

# Overview and Scrutiny Management Committee

Thursday, 15th December, 2016  
at 5.30 pm

## PLEASE NOTE TIME OF MEETING

Council Chamber - Civic Centre

This meeting is open to the public

### Members

Councillor Fitzhenry (Chair)  
Councillor Moulton (Vice-Chair)  
Councillor Fuller  
Councillor Furnell  
Councillor Hannides  
Councillor Morrell  
Councillor Whitbread  
Councillor Murphy  
Councillor Savage  
Councillor T Thomas

### Appointed Members

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

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

### Contacts

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## PUBLIC INFORMATION

### Overview and Scrutiny Management Committee

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

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

Overview and Scrutiny includes the following three functions:

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

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

**Use of Social Media:-** The Council supports the video or audio recording of meetings open to the public, for either live or subsequent broadcast. However, if, in the Chair's opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council's Standing Orders the person can be ordered to stop their activity, or to leave the meeting. By entering the meeting room you are consenting to being recorded and to the use of those images and recordings for broadcasting and or/training purposes. The meeting may be recorded by the press or members of the public.

Any person or organisation filming, recording or broadcasting any meeting of the Council is responsible for any claims or other liability resulting from them doing so.

Details of the Council's Guidance on the recording of meetings is available on the Council's website.

#### **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 2016/17**

<b>2016</b>	<b>2017</b>
16 June	12 January
14 July	16 February
11 August	16 March
15 September	13 April
13 October	
10 November	
15 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**

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

To note any changes in membership of the Committee 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.

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

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

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

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

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

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

(Pages 1 - 2)

To approve and sign as a correct record the Minutes of the meetings held on 10<sup>th</sup> November, 2016 and to deal with any matters arising, attached.

### **7 AIR QUALITY UPDATE (Pages 3 - 28)**

Report of the Cabinet Member for Transformation Projects outlining progress made in implementing the recommendations from the Air Quality Scrutiny Inquiry and the subsequent developments relating to the publication of a Clean Air Strategy and associated Clean Air Zone Implementation Plan, attached.

### **8 SAFE CITY PARTNERSHIP ANNUAL REPORT (Pages 29 - 52)**

Report of the Chair of the Safe City Partnership providing the Committee with an update on community safety in Southampton and the Safe City Partnership, attached.

**9 MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE**  
(Pages 53 - 56)

Report of the Service Director, Legal and Governance enabling the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings, attached.

Wednesday, 7 December 2016

Service Director, Legal and Governance

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SOUTHAMPTON CITY COUNCIL  
OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE  
MINUTES OF THE MEETING HELD ON 10 NOVEMBER 2016

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Present: Councillors Fitzhenry (Chair), Moulton (Vice-Chair), Furnell, Hannides, Morrell, Murphy, Savage, T Thomas and White

Apologies: Councillors Fuller, Whitbread, Revd. J Williams and Mrs U Topp

Also in attendance: Councillor Hammond, Cabinet Member for Transformation Projects  
Councillor Chaloner, Cabinet Member for Finance

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

The apologies of Councillor Whitbread were noted and that following receipt of the temporary resignation of Councillor Fuller from Committee, the Service Director Legal and Governance acting under delegated powers, had appointed Councillor White to replace him for the purposes of this meeting.

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

**RESOLVED:** that the minutes for the Committee meeting on 13<sup>th</sup> October 2016 be approved and signed as a correct record.

30. **TRANSFORMATION PROGRAMME UPDATE**

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

The Committee received a presentation outlining the Council's digital transformation and discussed the following matters:

- To access services the Councils approach encouraged the use of the website but did not remove the ability of any of the current contact methods, including face to face contact or by telephone, and the need for strong political leadership to ensure that all options are readily available to members of the public;
- the danger of digital exclusion and the difficulties in engaging some customer groups to use the digital option;
- the need to review how staff are trained to ensure a consistency of message given to members of the public and the service provided;
- the lack of consistency in the Council's web pages in regard to the publishing of contact numbers;
- the increase in numbers and types of contacts received by Councillors in relation to difficulties in accessing the telephone system.

