> • Capabilities and skills to deliver the service • Efficient, sustainable and effective services • Safe, attractive and accessible network 	<ul style="list-style-type: none"> • Maintain and improve customer focus • Increase service performance and customer satisfaction • High standard of customer care • Maintain best value 	<ul style="list-style-type: none"> • Active stewardship & operation of highway infrastructure asset • Support and enable reliable journey times • Respond to the needs of all user groups
Service Partnership Priorities	Safe	Serviceable	Affordable	Accessible
	Provide a safe highway network	Ensure the serviceability of the highway network	Ensure maintenance of the highway network remains affordable	Allow the highway network to remain accessible (for all users)

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Asset Management Framework

Our strategic framework reflects the asset management cycle, enabling a flexible approach for different contract partners across all asset groups. The Plan Do Check Act cycle aligns with the ISO55000 Asset Management Standard and the 2013 HMEP Highway Infrastructure Asset Management Guidance Document. It supports the recommendations within and UK Roads Board Code of Practices (Well-maintained Highways, Well-lit Highways, Management of Highway Structures, and Management of Electronic Traffic Equipment).

The Asset Management Framework is shown in Fig. 3 and is summarised below:

Context

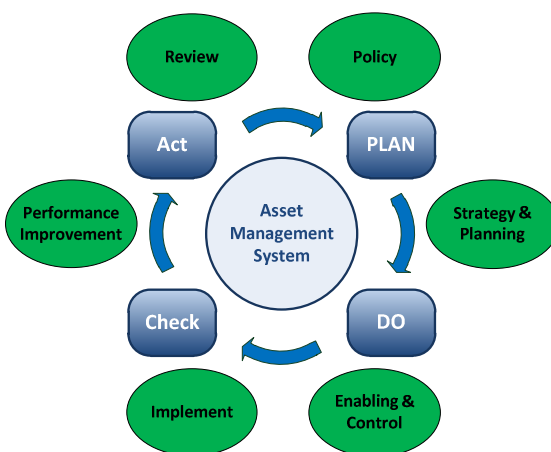
The factors taken into consideration when determining the Council's approach to Highway Infrastructure Asset Management includes National and Local Transport policy, local vision, the expectations of stakeholders, and legal / financial constraints.

Planning

The key activities that are undertaken by Southampton City Council and its partners as part of the asset management planning process include:

- **Policy** – sets out the commitment to highway infrastructure asset management.
- **Strategy** – sets out how the policy will be implemented within the Asset Management Framework. It provides context for levels of service, funding and decision making for the maintenance of asset groups in the short medium and longer term, and the commitment to continuous improvement.
- **Performance** – the levels of service to be provided by Southampton's highway infrastructure services, and how performance will be measured and reported.
- **Data** – the approach to asset data and information collection and management, to enable effective decisions to be taken.
- **Lifecycle Planning** – the approach to the maintenance for each asset group, considering predicted future performance based on investment scenarios and funding levels, maintenance strategies and desired levels of service, enabling informed decisions to be taken.
- **Works Programmes** – the development of rolling forward and annual programmes of work for each asset group prioritising planned future works over time.

Plan, Do, Check, Act Cycle (Fig. 2)



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Enablers

Activities that support the implementation of the Asset Management Framework enable:

- **Leadership and Organisation** – commitment to the adoption of an asset management culture.
- **Communications** – the means of effectively communicating and collaborating with stakeholders.
- **Competencies and Training** – the development of highways staff delivering the asset services.
- **Risk Management** – identifying, evaluating and managing risks.
- **Asset Management Systems** – the strategy for the use of asset systems to support the data and information required to enable asset management.
- **Performance Monitoring** – benchmarking progress, and establishing a culture of continuous improvement and innovation.

Programme and Service Delivery

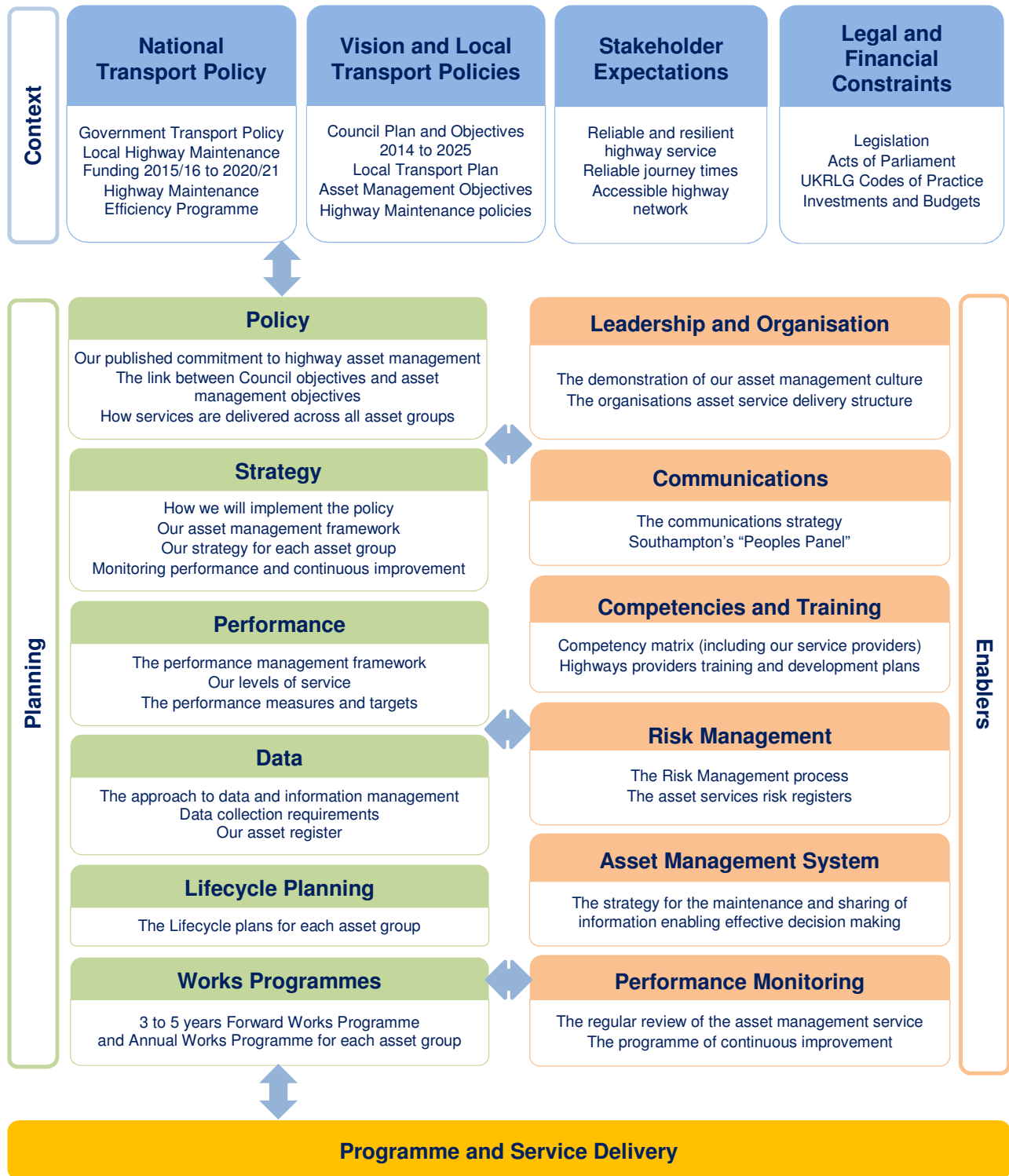
The delivery of effective and efficient works programmes for individual asset groups.

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Asset Management Framework (Fig. 3)



Highway Infrastructure Asset Management Strategy 2015 to 2017



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Highway Infrastructure Asset Groups

Highway Infrastructure Assets

This section summarises the existing highway infrastructure asset groups and their current condition. A summary of the maintenance approach for each asset type forms part of the Transport Asset Management Plan. It is important to understand the levels of service and future budgetary requirements from each asset group in order to successfully deliver a whole life asset management approach and strategy.

Summary of Highway Infrastructure Assets (Table 1)

Asset Group	Quantity	Condition & Maintenance
Carriageways (Urban)	587 km (4,141,224 sqm)	Approximately 6 % of the Principal and Non-Principal road network, and 18% of the Unclassified road network is identified as requiring maintenance
Footways and Cycleways (Urban)	942 km (1,928,879 sqm)	50% of the footway network is surveyed each year. Approximately 56% of the overall network in Southampton is identified as requiring maintenance
Structures	44 Road and footbridges 19 Steps and ramps 41 Subways 51 Retaining Walls	Regular and statutory inspections records maintenance needs for future maintenance funding considering the impact on the highway network as a whole.
Drainage	23,778 Highway Gullies 39 Culverts 22 Ditches 22 Surface Water Outfalls 24 monitored flooding hotspots	A cleansing programme of highway gullies with a targeted second cleansing is completed annually. Data from regular cleansing operations informs future drainage improvement schemes.
Street Lighting	23,348 Streetlights 608 Heritage Columns 466 Subway Units 98 Supply Feeder units 1,711 Illuminated Signs 10 Illuminated Bollards	The Street Lighting PFI has completed a 5 years of core investment from 2010 to 2015 replacing street lighting units and the majority of illuminated bollards with more efficient energy saving units. The PFI contract has now moved into a 20 year maintenance phase from April 2015.
Electronic Traffic Equipment	135 Signalised Junctions 92 Pedestrian Crossings 31 Traffic CCTV cameras 44 Variable Message Signs 330 Real Time Passenger Information Units	The traffic signals, Urban Traffic Control system and traffic camera monitoring services were outsourced in October 2012. Defects and faults are repaired on a reactive basis. Equipment is replaced as part of maintenance / improvement programmes.
Road Markings, Signs and Street Furniture	11.8 km Safety Fencing 24.7 km Pedestrian Barriers 8,832 Traffic Signs (Non-Illum.) 312 Grit Bins 19,061 Bollards, benches and Street Nameplates	Defects and faults are identified by the safety inspection regime and repaired on a reactive / programmed maintenance basis.

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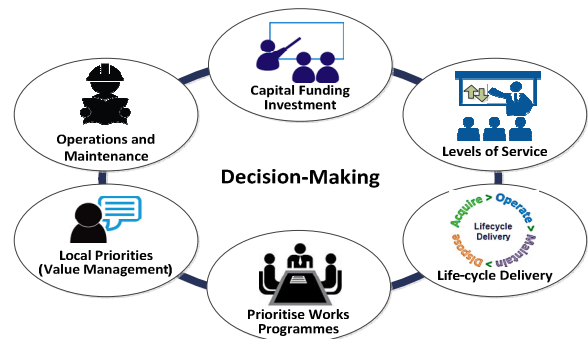
Asset Management Decision Making

Making effective decisions about when to maintain assets is reliant on acquiring appropriate knowledge and using it in a robust decision-making framework.