**RESOLVED**

- (i) That, in light of the issues raised by residents relating to contacting the Council by telephone, the training provided and messages given to employees is reviewed.
- (ii) That the Council's website is updated to ensure that there is a consistent approach to publishing contact telephone numbers for service areas.
- (iii) That officers from the Transformation Team directly engage with the Pensioners Forum about the Council's digital journey.
- (iv) That the Cabinet Member encourages Councillors to provide feedback to the Cabinet Member or Transformation Director about examples of poor customer service experienced by residents through changes designed to encourage channel shift, and to raise these points with employees when attending organised visits to the Customer Service Centre.
- (v) That the Cabinet Member provides political oversight of the message that the Council is seeking to ensure an inclusive approach to communicating with the authority.

31. **FORWARD PLAN - GENERAL FUND REVENUE BUDGET 2017/18 TO 2020/21**

The Committee considered the report of the Service Director, Legal and Governance detailing items requested for discussion from the current Forward Plan.

**RESOLVED:** that after consideration of the briefing paper "General Fund Revenue Budget 2017/18 to 2020/21" relating to the forthcoming Cabinet Decision the Committee recommended that in order to help inform decision making and the budget setting process, officers analyse the increase in the levels of income accrued by the Council per annum as a result of the growth of Southampton's developing economy.



# Agenda Item 7

<b>DECISION-MAKER:</b>	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
<b>SUBJECT:</b>	AIR QUALITY UPDATE		
<b>DATE OF DECISION:</b>	15 DECEMBER 2016		
<b>REPORT OF:</b>	CABINET MEMBER FOR TRANSFORMATION PROJECTS		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Steve Guppy</b>	<b>Tel: 023 8091 7525</b>
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	<b>E-mail:</b>	<b>Mitch.sanders@southampton.gov.uk</b>	
<b>STATEMENT OF CONFIDENTIALITY</b>			
None			
<b>BRIEF SUMMARY</b>			
<p>In 2014/15 a Scrutiny Panel carried out a review of Air Quality in Southampton and made a number of recommendations (Appendix 1). An Action Plan to deliver against these recommendations was approved by Cabinet on 14<sup>th</sup> July 2015 (Appendix 2). The purpose of this paper is to update the Overview and Scrutiny Management Committee on the progress made towards achieving these recommendations and the latest situation concerning government's position, grant funding and how this will impact on the work programme to improve air quality going forward.</p>			
<b>RECOMMENDATIONS:</b>			
	(i)	That the Committee notes the progress made in implementing the recommendations from the Air Quality Scrutiny Inquiry and the subsequent developments relating to the publication of a Clean Air Strategy and associated Clean Air Zone Implementation Plan.	
<b>REASONS FOR REPORT RECOMMENDATIONS</b>			
1.	To enable the Committee to effectively scrutinise progress against the approved Inquiry Panel recommendations.		
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>			
2.	None.		
<b>DETAIL (Including consultation carried out)</b>			
3.	It is estimated that at least 29,000 early deaths in the UK each year can be attributed to exposure to particulate emissions. This figure could exceed 50,000 deaths when also considering NO <sub>2</sub> exposure. (Royal College of Physicians, <i>Every breath we take: the lifelong impact of air pollution</i> , Feb 2016). Costs to society, businesses and NHS services due to poor air quality are estimated to exceed £30 billion every year in the UK.		
4.	Generally road transport is the most significant contributor to poor air quality within the city with 34% attributed to heavy goods vehicles, 7.5% light goods vehicles, 4.5% buses and 24% cars. Recent work has shown that operations within the port are as significant along the middle part of the Western		

	approach.
5.	Local authorities are responsible for complying with the Governments local air quality regime which led to Southampton identifying exceedances of the annual mean nitrogen dioxide level at 10 locations across the city. Air Quality Management Areas were declared as part of an Air Quality Management Plan produced in 2007. An Air Quality Action Plan was first produced in 2009 and regularly reviewed since then. It has progressed work on 48 individual initiatives. These included sustainable transport initiatives to encourage people to use less polluting modes of transport (modal shift) later marketed under the My Journey branding; road improvement schemes; Air Alert; Port Master Plan actions including the introduction of a heavy goods vehicle booking system; land use planning and introduction of travel plans and private sector partnerships such as the freight consolidation project. These and other initiatives have delivered improvements alongside general reductions in emissions from the introduction of more modern vehicle engines, but this has not been enough.
6.	In 2014/15, a review of the air quality in Southampton was conducted by an Air Quality Scrutiny Inquiry Panel. The panel's recommendations included the development of a Low Emissions Strategy to identify how emissions can be reduced at source by promoting the uptake of new technologies. The Scrutiny Panel further recommended that the council ensures that the aims and objectives within the developing low emissions strategy permeates into the decision-making processes so that all relevant plans, policies and strategies give due consideration to air quality. See Appendix 1.
7.	At a national level Defra is the government department responsible for ensuring compliance with the EU Ambient Air Quality Directive. Assessments are made using a UK wide system of over 145 air quality monitoring stations, known as the Automatic Urban and Rural Network, together with a Pollution Climate Mapping model. Member states were required to meet set limits for all pollutants by 1 January 2010. The UK was granted an extension to 1 January 2015. The levels set for all pollutants were achieved except for nitrogen dioxide. In the UK 38 zones including Southampton currently exceed the annual mean value for nitrogen dioxide levels. Southampton is one of only 8 areas in the UK where prediction modelling shows that nitrogen dioxide levels will still be above EU air quality limit values beyond 2020.
8.	Consequently the EU have started infraction proceedings against the UK government for non-compliance. In the spring of this year, Defra reminded all non-compliant local authorities of their local air quality management responsibilities and of discretionary powers under the Localism Act allowing the government to pass on all or part of any infraction fine to a local authority that has not taken reasonable steps to address any non-compliance. It is estimated that the total fine for the UK could be as high as £300 million per year. It is therefore extremely important for the Council to look seriously at implementing any recommendations Defra make to enable Southampton to become compliant in terms of nitrogen dioxide levels.
9.	There are principally 2 reasons why nitrogen dioxide levels have not been met: <ul style="list-style-type: none"> <li>• The introduction of increasingly strict standards for nitrogen dioxide emissions from diesel vehicles have not delivered the expected emission reductions in real world use.</li> </ul>

	<ul style="list-style-type: none"> <li>The increased uptake of diesel vehicles was encouraged to reduce carbon dioxide emissions responsible for climate change which unfortunately produce significantly higher levels of nitrogen dioxide when compared to petrol engines.</li> </ul>
10.	Defra published the UK Air Quality Plan in December 2015. The document identifies Southampton as one of five cities which will be required to implement a mandatory Clean Air Zone (CAZ) at the earliest opportunity and no later than 2020. This will introduce penalty charges for the most polluting commercial HGV's, buses and taxis. A national framework and legislation to facilitate this are expected in 2016/17.
11.	Southampton City Council (SCC) secured funding from Defra to develop a Clean air Strategy in 2014/15. This work was supported by consultants from Ricardo and Low Emissions Strategies Ltd who conducted a vigorous options appraisal and stakeholder consultation. During this time Defra developed and published the UK Air Quality Plan and proposals for Clean Air Zones.
12.	Although Clean Air Zones will be characterised by the introduction of penalty charges, Defra are keen to ensure that they are also the focus of additional measures. Therefore the Clean Air Strategy has been incorporated into this line of thinking and a Clean Air Zone Implementation Plan was published in 2016 covering a broad programme of measures to deliver emission reductions, culminating in the introduction of penalty charging in 2019/20 for the most polluting commercial vehicles. See Appendix 3. It is anticipated that the Clean Air Zone will include the city centre and the main arterial routes within the administrative boundary.
13.	There is some confidence that these measures will achieve the improvements required to achieve EU compliance but the need for continuing improvements are recognised to deliver on-going public health benefits.
14.	In November 2016 Cabinet approved the recommendation to adopt SCC's Clean Air Strategy and the associated Clean Air Zone Implementation Plan that it supports. See Appendix 4.
15.	Air Quality has become a standing item on the Transformation Cabinet Member Briefings and progress on the other recommendations made by the scrutiny panel are included in Appendix 2.

## **RESOURCE IMPLICATIONS**

### **Capital/Revenue**

16.	Government have allocated funding to support the five local authorities who will be mandated to introduce these measures. SCC are working closely with Defra to develop the framework and delivery of Southampton's own Clean Air Zone Implementation Plan. To date Defra have committed £273k to the delivery of Southampton's Clean Air Zone Implementation Plan in response to successful bids placed by SCC. This includes funding to support officer time over the next 3 years.
17.	In addition to this SCC secured £97k one off grant funding from Defra to support the introduction of a Clean Air Partnership and recognition scheme. Both are schemes identified within SCC's Clean Air Zone Implementation Plan.
18.	In 2016 SCC secured £984k of underspend from the Department of Transport's (DfT's) Clean Bus/Clean Vehicle Technology Fund to support the