Capital Funding Investment

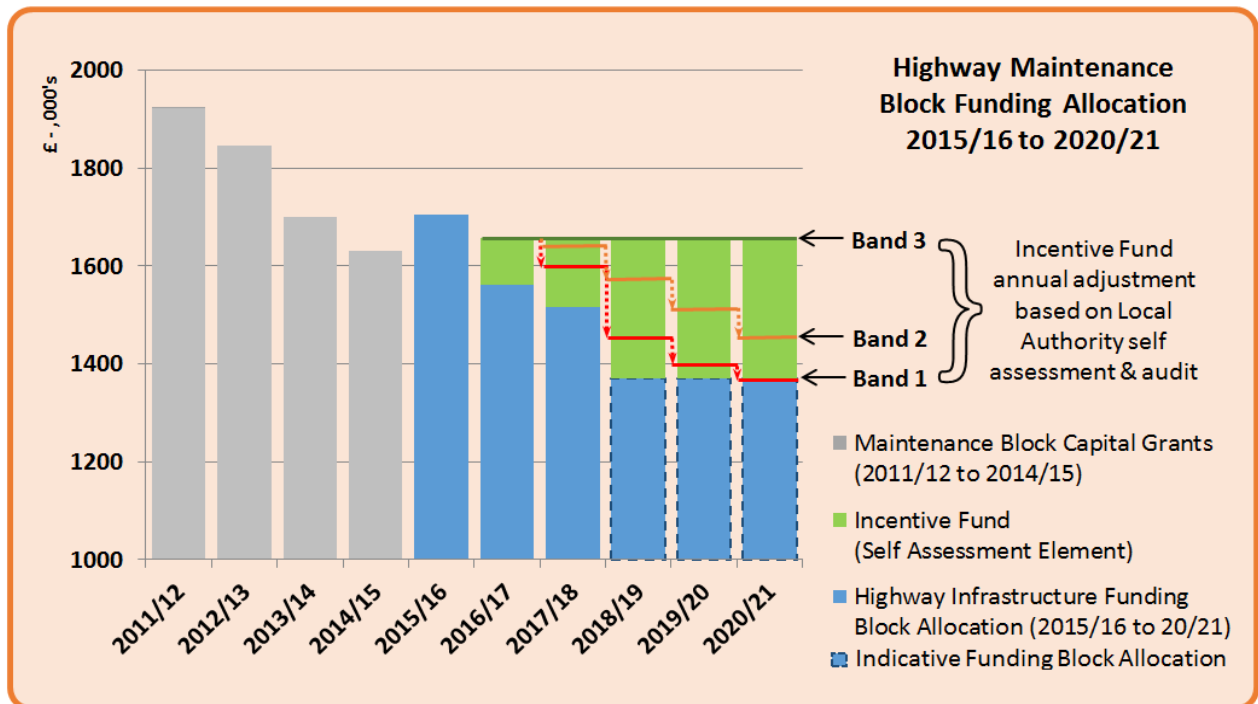
In 2014 the Government reviewed the Highways Maintenance Block 'needs' funding allocations for local authorities. Following consultation on highways maintenance funding the Department for Transport has allocated a proportion of the total funding to Roads, Bridges, Footways and Cycleways for the period 2015/16 to 2020/21 (Fig. 5) providing local authorities with forward visibility of highway infrastructure maintenance budgets. Southampton City Council operates a Street Lighting Private Finance Initiative which funds the maintenance of street lighting separately.

Decision Making (Fig. 4)



A total of £6 billion has been made available nationally between 2015/16 and 2020/21 for local highways maintenance capital funding. Of this, £578 million has been set aside for an Incentive Fund element to help reward local highway authorities who can demonstrate they are delivering value for money in carrying out cost effective highway maintenance. The Highways Maintenance Block Funding Allocation (2015/16 to 2020/21) for Southampton is £8.9 million. An additional £1.1 million is available over the 5 years to 2020/21 from the Incentive Fund.

DfT Block Funding Allocation (Fig. 5)



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The Incentive Fund – Self Assessment

Southampton City Council are not competing with other authorities for this funding, but are demonstrating that efficiency measures are being pursued in order to receive the full amount of funding available from the Incentive Fund. The asset management maturity of the authority and therefore the value of the annual Incentive Fund element available for the City Council is assessed on the basis of a self-assessment questionnaire that focuses on:

- Asset Management
- Resilience
- Customer
- Benchmarking and efficiency
- Operational delivery

The cornerstones of the self-assessment include:

- Asset Management Policy and Strategy
- Communications Strategy
- Lifecycle Planning

Local authorities are expected to score well in these areas with a mandatory requirement to attain a minimum level of band 2 or band 3.

In July 2015, the initial Incentive Fund Self-Assessment for Southampton's Highway Infrastructure Services has assessed the Council as Band 1. Following the review of the Transport Asset Management Plan (TAMP), together with other planned service improvements, the Council anticipates that Band 2 will be achieved in 2016/17, with further progress towards Band 3 expected thereafter.

Levels of Service

Levels of Service define how assets should perform in clear and effective terms that can be reported against stakeholder's expectations. Measures of performance cover tangible strategic, tactical and operational issues, such as physical condition of assets, speed of response, availability, as well as intangible issues such as amenity value.

By consider the existing condition of assets, best practice, strategic objectives, the availability of resources, statutory duties associated with certain assets' minimum performance levels, and engaging with stakeholders about service priorities we are developing and reviewing Levels of Service to:

- Ensure adequate focus is given to what is really important to the customer
- Measure the effectiveness of our approach to transport asset management
- Link the costs with the benefits of the services offered
- Provide a service that meets statutory obligations
- Ensure operational activities support the achievement of strategic goals

Lifecycle Delivery

Decisions about the need for capital investment are based on the deterioration of the asset, optimum timing, choice of treatment, and overall need for replacement. Lifecycle analysis determines the timing of intervention thereby representing the lowest life cycle cost. It is recognised that developed Asset Management Plans that demonstrate optimised timing of treatment or replacement over the lifecycle of the asset provide best value. However the full lifecycle approach can be constrained by contractual or other factors to a shorter time frame, or external customer led influences, which require decisions to be risk based or by analysing local priorities and other value management criteria.

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Maintenance strategies considering different treatment options over the whole life of the asset will be promoted. These support the long term management of assets and underpin funding strategies to deliver the minimum whole life cost.

Lifecycle “Value” will be achieved by considering both the capital investment, and routine maintenance decisions to maximise the value obtained from assets over their whole life.

Prioritising Works Programmes

The development of effective works programmes for individual asset groups is completed by:

- Identifying candidate schemes
- Prioritising works in each asset group / service area
- Select and optimise schemes for the Forward Programme
- Select schemes for the Annual Programme aligned to budget
- Delivery of individual schemes
- Monitoring of works to ensure they meet the approach to asset management

The **Forward Works Programme** provides robust and reliable information to identify the asset maintenance to be carried out within the next three to five years. The programme is used to support forward financial planning, and communicate planned maintenance to the elected members, local communities and the public.

The **Annual Works Programme** is developed and prepared from the Forward Programme each year during autumn for approval in March. It prioritises maintenance schemes based on available funding for delivery.

Local Priorities and Value Management

The initial criteria used to prioritise and optimise the annual programme will take account of the condition and serviceability of the asset, alongside safety issues and local transport priorities.

Social, economic and environmental benefits, local community or user demands, and political priorities are also factors used to differentiate between which schemes are prioritised for limited budgets. These “soft” influences are identified using Value Management criteria. Agreed annually with elected members, the criteria are communicated within the local Transport Asset Management Plan. The level of influence, or weighting, each criterion has within individual asset group programmes will be periodically reviewed with the stakeholders.

Operations and Maintenance

Pressure to reduce operational costs has increased in recent years and the need to demonstrate good value is a key objective for the Council. The principles that underpin maintenance decision making are a key element of the prioritisation assessment criteria. Operational and maintenance decision making is informed by a systematic inspection, assessment and recording regime. The provision of an assessment regime is reliant on the contractual arrangements with individual asset group service providers.

5

Asset Data and Information Management

Asset Information Strategy

Through the use of appropriate tools which support budget and lifecycle management planning, asset data, information and knowledge are key enablers to the delivery of an effective Asset Management approach.

Asset Data Quality Plans relevant to individual asset groups are used to set out the proactive approach to the collection, recording and management of data and information. These define the activities undertaken to ensure that the data and information meets Southampton City Councils asset management requirements and informs effective decision making.

The Asset Data Quality Plan provides clear definitions for:

- **Asset Information Standards are used to defines:**
 - the data and information required,
 - where it is stored and managed
 - why it is required,
 - how it is collected and measured
 - the format it is required in
 - who it is provided by
 - when it shall be provided
 - the retention requirements
- **Asset Information Systems** are the processes, applications and IT systems utilized to automate the Asset Management processes and enable consistent support for decision making.
- **Data and Information Management** provides confidence in data quality. The data and information management regime measures :
 - Accuracy
 - Completeness
 - Consistency
 - Validity
 - Timeliness
 - Uniqueness

Asset Data Storage and Management

Consistent and reliable asset information and data is essential for the City Council to make informed decisions and fulfil the service delivery requirements. There are a number of different asset management related systems in use across the Highways Service Partnership, Service Management and Street Lighting PFI Contracts including:

- Asset Registers – for Roads, Footways & Cycleways, Structures, Street Lighting, Traffic Signals etc.
- Pavement Management Systems, Structures and Bridge Management, Street Lighting databases
- Scheme / Maintenance, Lifecycle Planning and Visualised Asset Management Systems

Critical Assets

Knowledge of critical assets informs the decision processes. Understanding the consequence of an asset failure requires consideration of safety, economic and environmental impact as well as an understanding of the function the asset performs. Critical asset are those that are essential for supporting the social and business needs of local and / or national economy.

Where critical assets and infrastructure are identified, adequate management of the assets, including appropriate investment proposals, are considered to ensure they are sufficiently resilient to cope with potential threats.

6

Performance Monitoring and Continuous Improvement

Southampton City Council is committed to the development of good practice and continuous improvement. Monitoring of the Council's service providers forms an integral part of individual contract conditions, with strategic monitoring, performance measures and targets, data and information audits, and compliance monitoring.

National Highways and Transport (NHT) Public Satisfaction Survey

The Council value being part of the NHT Survey and have found the resulting information extremely useful. The NHT surveys are key to ensuring the Council delivers high value services that local residents demand. Using the results we gauge and assess performance in those areas that Southampton residents see as most important.

Highway Infrastructure Asset Management Strategy Review

This strategy and the Highway Infrastructure Asset Management Policy, will be reviewed annually, updated and re-published as part of the annual Environment and Transport Capital Programme spend report in March.

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SUBJECT: LOCAL TRANSPORT PLAN
DATE: 15 OCTOBER 2015
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

This report sets out the proposed approach and intended programme for updating Southampton's current Local Transport Plan (LTP3).