	<p>fast-track implementation of ‘off-the-shelf’ electric vehicle technology and complementary promotional and behaviour change measures in the city. This will include:</p> <ul style="list-style-type: none"> <li>• Establish city-wide electric vehicle charging infrastructure to grow the local EV market</li> <li>• Accelerate the adoption of ultra-low emission vehicles in public sector fleets;</li> <li>• Innovative application of electric vehicle technology in last-mile freight logistics</li> <li>• Encourage future widespread acceptance and uptake of the vehicles and sustainable travel behaviours.</li> </ul>
19.	<p>Initiatives to promote sustainable and active travel modes forms a significant proportion of the Air Quality Plan. This work has been funded by the Local Sustainable Transport Fund (LSTF). The LSTF expired on 31<sup>st</sup> March 2016. SCC was unsuccessful in securing “Transition Year” funding from DfT to fully support the programme in 2016/17 despite a strong bid. As a contingency a scaled-back My Journey-lite programme has been funded through existing Council resources to ensure the continuation of a few key projects. My Journey-lite draws on resources from the LTP Integrated Transport Programme, Transport Policy (Revenue), Regulatory Services and Public Health budgets.</p>
20.	<p>SCC submitted a joint-bid with Hampshire County Council to the DfT’s “Access Fund” in September 2016. The total bid value, including match funding, was £3.1m. If successful this bid will scale-up the My Journey programme to a similar level under LSTF and enable the programme to run for the next 3 financial years through to 31<sup>st</sup> March 2020. The bid included a range of school and workplace engagement projects, a repeated cycle festival for the city and projects designed to reduce transport barriers for the long term unemployed. The DfT are due to announce successful bids in December 2016. The My Journey sustainable travel programme is a vital part of SCC’s CAZ Implementation Plan.</p>
21.	<p>Four applications were submitted by SCC in November 2016 to Defra’s Air Quality Grant Programme to fund additional measures proposed by the Clean Air Zone Implementation Plan. The total request was £939k with the total project costs totalling £1.5M. The bids included two joint applications and are as follows;</p> <ol style="list-style-type: none"> <li>1. Delivery of Eco safe driver training to SCC fleet drivers and vehicle telematics. £99k requested</li> <li>2. Assessment of alternative fuel options, infrastructure needs and feasibility for SCC fleet and partners. £47k requested</li> <li>3. National air quality marketing campaign and delivery of National Clean Air Day activities in Clean Air Zone cities. £539k requested and to be apportioned between 5 cities.</li> <li>4. Financial support package for taxi operators in SCC and Eastleigh Borough Council upgrading non- Clean Air Zone compliant taxis to low emission vehicles. £254k requested.</li> </ol>
22.	<p>No new financial commitment expected from SCC in order to deliver any of the recent grant bids should they be successful. Contributions in kind and match funding has been identified from partners, existing commitments and from savings returned via the grant money (e.g. investment of a proportion of fuel savings delivered by eco driving to fund telematics). The total fund</p>

	available totals £3M and Defra are expecting it to be oversubscribed. An announcement on allocation of the fund will be made in the new year.
23.	The Consultation on the Implementation of Clean Air Zones in England was published in October 2016. The draft Framework and regulations set out the principles for operation of Clean Air Zones in England. It provides the expected approach to be taken by local authorities when implementing and operating a Clean Air Zone. SCC Scientific Service has sought input from across the council and is compiling a response to be returned before the closing date on December 9 <sup>th</sup> 2016.
<b><u>Property/Other</u></b>	
24.	None.
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
25.	The legal implications relating to the Clean Air Zone and Clean Air Strategy were outlined in the report to Cabinet on 15 November 2016.
<b><u>Other Legal Implications:</u></b>	
26.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
27.	Outlined in the report to Cabinet on 15 November 2016.
<b>KEY DECISION</b>	
	No
<b>WARDS/COMMUNITIES AFFECTED:</b>	
	None directly as a result of this report
<b><u>SUPPORTING DOCUMENTATION</u></b>	
<b>Appendices</b>	
1.	Air Quality Inquiry – Conclusion and recommendations
2.	Air Quality Inquiry – Action Plan and Progress update
3.	Clean Air Zone Implementation Plan
4.	Clean Air Strategy 2016-2025
<b>Documents In Members' Rooms</b>	
1.	None
<b>Equality Impact Assessment</b>	
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out.	No
<b>Privacy Impact Assessment</b>	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
<b>Other Background Documents</b>	
<b>Equality Impact Assessment and Other Background documents available for</b>	

<b>inspection at:</b>	
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.	Air Quality Inquiry Panel – Final report <a href="http://www.southampton.gov.uk/Images/Air%20Quality%20Inquiry%20Final%20Report_tcm63-373983.pdf">http://www.southampton.gov.uk/Images/Air%20Quality%20Inquiry%20Final%20Report_tcm63-373983.pdf</a>

### Air Quality Inquiry - Conclusions and Recommendations

#### **Conclusions**

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

#### **Recommendations**

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

#### **Building on success – Ambition and vision**

3. This report outlines a few of the numerous measures that have been employed or are planned to reduce emissions in Southampton. The city needs to build on the successes, deliver the proposed improvements and collectively be more ambitious, seeking funding opportunities where available to achieve the vision of a low emissions city. In support of this the following recommendations are proposed:
  - In recognition that road vehicles are the primary source of NO<sub>2</sub> emissions and particulate matter in the city the Panel recognised the importance of encouraging behaviour change towards healthier and more environmentally friendly alternatives. The Panel therefore recommend that:
    - (i) ***The Council continues to fully support modal shift initiatives through the My Journey campaign and related initiatives encouraging people to use alternative modes of transport.***

- The Panel reviewed the evidence related to interventions which might be effective in achieving the limit value for NO<sub>2</sub>. The Panel agreed that the Low Emission Zone was at this stage not the preferred option and recommend that:
  - (ii) ***The Council, learning from best practice, develops a Low Emissions Strategy that articulates the vision for a low emissions city and provides strategic focus to the promotion of low emission technologies and improving air quality across Southampton. This should be overseen by the Health and Wellbeing Board.***
- Funding opportunities are available to areas that have a track record in delivering agreed outcomes and have ambition and vision that supports lowering emissions. Southampton has been successful in securing external funding and, supported by a developing Low Emissions Strategy, should continue to seek grant funding, matched by council resources if required. Therefore, following the canvassing of support from key partners during the inquiry, the Panel recommend that:
  - (iii) ***The Council is to continue to seek funding opportunities and submit bids reflecting commitment to a step change in adopting ultra-low emission vehicles, alternative fuels and technologies that will be delivered alongside sustainable transport choices.***
- Evidence to the Panel suggested that the cheapest yet most effective measures for combatting pollutants in the air was by green infrastructure. Southampton should consider a tree planting project similar to what is being undertaken in [Bristol](#), where every primary school child (36,000) has the chance to plant a tree in their city.
 

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

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

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

### Leading by example



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

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

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

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

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

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

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

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

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

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

***(xi) To help encourage the adoption of zero emission vehicles in the city the Council should offer free 2 hour on-street parking to vehicles which emit zero emissions i.e. electric vehicles.***

### **Traffic**

5. As a general rule vehicles in free flowing traffic emit less pollution than those in stop-start traffic jams. To improve the flow of traffic in the city the Panel recommend that the Council:

***(xii) Ensure that air quality is given due consideration during the current review of the ITS Strategy, (delivered by the Integrated Transport Board). As well as optimising traffic movements, traffic light signal plans, speed limits (including 20mph in areas where stop-start traffic is a problem) and other traffic management applications should be used to deliver improvements in air quality wherever possible.***

***(xiii) Re-evaluates the potential for Park and Ride sites for the city, factoring the public health costs of air pollution into the decision making process. To investigate with partners the ability to develop future sites through the Local Plan process identifying potential capital funding sources as well as commercially viable operation through partnerships with transport operators.***

***(xiv) Prioritise the re-surfacing of cycle routes across the city, starting with main commuting routes, making cycling safer and more appealing through the revision of the Transport Assets Management Plan (TAMP) including seeking external funding to increase the scale and viability of such a programme. Consulting with cycling groups on new and existing routes.***

***(xv) Seek to influence the idling policies of key transport operators within the city, including port activity, trains, buses, taxis and HGVs, to minimise emissions caused by engines idling.***