BACKGROUND and BRIEFING DETAILS:

1. Every Local Transport Authority (LTA) must produce a statutory Local Transport Plan (LTP). The LTP document outlines the LTA's strategic approach to how it manages and delivers transport now and in the future, and where it intends to specifically invest resources into transport schemes and initiatives.
2. National guidance states that a LTP should include a long-term policy strategy and a short-term Implementation Plan. The Implementation Plan sets out a capital investment programme of schemes and measures to maintain, manage and improve the city's transport network, as well as assisting in meeting wider local and policy objectives to grow the economy, protect the environment and the city, and improve the health, safety and equality for residents, business and visitors.
3. As the LTA for Southampton, Southampton City Council (SCC) produced and adopted a LTP (known as LTP3) in 2011, which sets out the council's transport policy aspirations and sits alongside the wider South Hampshire Transport Strategy. The LTP3 currently covers the period from 2011-2031. The Implementation Plan covers a shorter period from 2011 to 2015.
4. The current LTP3 was written before the development of the Sub-Regional Transport Model (SRTM), City Centre Microsimulation Model, the release of 2011 Census data, changes in national focus on transport following the formation of the Coalition Government, and recent announcement of significant Highways England funding over the next 5 years in the Southampton area. As a result, and to meet the changing needs and environment of Southampton, the Council is developing a new LTP (LTP4), which will provide a robust evidence base with strong linkages to other policies such as City Strategy, Solent LEP Strategic Economic Plan, and the emerging City Local Plan. The updated LTP4 will cover the same time period as the emerging SCC Local Plan up to 2036. This will provide the Council with a strong platform to support and manage the planned development in the City and when making further applications for funding to invest in its transport infrastructure as it will clearly set out the city's strategic needs and priorities over the next 20 years.
5. The Council also has a requirement to update its 3 Year Implementation Plan for the next three year period which will be 2015-2018. Therefore, it is now an appropriate time to review and update the current LTP policies and Implementation Plan, to achieve this the following stages have been identified, and are also shown in Appendix 1 and the relationship to other strategies is in Appendix 3.

Stage 1 - LTP3 Delivery and Implementation Plan 2015-2018

6. The LTP3 Implementation Plan 2015-18 will update the current 2011-15 Implementation Plan and will retain the current LTP3 policy (2011-2031). This is similar to approach done by Hampshire County Council. The Implementation Plan will contain a review of the outcomes and outputs of the first Implementation Plan 2011-15; highlighting achievements with statistics, outturns of the LSTF programme, and progress against items in the 2011-15 programme as identified in LTP3 Chapter 15 against each policy area. It will then set out a three year programme detailing the specific projects, schemes and actions that the Council will deliver. This programme is agreed every March, therefore this updated Implementation Plan 2015-18 includes details for the Council approved Capital Programme 2015/16, and indicative programme for the following two years, 2016/17 and 2017/18.
7. Southampton will experience change over this time to 2018 with major developments in the City being completed or commenced, such as Watermark West Quay and Royal Pier Waterfront & Trafalgar Dock. The population of the city will also continue to grow and change with an ageing population, this will continue to place increasing pressure on the city's transport network.
8. A well-managed and maintained transport network will be vital to support sustainable economic growth. Given the continued improving economic conditions we will continue to work with partners to ensure that we undertake actions and measures that support this economic growth. Attempting to provide for this expected growth through new roads is not practical or affordable in Southampton, therefore the strategy set out in LTP3 will continue to ensure we make the best use of the network. However, this growth should not be at the expense of other priorities or impacts, such as the environmental impact of transport and climate change or unduly disadvantaging non-car modes. Air quality is increasingly becoming a pressing issue for Southampton not just impacting on the economic prosperity of the city but more significantly on the long-term health of our residents. A deteriorating appearance could also have a negative impact on the condition and operation of the highway network.
9. A number of factors have influenced the approach taken towards delivering the LTP3 priorities over the next three years. The financial climate remains challenging and delivery of schemes and initiatives will be prioritised on how they contribute to LTP strategy and budget constraints. While the Government has provisionally set out the Local Transport Capital Block Settlement for 2015 to 2018, it remains unclear as to whether this will remain so following spending decisions during 2015. The indicative funding of Integrated Transport is shown in Table 1.

Table 1	Indicative Integrated Transport Capital Block (2015-2018)		
Year	Highways Maintenance Block	Local Transport Capital Block	Total Grant
2015/16	£1.704m	£2.124m	£3.828m
2016/17	£1.562m	£2.124m	£3.686m
2017/18	£1.515m	£2.124m	£3.639m

10. In addition to the Local Transport Block Settlement detailed in table 1, the Council must actively seek other funding opportunities to enable the delivery of major transformational

transport projects, such as Platform Road, Bridges to Prosperity and Station Quarter North.

11. The Council has been successful in securing **£89m** of external investment which will see a number of major transport schemes implemented over the next 3-5 years. This includes Local Growth Deal funding secured through the Solent Local Enterprise Partnership to deliver the Station Quarter North public realm improvements, which will be implemented in 2015/16 and also major maintenance works at Millbrook Roundabout planned for 2016/17.
12. The Highways England's Route Investment Strategy 1 (RIS1), which sets out their long term investment programme to 2020/21 has also named three major projects on the Strategic Road Network (SRN) in the vicinity of Southampton that will be planned and see commencement of delivery during this Implementation Plan.
 - M271/A33 Redbridge Roundabout upgrade, to increase the capacity of junction planned for 2017/18, and;
 - M27-Southampton Bridges & Access, which consists of four elements, is expected to relieve pressure on the M27 corridor and downstream junctions (Js3, 5 & 7), by improving the route into Southampton from M27 Junction 8 via A3024, and includes: capacity upgrades to Junction 8, Windhover Roundabout (A27/A3024/A3025), replacement of Northam Rail Bridge increasing its width from 2 to 4 lanes, and major highway improvements aimed at improving traffic movements and capacity on the Eastern Access Corridor (A3024) into the city centre. Works are due to start from 2017/18 to 2021/22.
13. These projects are currently at an option identification stage to inform more detailed development including engagement with wider stakeholders. Following these stages the schemes will prepare for construction through detailed design and consultation.
14. Table 2 summarises the external funding secured by the Council to deliver major transport projects and Appendix 4 gives greater details of the SCC match funding commitments.

Table 2 Project	External Funding Source	Lead Authority	Funding Status	Project Value (£m)	External Funds (£m)	SCC Match (£m)
SQN Phase 2-4	Solent LEP LGD R1 & NSIP	SCC	Funding awarded	5.5928	4.535	1.0578
Redbridge Roundabout	HA Route Investment Strategy	HA	Identified in RIS	10.5	10	0.5
M27 Bridges and Access Northam (A3024)	HA Route Investment Strategy	HA	Identified in RIS	75	73	2
Millbrook Roundabout	Solent LEP LGD R1+	SCC	Approved subject to full business case	2	1.4	0.6
			TOTAL	93.0928	88.935	4.1578

15. The LTP3 Implementation Plan (2015-18) has been drafted and the final version is being presented to the Environment and Transport Portfolio holder in October.

Stage 2 - LTP4 Evidence Base Development

16. Recognising that the current LTP3 has some out of date assumptions and statistics forming its evidence base, the latest traffic data, socio-economic information and other evidence is required in order to support the development of the new LTP4. To do this, various data collection exercises to validate and extend to the current microsimulation traffic model with 2036 SCC development assumptions, is required. This is connected with Solent Transport led data collection work on updating the SRTM during 2015. The evidence base will help to uncover the issues and options for policy areas and interventions that can be investigated, tested and developed further. Complementary policy, mode or area specific strategies (ITS, Cycling, VMS, Low Emissions, Transport Asset Management Plan, Road Safety) will be developed/updated concurrently to help feed into the overall LTP4 update. These will both feed into and feed off the evidence base work.

Expected timeframe – Autumn 2015/16.

Stage 3 - LTP4 Issues and Options

17. From the developed evidence base, future issues for the transport network in Southampton will emerge, these will be used for high level issues and options generation. The issues and subsequent options will be developed and consulted on in a similar manner to the Local Plan Issues & Options, which is running concurrently. These pieces of work are complementary to each other as the level of development in the city will be a large influence on the policy approach taken. The issues are expected to cover highway conditions, asset management, sustainable transport, ITS/VMS, road safety, environmental impacts etc. The overarching approach to schemes and policy options will be on a corridor or area basis, see Appendix 2, such as Eastern Access Corridor (A3024), that holistically investigates the issues and proposes solution options. Consultation on the issues and options is underway to help inform a preferred strategy approach for the city and each strategic corridor. Recent engagement events to date include a breakfast briefing to local businesses and a workshop with local cycling groups.

Expected timeframe – Autumn/ Winter 2015/16

Stage 4 - LTP4 Update

18. Produce a full updated LTP4 that sets out the long-term policy approach and strategy to support the city's growth aspirations to 2036. Based on the evidence and outcomes of the Issues & Options consultation policy and schemes will be appraised to arrive at a preferred package of schemes and strategy. This can then be tested in the extended Microsim model along with the emerging development aspirations and proposals in City Local Plan (Issues and Options) and refresh of Solent Transport strategy.

Expected timeframe Spring/ Summer 2016.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

19. Policy – The Local Transport Act 2008 requires all Local Transport Authorities to have a long term transport strategy (Local Transport Plan) and an up to date three year Implementation Plan. The Council's current three year Implementation Plan (2011-15)

- expires this year and it therefore a priority for the Council to ensure this is updated.
20. There is a need for the emerging Local Plan and Local Transport Plan to be aligned and updated ensuring transport policy and land use policy are integrated. In addition, with a stronger evidence base available, it demonstrates a need and opportunity for a full update of the LTP longer term strategy (LTP4).
21. Financial – subject to the option progressed there are financial and resource implications, which includes officer time and a requirement for external consultancy support (e.g. Microsimulation modelling, data collection). A risk to the Council of not having a robust and current evidence base is that securing funding opportunities (LEP, Developer Funding – CIL or site-specific S106) may be difficult.
22. Legal – there is a statutory duty to ensure that SCC has an up to date LTP policy base and a 3-year implementation plan.

OPTIONS

23. The following options have been considered for updating LTP 3:
24. Option 1 – carry out a refresh of the Implementation Plan only to include a short summary of achievements on 2011-15 Implementation Plan, review of the new funding opportunities available and a new 3 year Implementation Plan to cover 2015-18. This would be a relatively quick process using a low resource and meet requirement of up to date 3 year Implementation Plan. However, strategy will not reflect current policy or changes since original version of LTP3 was written, or have recent and robust evidence base to help with decision making and prioritisation.
25. Option 2 – carry out a refresh of the Implementation Plan as per Option 1, and a light touch update of the main document strategies and policies to reflect current Policy direction and recent changes to funding and decision making, but no wider consultation/engagement on direction. This would Medium use of resource for strategy planning and development, data analysis and updating the Implementation Plan with some consultation. This would provide an updated LTP3 in line with current DfT guidance on LTPs that will reflect current policy and retains the original time frame (to 2021) but may not take into account the wider long term growth (economic and housing) envisaged for the wider Solent area. This option may require a subsequent refresh in 3 years (in line with Implementation Plan).
26. Option 3 – carry out a full refresh of LTP document to become LTP4 (with a 20 year timeframe) with Implementation Plan, as per Option 1. This would be a complete overhaul of the LTP with rewritten policies and strategies using the latest evidence and policy (national and regional) to reflect the role of the LEP in devolved decision making and funding, LSTF, other funding that and data from the 2011 census. Support the Solent SEP, emerging Local Plan and City Centre Master Plan/VIPs. Higher use of resource for strategy identification, planning and development, data analysis and updating Implementation Plan with extensive consultation and engagement will be required with Local Members, residents, businesses and stakeholders. There is no current obligation to produce a new LTP4; however, other authorities have produced a LTP4 to reflect the changes in transport planning (so far only Lincolnshire, Oxfordshire

and Brighton & Hove are in the process of developing a LTP4).

27. The approach proposed seeks to take forward a hybrid of Options 1 and 3.

TIMESCALES

- Stage 1 - LTP3 Implementation Plan 2015-18: Summer - Autumn 2015.
- Stage 2 – LTP4 Evidence Base development: Autumn 2015.
- Stage 3 - LTP4 Issues and Options: Autumn – Winter 2015/16.
- Stage 4 - LTP4 drafting and adoption: Spring – Summer 2015/16.

Appendices/Supporting Information:

Appendix 1 - Summary Process Plan of Stages 1 to 4

Appendix 2 - LTP3 Implementation Plan 2015-18 Major Schemes

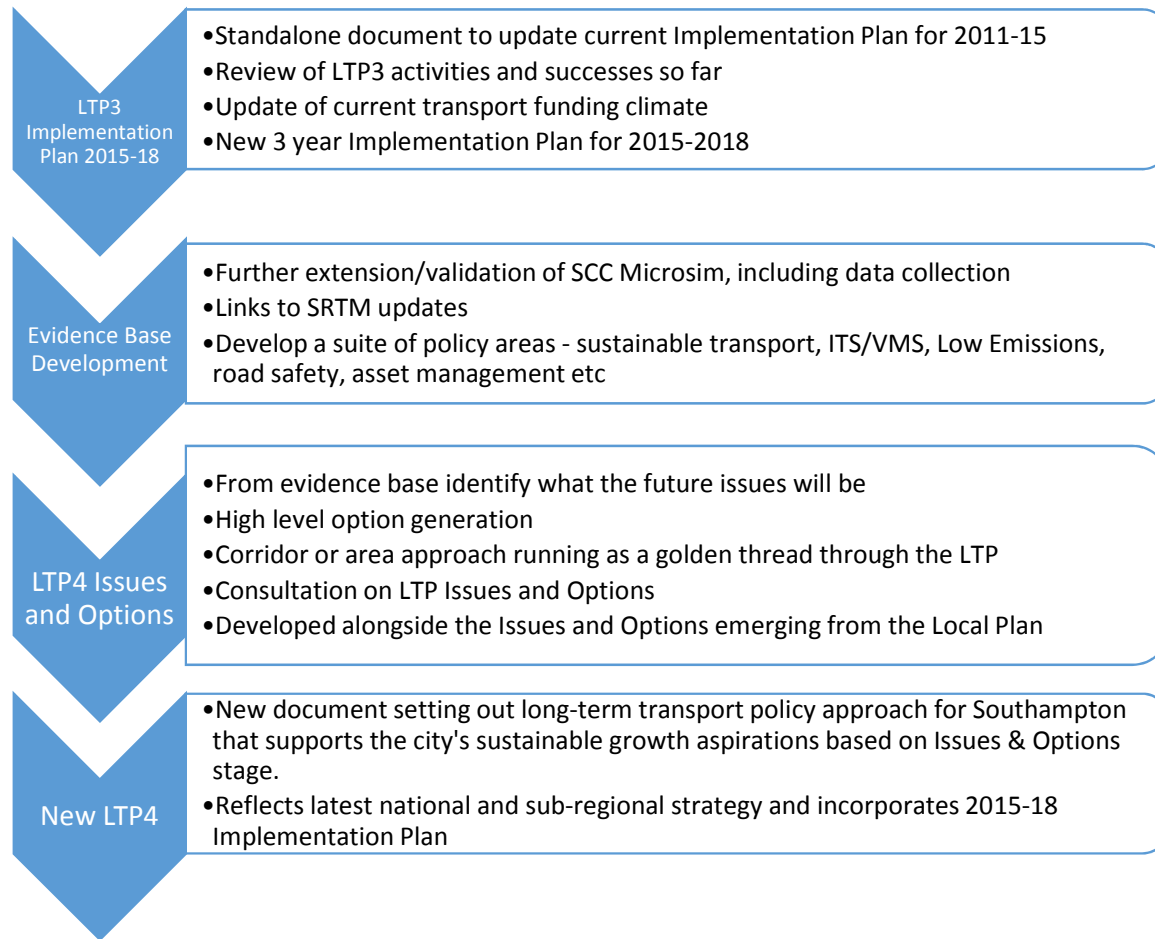
Appendix 3 - LTP Policy Tree

Appendix 4 – SCC Match funding commitments

Appendix 5 – Solent LEP projects

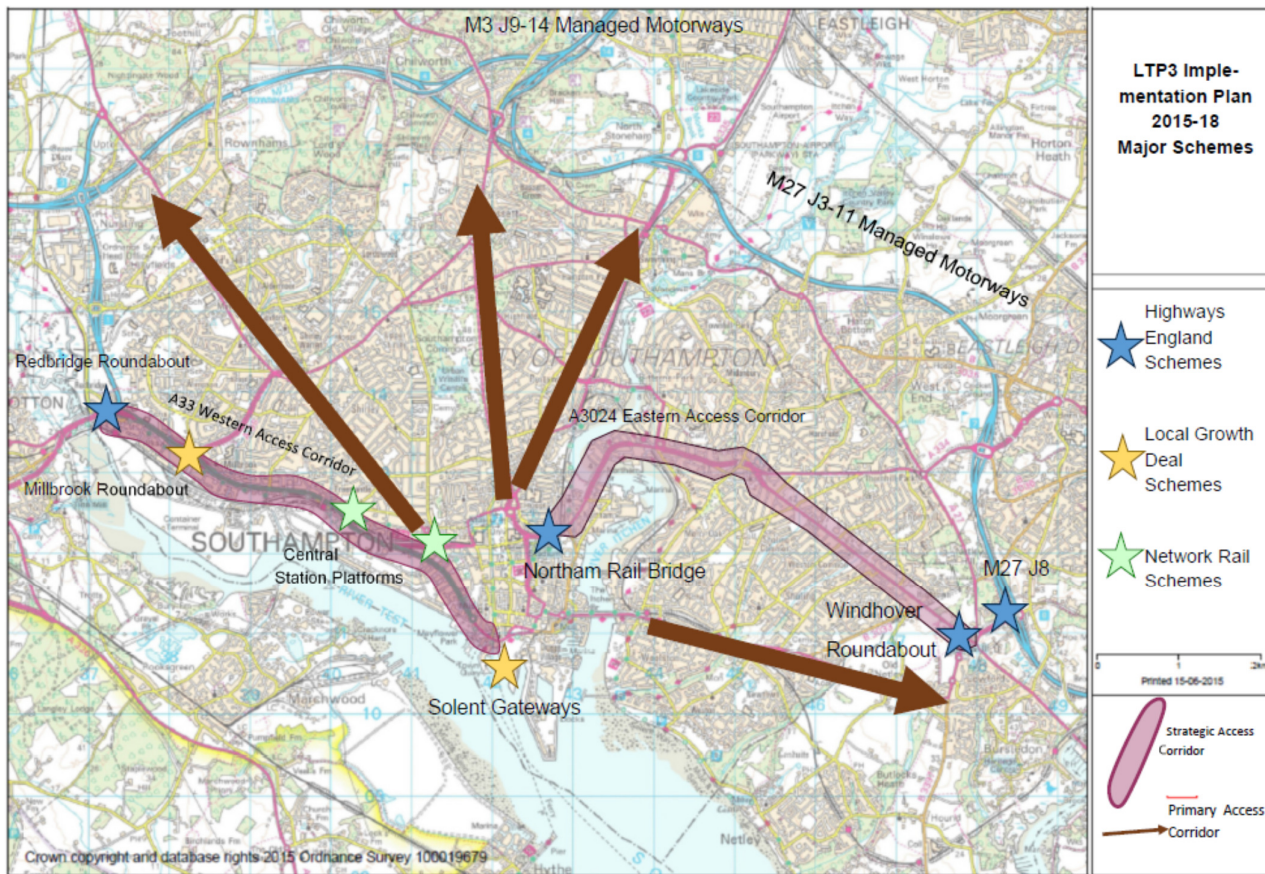
Further Information Available From:	Name:	Pete Boustred
	Tel:	023 8083 4743
	E-mail:	pete.boustred@southampton.gov.uk

LTP4 Process Diagram (Stages 1-4)



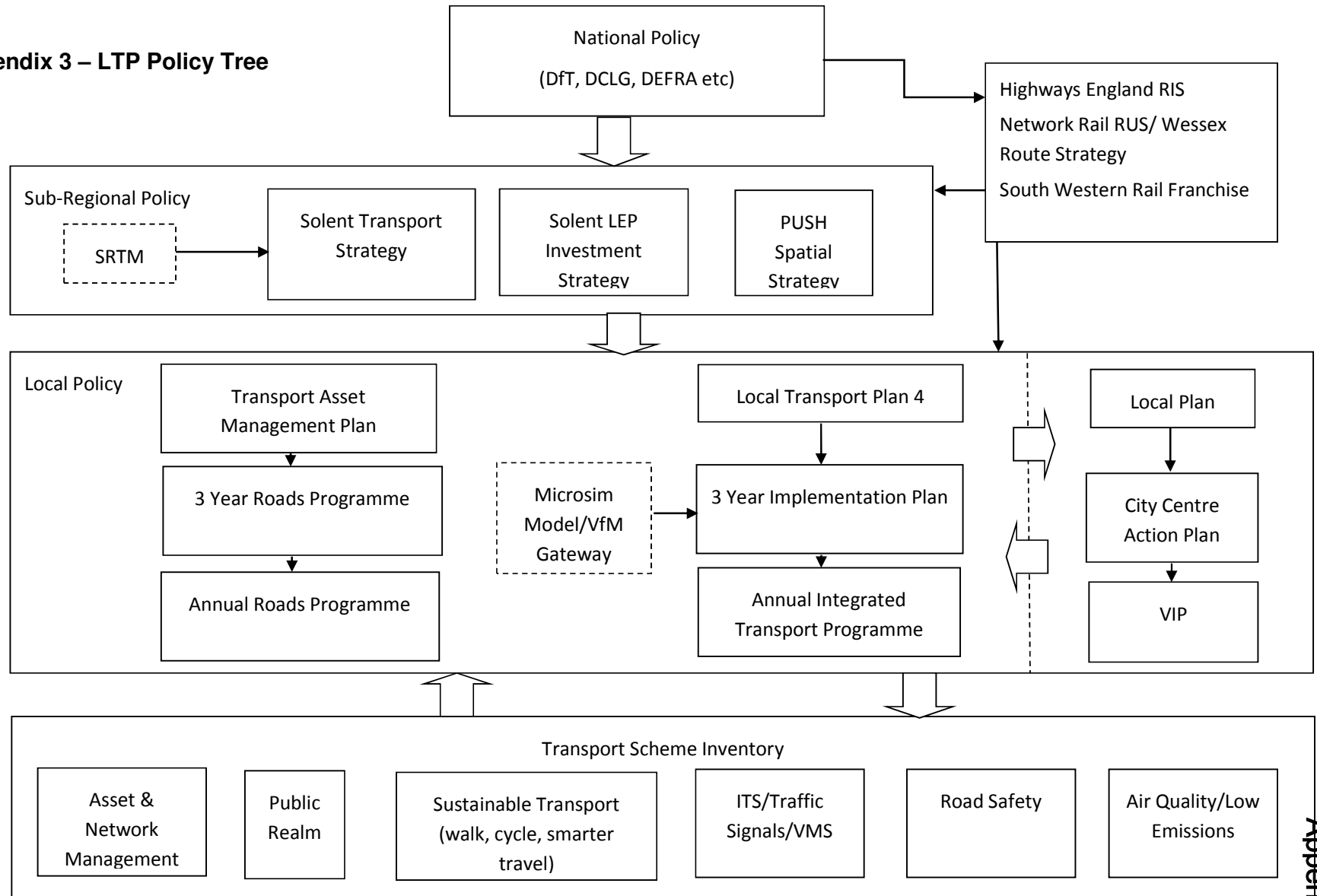
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LTP3 Implementation Plan 2015-18 Major Schemes



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Appendix 3 – LTP Policy Tree



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SCC Match funding profile split by funding source.

Project	Funding Source	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
SQN Ph 2-4	LTP ITP	0.2298	0	0	0	0	0	0.2298
	S106	0	0	0	0	0	0	0
	LTP Roads	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0
	Total	0.2298	0	0	0	0	0	0.2298
Redbridge Roundabout	LTP ITP	0.15	0.15	0.2	0	0	0	0.5
	S106	0	0	0	0	0	0	0
	LTP Roads	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0
	Total	0.15	0.15	0.2	0	0	0	0.5
Northam (A3024)	LTP ITP	0.05	0.05	0	0.4	0.4	0.45	1.35
	S106	0	0	0.25	0	0	0	0.25
	LTP Roads	0	0	0	0.1	0.1	0.2	0.4
	CIL	0	0	0	0	0	0	0
	Total	0.05	0.05	0.25	0.5	0.5	0.65	2
Millbrook Roundabout	LTP ITP	0.1	0	0.2	0	0	0	0.3
	S106	0	0	0	0	0	0	0
	LTP Roads	0	0.1	0.2	0	0	0	0.3
	CIL	0	0	0	0	0	0	0
	Total	0.1	0.1	0.4	0	0	0	0.6
TOTAL		0.5298	0.3	0.85	0.5	0.5	0.65	3.3298

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LEP Resources – Draft Pipeline Projects

2016/17 - Draft

Bid Title	Project Details	LGD Cont (£m)	Public Cont (£m)	Private Cont (£m)	Lead Officer	Project status/ Recommendations for LGD round 2
Itchen Riverside Regeneration Chapel Riverside Development	Key infrastructure requirements to unlock the development of this site including treatment of water tanks, archaeology and site remediation. Inland Homes as developer appointed.	£3.4m	£0.5m (+ £1.7m LGD Rnd 1 flood protection?)	£44.3	Alastair Dobson	<p>Location: Eastern side of City centre on Itchen Waterfront just north of Itchen Bridge.</p> <p>Description: Former Industrial site and City Depot largely vacated and currently used for open storage.</p> <p>Size: 3.6 Ha in Council's ownership inc. 500m of water frontage</p> <p>Proposed Development: 383 residential units, 4845sqm for marine commercial uses, 764 sqm for retail</p> <p>Estimated Start date: End 2016</p> <p>Estimated finish date: 2021</p> <p>Planning Status: Allocated in CCAP for landmark development to include mix of residential and commercial uses. Planning application from partner developer expected late 2015</p> <p>Developer: Inland Homes PLC</p> <p>Information in public domain: mid/late 2015</p> <p>Background Studies: Yes, recent and comprehensive to include all site conditions. Approx developer spend £300k</p> <p>No Jobs: Approx 250</p> <p>No Student: n/a</p> <p>Transport requirements: To connect the site with the city centre and the rest of Itchen Riverside - Cycle/pedestrian connections to city centre, Albert Road North (Saltmarsh junction to Chapel Road) cycle route, realignment of Elm Terrace through site and uplift to public realm on Albert Road North to make a less oppressive environment.</p>

International Maritime Boulevard. Phase 1: Central Station to John Lewis	<p>International Maritime Boulevard is a strategic continuous high quality pedestrian and cycle boulevard route that showcases Southampton's maritime story, by uplifting the public realm to make the connection between several VIP projects encouraging people to walk or cycle between Central Station, West Quay, Ikea, Watermark West Quay to Royal Pier Waterfront and Town Quay.</p> <p>Phase 1 – Southampton Central Station to John Lewis entrance on Harbour Parade - could be delivered as a “quick win” in 16/17.</p> <p>Phase 2 - Upgrade of exiting route on Harbour Parade between West Quay Retail Park and links through to Watermark West Quay and City Walls</p> <p>Phase 3 – public realm works on Western Esplanade beneath the City Walls from Watermark West Quay to Royal Pier and Town Quay</p>	£2M			Alastair Dobson	<p>Location: Phase 1 - Direct route from Western Esplanade, south of Central Station via Toys r Us car park to John Lewis entrance off Harbour Parade.</p> <p>Description: Strategic continuous high quality pedestrian and cycle route from Central Station to retail core</p> <p>Size: approx. 200m in length</p> <p>Proposed development: Public realm improvement scheme including new paving, seating, lighting and associated landscaping.</p> <p>Estimated Start Date: 2016</p> <p>Estimated End Date: 2018</p> <p>Planning Status: Part of Station Quarter CCAP allocation. Major strategic link.</p> <p>Developer: Works to be undertaken by Council</p> <p>Information in Public Domain: Yes in principle, details to follow as part of planning application</p> <p>Background Studies: Yes, comprehensive</p> <p>No Jobs: linked to future development of Station Quarter</p> <p>No Students: as above</p> <p>Transport requirements: primarily a transport scheme.</p> <p>Linked to private sector lead improvement to IKEA/ West Quay car parks to better manage car park circulation and capacity by linking the car parks that will reduce impacts on the highway network at peak times (Oct 15). Improvements to the VMS system on West Quay Road will also be delivered. In addition a new pedestrian footbridge will be provided that will link the car parks to the shopping areas.</p>
City Centre ITS Strategy	First phase of the implementation of the SCC ITS Strategy. The three strategic ITS corridors, which are the major gateways to the City and Strategic Road Network. They also link to major development areas including the Ford site (Northern), Royal Pier/ Watermark/ Western gateway (Western) and Itchen Riverside (eastern).	tbc	tbc	tbc		<p>SCC ITS strategy to improve the dynamic management of the cities road network through Intelligent Transport Systems improvements.</p> <p>Location: Northern, Western, Eastern Strategic transport Corridors</p> <p>Description: The project will include:</p> <ul style="list-style-type: none"> - Integrated ITS packages for each corridor that supports LRN and SRN dynamic network management during peak hours, planned and un-planned events. - Variable Message Signing adaptive control (SCC/ HCC/ HE) – to support management of planned and unplanned traffic events, Port traffic control with a major focus on the interface between

						<p>the SRN and LRN. To support strategic traffic management of the sub-region during the next five years of planned highway investment especially on the strategic road network.</p> <ul style="list-style-type: none"> - Bus priority. - Traffic signal junction “pinch point” regions. - Bluetooth traffic monitoring. <p>Size: ITS improvements to the northern (A335), western (A33) and eastern (A3024) corridors.</p> <p>Proposed Development: Support the city centre development as identified in the City Centre Action Plan.</p> <p>Estimated Start date: 2016/17</p> <p>Estimated finish date: 2018/19</p> <p>Planning Status:</p> <p>Developer: Various</p> <p>Information in public domain: Some</p> <p>Background Studies: SCC ITS Strategy</p> <p>No Jobs: TBC</p> <p>No Student: TBC</p> <p>Transport requirements</p>
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Bid Title	Project Details	LGD Cont (£m)	Public Cont (£m)	Private Cont (£m)	Lead Officer	Project status/ Recommendations for LGD round 2
Eastern Docks Access	West Quay Road additional eastbound lane, development enabling highway works at Western Esplanade to provide more effective transport links from the west to the Port.	£30	£10	£1	Pete Boustred	The outline business case was submitted as part of the Maritime Strategy and was unsuccessful. No further work done on West Quay Road additional eastbound lane (will be considered alongside Royal Pier Waterfront transport assessment and city microsim modelling – 2026 reference case).
Western Docks Access	Capacity improvements at Redbridge Roundabout and maintenance at Millbrook Roundabout.	£3.85	£1.65	£0	Pete Boustred	LGD round 1 bid unsuccessful. Highways Agency now committed to deliver improvements at Redbridge budget available up to £20m. Solent LEP included Millbrook roundabout major maintenance scheme in its Local Growth Deal R2. SCC to continue to now develop design for Millbrook and will be expecting to submit full business case to Solent LEP at end of 2015/16. Additional transport modelling work considering the 2026 reference case (CCAP development targets) will be undertaken over spring/ summer. This is likely to identify the need for additional multi modal improvements along the corridor further east into the city to support the city growth where new pipeline projects will emerge.
Itchen Riverside Flood alleviation	Specific flood alleviation measures to support the development proposals at Itchen Riverside	£3 LGD rnd 1 £20 from next LGD rnd	£14 FCERM GiA	£tbc	Bernadine Maguire	LGD round 1 bid successful. LEP specifically asked for the flood alleviation to be separated out from the other infrastructure proposals. £3m funding secured from 2016/17 onwards to support the Itchen Riverside Flood mitigation programme.

						<p>Consultation is currently underway around two options for the construction of flood defences for Itchin Riverside.</p> <ul style="list-style-type: none"> frontline option to replace and/or raise existing frontline defences - costs estimated between £35-40 million with a need for approx. £20 million funding contribution set back option to introduce a raised floodwall typically behind the waterfront industry – costs estimated at £12.5 million which could be progressed now with existing funding allocations but large parts of employment land would not benefit from these defences <p>With existing funding allocations for the scheme the set-back is currently the only affordable option. Additional resources (to EA) needed for frontline option.</p>
Royal Pier Waterfront	<p>Scheme viability is an issue to ensure the initial phases of the project (which are expensive due to abnormal infrastructure costs e.g. land reclamation) are viable and the scheme does not stall. Assistance needed for the early phases and to act as a catalyst to unlock significant private sector investment and jobs over a 10-15 year development programme</p>	£10.673	£0.71	£321.46	Wendy Bennett/Alastair Dobson	<p>Location: Southern end of city, at the edge of the River Test, between the City Cruise and Ocean Cruise terminals. Adjacent to the city centre and just outside the Old Town. Incorporates Mayflower Park and the existing Red Funnel ferry terminal.</p> <p>Size: 14.33 ha (shared ownership between ABP, The Crown Estate and Southampton City Council).</p> <p>Proposed development: Reclamation and relocation of Red Funnel ferry to create mixed use development incorporating residential, offices, leisure, specialist retail, tourist attractions, extension to Mayflower Park and basin.</p> <p>Up to: office (B1a) = 47,195 m², retail (A1-A5) = 13,935 m², hotel (C1) (beds) = 250, residential (C3) (units) = 730, cultural and civic (D1-D2) = 10,219 m², leisure (D2) = 7,432 m², conference accommodation (D1) = 1,858 m², casino (sui generis) = 6,503 m².</p> <p>Estimated start and finish dates: 2016/17 – 2027/30</p> <p>Planning status / allocated in plan: Outline planning application submitted, September 2015 (15/01752/OUT).</p>

						Developer: RPW (Southampton) Ltd Is information in public domain: Yes Any background studies completed, underway or planned (e.g. transport, masterplan): Masterplan completed December 2011 No. jobs: 6,200 No. students (where relevant): N/A Key transport requirements: TBC Land reclamation for the Mayflower Park extension (void state aid issues.)
Centenary Quay – Echo Beach and Infrastructure	CQ is a seven phase project – Phase 4 requires an echo beach and infrastructure	£2M	£20M	£480	Barbara Compton	Crest Nicholson making application to LEP for funding for echo beach and associated infrastructure as part of 1600 home scheme of mixed use
Solent Transport Fund	A comprehensive programme of local sustainable, integrated transport and network resilience interventions across the Solent area	£5	£4	£1	Solent Transport – Phil Marshall	LGD round 1 bid unsuccessful. A Solent Transport bid on behalf of the 4 x LTAs. SCC should consider its own submission to support its integrated transport programme.

Future Projects post 2018/19 - Draft

Bid Title	Project Details	Est Cost	Public Cont	Private Cont	Lead Officer	Project status
Park and Ride	Park and Ride is being reviewed by the city council in light of the city growth plans in CCAP, air quality issues (scrutiny) and also to align with Highways Agency investment in the sub region on the strategic road network. SCC to progress viability work throughout 2015/15 to feed into its LTP4 update.	tbc	tbc	tbc		Treat as an emerging pipeline project. Work to progress through 2015/16 – A feasibility study is needed

Strategic Cycle Corridors	Funds to deliver the N-S and E-W Strategic Cycle route network. In particular Lovers Walk linking to Chandlers Ford (N-S) and the A33 cycle route from Southampton to Totton/ New forest (E-W).	£1-2m per corridor	£250-£750k (subject to HCC cross border contribution/ joint bid).	tbc	Pete Boustred	SCC developing cycle strategy update and audit of new routes needed. To complete by autumn 2015. Both routes present an opportunity to promote a cross border strategic cycle corridors and could be promoted cross border between SCC and HCC as LTAs but also impacting on a number of district authorities (NFDC, TVBC, EBC). Opportunities for bid to pool local public contributions. Due to lack of round 1 sustainable transport support this may either be rejected or LEP may like this to enhance their “sustainable credentials”. Need to discuss with HCC and seek a SLEP view on cycle projects to understand what resource SCC should invest in developing as a pipeline. This does not present an opportunity to unlock development etc but does relate to seeking to address the issues relating to development and growth the city/ SLEP is seeking to achieve. It also links very strongly with the health agenda due to health associated issues of inactivity. Could be a component of Solent Transport Fund or standalone as listed here.
A3024 Eastern Access	New Northam Rail bridge to address the capacity constraints along with ITS improvements along A3024 corridor	tbc	tbc	tbc		Ongoing liaison with NR over the bridge maintenance liability. NR funding likely to not be forthcoming. Highways Agency continuing to show strong support for the project with a real possibility for a significant HA contribution. Scope for a LGD round 2 bid that would support/ match the HA contribution. Could be presented as a joint bid with HCC (Windhover/ J8 improvements). Needs to be linked to Itchen Riverside regeneration enabling works. See Itchen

						Riverside above – scheme should improve access and public realm around north side of Stadium and to enable the redevelopment of the gas holder site (at present don't know enough about the costs of remediation here so may be premature to bid this time)
City Streets: Civic Centre Place	Major Public realm changes to city centre at civic centre.					Concept design complete. Potential to consider a trial. Unlikely to work as a stand alone project due to limited job creation. Likely to only be supported by LEP if linked to Station Quarter.
City Streets: Kingsbridge Lane	Public realm improvements to Kingsbridge Lane that links Station Quarter North with Civic Centre Place.					SCC concept design progressing in 2015/16.No design work completed. May need to be linked with Civic Centre Place (station quarter) to ensure an adequate business case is presented. Might be weak in isolation.
Millbrook & Maybush open space improvements	Improvements to support estate regeneration. Improvements to Green Park & Mansel Park including green trails, dog walks, and better connections through the parks	£1M	TBC	TBC	Danielle Friedman-Brown	<p>Consultants working towards a regeneration framework for the estate which would firm up proposals for the open space</p> <p>Presently There are 5/6 sites being considered in the framework, delivering approximately 380 additional dwellings. Site sizes not confirmed as yet.</p> <p>3 of the sites will include retail / community uses in the proposals.</p> <p>Start dates TBC but not likely to begin until 2017.</p> <p>Pending allocation in Local Plan, the proposed sites are in the public domain and have been consulted upon. No further detail is available at this stage.</p> <p>The cost estimate is indicative only.</p>

Millbrook and Maybush- general road & parking improvements	Road improvements to support estate regeneration- green verges converted into new parking area, new parking bays along wide roads and new road access to individual homes	£2.5M	TBC	TBC	Danielle Friedman-Brown	<p>Consultants working towards a regeneration framework for the estate which would firm up proposals for roads/ parking</p> <p>Presently There are 5/6 sites being considered in the framework, delivering approximately 380 additional dwellings. Site sizes not confirmed as yet. 3 of the sites will include retail / community uses in the proposals. Start dates TBC but not likely to begin until 2017. Pending allocation in Local Plan, the proposed sites are in the public domain and have been consulted upon. No further detail is available at this stage.</p> <p>The cost estimate is indicative only.</p>
Townhill Park- open space improvements inc, play area provision	Improvements to support estate regeneration.	£1.7M	TBC	Tbc	Sue Jones	<p>Location: south east Southampton (location plans provided) Size: estate 30Ha/redevelopment sites 10.7Ha Proposed development: residential comprehensive regeneration to include redevelopment of blocks to provide new residential development highways and environmental improvements and 500m2 convenience store Estimated start and finish dates: 3 phases start 2016 to 2015 Planning status: Planning application submitted Sept 2015 Phase 1 detail Phase 2 and 3 outline</p>

						<p>Developer: Southampton City Council</p> <p>Is information in public domain: Yes</p> <p>Any background studies completed, underway or planned (e.g. transport, masterplan): planning documents available including Transport Assessment</p> <p>No. jobs: not know, will be construction related and in new retail facility</p> <p>Key transport requirements: junction improvements, traffic calming, improved public transport</p>
Townhill Park road and parking improvements	Road improvements to support estate regeneration Road improvements, traffic calming to Meggeson Avenue, junction improvements, parking improvements	£2.2M	TBC	TBC	Sue Jones	<p>Location: south east Southampton (location plans provided)</p> <p>Size: estate 30Ha/redevelopment sites 10.7Ha</p> <p>Proposed development: residential comprehensive regeneration to include redevelopment of blocks to provide new residential development highways and environmental improvements and 500m2 convenience store</p> <p>Estimated start and finish dates: 3 phases start 2016 to 2015</p> <p>Planning status: Planning application submitted Sept 2015 Phase 1 detail Phase 2 and 3 outline</p> <p>Developer: Southampton City Council</p> <p>Is information in public domain: Yes</p> <p>Any background studies completed, underway or planned (e.g. transport,</p>

						masterplan): planning documents available including Transport Assessment No. jobs: not know, will be construction related and in new retail facility Key transport requirements: junction improvements, traffic calming, improved public transport
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BRIEFING PAPER

SUBJECT:	ESTATE REGENERATION AND DEVCO UPDATE
DATE:	15 OCTOBER 2015
RECIPIENT:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
THIS IS NOT A DECISION PAPER	

1. SUMMARY

- 1.1 This report updates on work undertaken to develop the DevCo and estate regeneration since the matter last came before OSMC in April this year.

2. BACKGROUND and BRIEFING DETAILS

- 2.1 The planning application for Townhill Park was submitted on 11 September 2015. It is currently in the process of being validated by the city council's planning department and includes provision for 675 new homes. Of these, 276 are in the first phase for which full permission is being sought. The remaining 399 are in phases two and three for which outline permission is being sought.
- 2.2 Ahead of the application being submitted, two public consultation events were held in Townhill Park during the summer. They attracted a total of 153 visitors. Positive feedback was received on many aspects of the scheme, such as the proposed Village Green. Arguably the most contentious issue was the proposed development of Site 4 (open space between Roundhill Close and Middleton Close) which was subsequently removed from the proposals in recognition of the feedback from residents, Natural England and Southampton Commons and Parks Protection Society. This site will no longer be taken forward for development.
- 2.3 Following the consultation, letters were sent to 1,400 households in Townhill Park and others close to the estate to update them on the project and its progress, the outcomes of the summer consultations, and the looming submission of the planning application. The letter allowed residents to register for further details once the application was validated to enable them to comment on the plans. The planning department will also write to all residents in the development plots and those immediately adjacent to them, along with all other statutory consultees, once the validation is concluded.
- 2.4 The Townhill Park Forum set up to review the regeneration proposals (organised and administered by SO18 and attended by the main local stakeholder groups) together with the Estate Regeneration Stakeholder, Group have, received regular updates on the scheme throughout the year. At the most recent meeting of the Forum on 30 September 2015, the planning process was outlined, and a further meeting is planned for 10 December 2015 to discuss this in more details, along with, at the request of the group's members, an update on highways issues.
- 2.5 Demolition of the blocks in the first phase of Townhill Park is set to commence in February 2016. At the time of writing, three flats in the one remaining block in phase one were still occupied. The council will have to consider using Compulsory Purchase Orders (CPO) to obtain possession of leasehold properties if no other solution can be found. The submission of a planning application greatly strengthens the likelihood of CPOs being approved.

BRIEFING PAPER

- 2.6 On 21 April 2015, Cabinet provided authority to undertake the required work to set up a wholly owned Development Company (DevCo) to deliver city wide development. It was agreed that the first focus of the DevCo would be the Townhill Park estate regeneration project. PwC was commissioned to undertake this work. As a result, a workshop was held to kick-start this work with all those needing to contribute to the business case/ business plan development. Those engaged in the process include Capita along with legal experts. A number of key principles underpin the development of the business case:
1. The purpose of the Special Purpose Vehicle (SPV) is to deliver housing in a commercially-minded way.
 2. The Council would set up a group structure with a holding company ("HoldCo") which in turn owns an SPV responsible for the delivery of the Townhill Park Project ("DevCo").
 3. The intention would be to create a model which is replicable for similar projects and a group structure which can be expanded to take account of both these replicable projects and also projects with a different focus and/or risk. As a result, the model could be used multiple times in multiple locations as the council sees fit.
 4. The financial implications of the project need to be considered with reference to DevCo (& HoldCo); the General Fund; and the HRA. Any negative cash flow implications or losses for the General Fund in particular would need to be carefully considered given the context of the Council's wider General Fund budget challenges.
 5. Work is needed on VAT implications.
 6. Financing of the DevCo would be provided through a loan from the Public Works Loans Board which is then used to capitalise and provide funding to the DevCo. The loan to the DevCo would have to be at market rate.
- 2.7 There is a range of broad technical issues on which the Council requires specialist advice to take this work forward, specifically:
1. Cost model (Capita)
 - Inputs, outputs and key assumptions regarding costs need to be provided to develop the DevCo model.
 2. VAT Advice (PwC)
 3. Legal (Trowers and Hamlin have been commissioned) for example:
 - Provide information requests to expedite setting up HoldCo and DevCo.
 - Advise on the use of a license for the Phase 1 site rather than transfer.
 - State Aid risks arising from the above model.
 4. Commercial Model (PwC)
 - CPO advice in relation to the Phase 1 site.
- 2.8 Thus as a starting point Capita (as the council's technical advisor on Townhill Park) is providing inputs, outputs and key assumptions to feed into this process. This work is ongoing to ensure the provision of a scheme that provides best value and remains financially viable in the current climate of construction inflation. This information will be

BRIEFING PAPER

used by PwC to model the business case for the DevCo. The aim is to take a further report to Cabinet on the DevCo in Spring 2016.

- 2.9 Parallel to this work, estate regeneration work is progressing in Millbrook and Maybush to develop future plans for estate regeneration. It is expected to start with a scheme to develop two adjacent sites; Woodside Lodge in Wimpson Lane and also 536–550 Wimpson Lane. These sites are now vacant and set to be used for an extra care scheme, similar to the Erskine Court project, along with some inter-linked general needs housing. Funding will also be provided to a partner Registered Provider to develop an affordable housing scheme of 9 affordable homes at the former Bush Inn, Wimpson Lane, which is opposite the proposed extra care site. A report is due to come to Cabinet in November 2015 to seek approval.
- 2.10 The Woodside/Wimpson plan was outlined to the Millbrook estate regeneration group at its most recent meeting on 24 August 2015. The group is also examining other sites around the area to evaluate which may be suitable for development, taking account of public opinion, and is next due to meet on 2 November 2015.
- 2.11 Two of the Phase Two estate regeneration projects have been completed in recent months – at Cumbrian Way in Millbrook and Meggeson Avenue in Townhill Park. The remaining Phase Two sites are at Exford Avenue in Harefield which is due to complete by July 2017, Laxton Close in Sholing which is set to be finished in December 2015, and Weston Lane in Weston which is due to complete in March 2016.

Appendices/Supporting Information

Further information available from	Name	Barbara Compton
	Tel	023 8083 2155
	E-mail	Barbara.compton@southampton.gov.uk

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DECISION-MAKER:		OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE			
SUBJECT:		WASTE MANAGEMENT			
DATE OF DECISION:		15 OCTOBER 2015			
REPORT OF:		CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT			
<u>CONTACT DETAILS</u>					
AUTHOR:	Name:	Colin Rowland	Tel:	023 8083 3561	
	E-mail:	colin.rowland@southampton.gov.uk			
Director	Name:	Mark Heath	Tel:	023 8083 2371	
	E-mail:	mark.heath@southampton.gov.uk			

STATEMENT OF CONFIDENTIALITY		
None.		
BRIEF SUMMARY		
This reports provides an update on waste and recycling, which includes recycling performance, 2015/16 budget position, and an update on waste enforcement.		
RECOMMENDATIONS:		
	(i)	to note the contents of the report; and
	(ii)	to note that changes are required to the Council’s Waste Enforcement Policy to take account of the Deregulation Act 2015.
REASONS FOR REPORT RECOMMENDATIONS		
1.	At the request of the Chair of the OSMC.	
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED		
2.	None.	
DETAIL (Including consultation carried out)		
	Introduction	
3.	<p>This report provides an update to OSMC on a number of aspects of the waste management service namely:</p> <ul style="list-style-type: none">1. The Council’s recycling performance2. The 2015/16 budget position3. An update on the waste enforcement policy <p>Appendix 2 to this report contains information on complaints and service requests which was not part of the original OSMC request for information but links to the issues in the paper.</p>	
	Background	
4.	<p>The Council currently spends around £13 million on waste management. Approximately £3.5 million income is generated by commercial waste and garden waste collection services.</p> <p>There have been a number of notable service improvements in the last two</p>	

	years including the introduction of a city wide sweep system to enable more efficient collections and the introduction of glass and chargeable garden waste collections.
5.	The service faces a number of challenges which include rising waste disposal costs, a growing city population and the need to help residents improve their waste and recycling behaviours.
6.	Southampton's disposal costs are relatively low when compared to other local authorities in the UK due to the investment in waste disposal infrastructure over the last 20 years made by the Council in partnership with Hampshire County and Portsmouth Councils. The percentage of waste being sent to landfill is one of the lowest in the country as the majority of the city's waste is incinerated and used to generate electricity.
7.	However, in order to reduce costs significantly and contribute towards the Council's overall cost reduction targets the key objective for the waste service needs to be to increase recycling. Increasing recycling generates income but crucially can reduce the amount of and cost of waste going to landfill.
	Recycling Performance
8.	Increasing recycling would also contribute to the Government's 2020 mandatory National recycling target of 50%.
9.	Increasing recycling levels is a complex and significant challenge. Many factors play a part such as the ability to communicate effectively with residents and resident knowledge and motivation to recycle. The City's population is diverse with over 40,000 students and other significant transient populations who recycle less. This is evidenced in the city by the amount of waste collected per household which can be found in Appendix 1.
10.	The City's recycling rate is made up of dry mixed recycling (DMR), glass, and garden waste and recycling from the Household Waste Recycling Centre (HWRC). Southampton's overall recycling rate was 28% in 2014/15. The recycling rate in the City has actually bucked a national trend of falling rates over the last 3 years and increased by 2%. However, the city's recycling rate remains low when compared to other local authorities.
11.	The Council, using government funding, has introduced a range of educational activities to communicate with residents and school children about the importance of recycling and reducing waste.
12.	Research indicates however, that the only way to enable significant increases in recycling is through infrastructural change. Currently there are limited opportunities to recycle additional materials at the kerbside.
	Budget Position 2015/16
13.	There is a current forecast adverse spend for the service of around £0.65M due to the cost of temporary agency cover for staff sickness/holidays, vacancy management and the move from weekly to monthly pay.

14.	<p>An action plan for the service is set out in the following table, which was estimated in the Month 5 financial monitoring period to improve the forecast position by £0.05M:</p> <table><tr><th>Action</th><th>Amount Saved/Income increase</th><th>Expected Delivery Date of Saving</th></tr><tr><td>Implement changes to collection arrangements and simplify procedures to improve efficiency and reduce costs.</td><td>An improvement of £0.025M over the last 6 months of the year. This is not currently included in the forecast.</td><td>March 2016</td></tr><tr><td>Online Waste Collection Calendar.</td><td>A print saving of £0.025M is not currently forecast.</td><td>October 2016</td></tr></table>	Action	Amount Saved/Income increase	Expected Delivery Date of Saving	Implement changes to collection arrangements and simplify procedures to improve efficiency and reduce costs.	An improvement of £0.025M over the last 6 months of the year. This is not currently included in the forecast.	March 2016	Online Waste Collection Calendar.	A print saving of £0.025M is not currently forecast.	October 2016
Action	Amount Saved/Income increase	Expected Delivery Date of Saving								
Implement changes to collection arrangements and simplify procedures to improve efficiency and reduce costs.	An improvement of £0.025M over the last 6 months of the year. This is not currently included in the forecast.	March 2016								
Online Waste Collection Calendar.	A print saving of £0.025M is not currently forecast.	October 2016								
15.	There has been a reduction in recycling income due to falls in commodity prices. These prices are determined globally and the following materials have reduced in price: glass, paper, plastic and ferrous metal.									
16.	<p>There is currently an adverse forecast on waste disposal costs (£0.22 M) which is mainly linked to the economic recovery and population growth and falling HWRC recycling income. Further work is being undertaken to reduce disposal costs and bring further savings in 2016/17, which includes;</p> <ul style="list-style-type: none">• Producing a solid recovered fuel from HWRC waste leading to landfill cost savings,• Making use of the Alton mixed paper baler to improve quality to market,• Recycling street sweepings,• Purchasing spare waste incineration capacity from Portsmouth CC and• The retender of the HWRC contract.									
	Enforcement									
17.	Cabinet approved a revised enforcement policy for waste in January 2013 which brought together all aspects of waste management including local environmental quality issues such as litter, graffiti and fly tipping as well as domestic waste and recycling collections. It also provided an education and enforcement framework to enable the Council to take prioritised enforcement activity relating to enviro-crime and waste management offences.									
18.	The policy is underpinned by a ‘case by case’ approach based on an assessment of the severity of impact on risk to public safety and public health.									
19.	The Policy remains fit for purpose as a framework document but changes are required in light of new legislation introduced in the Deregulation Act 2015 (which came into force in late spring this year). The decimalisation of low level offences in effect makes formal enforcement action more difficult and costly.									
20.	Reductions in staff resources and capacity have resulted in the need to refocus education/enforcement activities to ensure they provide the required support to frontline services. However, given the difficulties associated with securing evidence and taking formal enforcement action for low level offences, it is often more effective and efficient to focus on clearing a fly tip or									

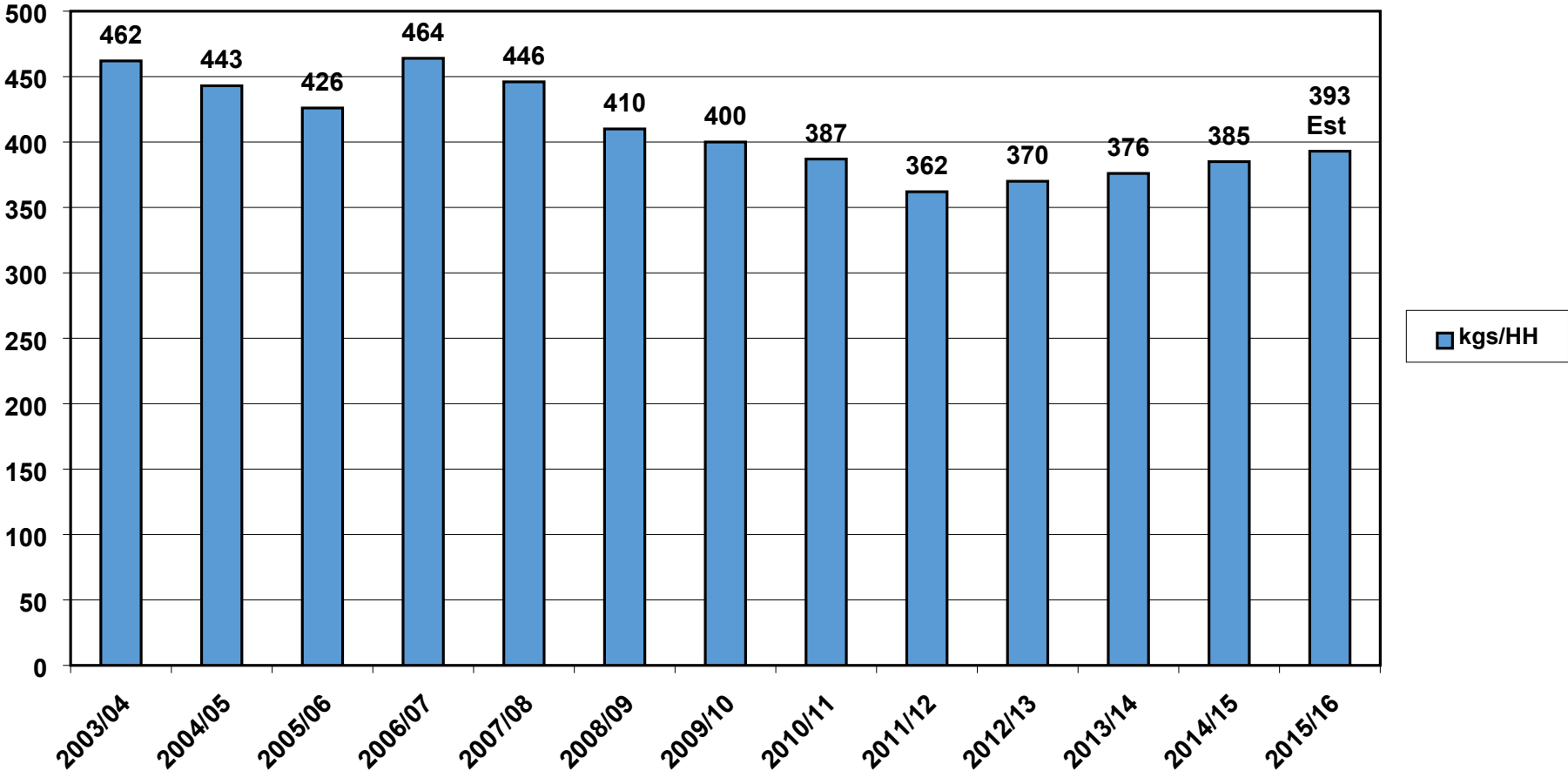
	removing graffiti as soon as practicable.
21.	Up to 10,000m ² of graffiti is removed and approximately 12,000 fly-tipped items are removed across the City each year. The priority areas for complaints about fly tipping and bins on the street tend to be where there are the greatest number of Houses in Multiple Occupation, linked to the poor management of these properties. Closer working with the HMO Wardens funded through the HMO Additional Licensing Scheme has increased education and enforcement capacity and activities in these areas.
22.	The street cleansing and waste teams continue to look for opportunities to work in partnership with other agencies, communities and residents groups to target specific areas or issues of concern using a combination of advice, operational activities and targeted enforcement where required.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
23.	There are no additional capital and revenue implications associated with this report.
<u>Property/Other</u>	
24.	None.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
25.	None.
<u>Other Legal Implications:</u>	
26.	None
POLICY FRAMEWORK IMPLICATIONS	
27.	None.

KEY DECISION?	No
WARDS/COMMUNITIES AFFECTED:	

<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	Waste performance data	
2.	Complaints and Service requests summary	
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	

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Appendix 1 - Total Kilograms of Waste Collected per Householder



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Complaints and Service Requests Summary

Complaints and Service Requests

The Council records corporate complaints made against the service as those resulting from alleged service failures or a failure to rectify an identified problem arising from service activities. Complaints should form the bulk of those submitted through elected members as the resident will typically submit a service request on the phone or online before complaining that their request had not been satisfactorily addressed. However if the channel through which service requests are submitted becomes slow or inefficient for any reason elected members can start receiving service requests.

The difference between complaints and service requests may have led to comments at Council that the number of complaints appeared too low.

In addition to complaints about the service the total number of service requests received in the period January to June 2014 was 9,221. The corresponding number of service requests for the first 6 months of this year was 8,826.

The service requests received by the Waste & Recycling Services typically fall into the following categories:

- General enquiries and disputes
- Missed bins (glass, recycling, residual, garden)
- Replacement or damaged bins, extra capacity requests, bins on pavements etc.
- Bulky waste collection bookings
- Garden waste requests

Missed Bins

One of the measures used to indicate service failure is missed collections per 100,000 collections (a benchmark that is used by other authorities). Between 1 Jan - 30 June 2015, there was an average of 38 missed collections per 100,000 population reported against a target of 30 per 100,000. Each domestic collection crew collects between 1,000 and 1,500 bins per day.

The total number of missed bin requests received by the service from January to June of last year was 5,964. This equates to an average of around 3 missed bins per collection crew per day. The first six months of 2015 have seen the number of missed bin service requests reduced to 5,607, which would equate to an estimated annual reduction of 600.

The service also has a target of collecting missed bins within 48 hours of the receipt of a service request. Currently 70% of missed bins are collected within this target. Work is currently being carried out to reduce the number of missed bins and to ensure that progress is made with regards to the 70% figure.

Recent Figures for September show that the total number of missed collections was 448. The total number of misses cleared in 48hrs was 366, which means that the % of misses cleared in 48hrs was 82%.

Improvement Plan

A number of actions have been taken to bring about a reduction in missed bins. This includes significantly reducing the number of outstanding daily service requests for all waste services (see list above) from a high of 1,600 in June of 2014 to an average current daily figure of around 200. This also ensured that a much larger number of service requests received could be actioned within their respective resolution targets.

Management systems are now in place to reduce the number of instances of rounds not completing on their allotted days. This includes clearer communications and supporting crews who experience breakdowns or other delays.

Data shows that repeatedly missed bins are the main reason residents have raised corporate complaints and raise concerns with their ward councillor. Work has been carried out to reduce the overall number of misses per round and reduce the large number of repeat misses.

The service is also working closely with Actionline to ensure that residents contacting the Council receive an informed and timely response at first point of contact and in any subsequent actions required. Any delays in responses from Actionline has a significant impact on response times to service requests. In the case of missed bins the bin could have been collected before the respective service request is received.

DECISION-MAKER:		OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE			
SUBJECT:		MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE			
DATE OF DECISION:		15 OCTOBER 2015			
REPORT OF:		HEAD OF LEGAL AND DEMOCRATIC SERVICES			
<u>CONTACT DETAILS</u>					
AUTHOR:	Name:	Mark Pirnie		Tel:	023 8083 3886
	E-mail:	mark.pirnie@southampton.gov.uk			
Director	Name:	Dawn Baxendale		Tel:	023 8083 2966
	E-mail:	Dawn.baxendale@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.

RECOMMENDATION:

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

REASON FOR REPORT RECOMMENDATIONS

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

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. None.

DETAIL (Including consultation carried out)

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

RESOURCE IMPLICATIONS

Capital/Revenue

5. None.

Property/Other

6. None.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

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

Other Legal Implications:

8. None

POLICY FRAMEWORK IMPLICATIONS

9. None.

KEY DECISION? No

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

Appendices

1.	Monitoring Scrutiny Recommendations – 15 th October 2015
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Documents In Members' Rooms

1.	None
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Equality Impact Assessment

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

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

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1. None	

Overview and Scrutiny Management Committee: Holding the Executive to Account

Scrutiny Monitoring – 15th October 2015

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
10/09/15	Communities, Culture & Leisure	Call-In: Future of the Southampton Library Service	1) That Cabinet commits to ensure flexibility within timescales for community led initiatives to be established within the six libraries should formal arrangements not be in place by 31 March 2016.	Some flexibility could be permitted, however the savings figure identified is based on the council ceasing to provide a service from these libraries by the 31st March 2016.	
			2) That, to enable effective scrutiny, Cabinet clarifies the timetable and the process for the establishment of community led libraries.	<p>The timescale will be as follows:</p> <ul style="list-style-type: none"> • Week beginning 21st September 2015 - Information Packs Available • 7th October - Question and Answer Session and an opportunity to meet other organisations interested with a view to developing partnerships • 19th October - Deadline for Expressions of Interest • 9th November or earlier - Organisations advised if they are to be given the opportunity to progress to the next stage. • 18th January 2016 - Deadline for Stage 2 documents to be submitted • 8th February 2016 - Confirm successful organisations • 19th February 2016 - Deadline for signing of lease and partnership agreement in order to begin shadow period • 1 March 2016 - Opportunity for community groups to shadow Library Service Staff • 1 April 2016 - Community Group Lease to commence. 	
10/09/15	Communities,	Call-In: Future of	3) That Cabinet identifies the financial	As previously advised, the HRA cannot	

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
	Culture & Leisure	the Southampton Library Service	support the Housing Revenue Account would be able to provide in relation to the Library Service.	support the core costs of the library service. HRA funding must be used only for the benefit of its tenants. The concept of providing support to help people get online, is something that the HRA could support, given the importance of digital skills. This kind of activity also has the option of being supported by National Lottery funding in association with a community group. Housing officers will be pursuing this project.	
			4) That Cabinet provide details, including outcomes, of discussions that had taken place with other local authorities regarding sharing library services.	Officers have met with officers from Hampshire County Council, Portsmouth City Council and IOW on 8 occasions to examine opportunities for joint working, share progress on Library transformation projects and establish if any opportunities existed for integration. Whilst dialogue continues, no proposals for integration have yet been made, with projects continuing in different timelines. It should be noted that integration with other authorities cannot provide any guarantee of maintaining service levels and delivery models. Both Hampshire and IOW for example are currently engaged in Community libraries, and service rationalisation.	
			5) That, due to the change in location and increased usage since the consultation commenced, Cabinet review the position in relation to Millbrook Library.	Whilst the use has increased, this is not significant enough for the position in relation to Millbrook library to change. For the period from April to the end of July 2015 in the new location the Millbrook Library still has the lowest numbers of Issues, visitors and sessions of computer use.	
			6) That a confidential briefing is provided to Members ahead of Full Council on	A confidential written briefing was provided to the Leader of the Opposition in advance of	

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Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
			the Expressions of Interest received in the Library Service.	Full Council.	
10/09/15	Health & Adult Social Care	Update on the Closure of Woodside Lodge and the Restructure of Day and Respite Services	1) That information is circulated to Members outlining the current position with regards to the replacement care service (respite) at Kentish Road.	Agreed	
			2) That lessons learnt from the decisions relating to the closure of Woodside Lodge residential care home and the restructure of day and respite services be applied to future transformation projects within Adult Social Care and across the council.	Agreed	
			3) That the HOSP continues to have oversight of the performance of Adult Social Care with regards to undertaking timely assessments.	Agreed. This performance measure is scrutinised by the HOSP on a regular basis as part of a suite of Adult Social Care key performance indicators.	
10/09/15	Health & Adult Social Care	Consultation on Proposals for an Integrated Service for Crisis Response, Rehabilitation, Reablement and Hospital Discharge	1) That HOSP formally respond the consultation following the briefing offered by the Cabinet Member for Health and Adult Social Care.	Agreed	
10/09/15	Leader	Council Performance 2015/16 – Q1	1) That, at the 22 nd October 2015 meeting of the Children and Families Scrutiny Panel, an explanation is provided reconciling the quarter 1 NEET figure with information provided to the Panel Chair at the 3 rd September meeting.	Agreed	

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