## **Partnership Working**

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

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

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

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

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

## **Communications**

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

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

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

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

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Recommendation	Accepted by Executive (Y/N)	How will the recommendation be achieved? (Key actions)	Responsible Officer	Target Date for Completion
<b>(i) The Council continues to fully support modal shift initiatives through the My Journey campaign and related initiatives encouraging people to use alternative modes of transport.</b>	Yes	See paragraph 16 of OSMC Air Quality Update Report, December 2016.	Pete Boustred	April 2016 -Operating "MyJourney Lite".  Announcement on DfT's "Access Fund" expected in December 2016.
<b>(ii) The Council, learning from best practice, develops a Low Emissions Strategy that articulates the vision for a low emissions city and provides strategic focus to the promotion of low emission technologies and improving air quality across Southampton. This should be overseen by the Health and Wellbeing Board.</b>	Yes	Complete	Mitch Sanders	SCC's Clean Air Strategy and associated Clean Air Implementation Plan were adopted by cabinet in November 2016
<b>(iii) The Council is to continue to seek funding opportunities and submit bids reflecting commitment to a step change in adopting ultra-low emission vehicles, alternative fuels and technologies that will be delivered alongside sustainable transport choices.</b>	Yes	Continuous monitoring of opportunities delivered via Defra, DfT and Office for Low Emission Vehicles and EU schemes.  In 2016 SCC secured £984k of underspend from the Department of Transport's (DfT's) Clean Bus/Clean Vehicle Technology Fund to support the fast-track implementation of 'off-the-shelf' electric vehicle technology and complementary promotional and behaviour change measures in the city.	Pete Boustred/ Mitch Sanders	See paragraphs 13 -17 of Air Quality Update Report, December 2016.

<p><b>(iv) The City Council adopts an ambitious green infrastructure planting programme, which is tied in with primary schools to teach children the importance of their environment.</b></p>	<p>Yes</p>	<p>Draft Local Plan includes key policies to promote and maintain green spaces and infrastructure.</p> <p>Subject to funding, the City Council’s Trees for Life Initiative will continue to give families the opportunity to mark the birth of their children by planting a tree.</p>	<p>Mitch Sanders/Nik Yeats</p>	<p>See recommendation viii</p> <p>December annually</p>
<p><b>(v) The Councils Tree Team are to prioritise the re-planting/ planting of trees and other green infrastructure which are known for their pollutant absorbing capabilities.</b></p>	<p>Yes</p>	<p>Ability to reduce air pollution will be a key selection criteria for trees planted by the City Council’s Trees Team. See recommendation(vii)</p>	<p>Mitch Sanders/Nik Yeats</p>	<p>Ongoing</p>
<p>Planning Policy can help to improve air quality by reducing emissions through guiding patterns of development to locations served by public transport, and by mitigating emissions through ‘on site’ measures such as building layout, ventilation and types of building material; and ‘off site’ measures such as landscaping and green infrastructure. The Panel were informed of the approach followed by Bradford MDC where planning policy is a key component of their Low Emission Strategy and of examples of ‘green landscaping’ that can help improve air quality with little expenditure.</p> <p><b>(vi) The Council ensures that the aims and objectives within the developing Low Emissions Strategy permeates into the decision making processes so that all relevant plans, policies and strategies give due consideration to air quality.</b></p>	<p>Yes</p>	<p>See recommendations (ii) and (vii). Progress with the Clean Air Strategy and Clean Air Zone Implementation Plan monitored monthly at Transformation CMB</p>	<p>Mitch Sanders</p>	<p>Ongoing</p>

<p><b>(vii) The Council use the review of the Local Plan and the development of the Low Emissions Strategy to evaluate how planning policy can be more effective at reducing and mitigating emissions.</b></p> <p><b>To include working with Council’s Tree Team, the Woodland Trust and others to identify preferred species of trees to absorb pollution, and with developers and partners to prioritise green infrastructure especially near pollution hotspots and green routes.</b></p>	<p>Yes</p>	<p>A specification for Supplementary Planning Advice has been developed and grant funding received will be used to draft a document to for consultation in Spring 2017.</p> <p>Local Plan review is ongoing and internal stakeholder consultation process is well advanced with revised policies drafted.</p> <p>See recommendation (v)</p>	<p>Mike Harris/Mitch Sanders</p>	<p>To be adopted in 2017</p> <p>The new Local Plan is expected to be adopted in late 2018.</p>
<p>The Council’s Fleet Management Service sources vehicles for business units across the Council and spends more than £1m annually on fuel. To reduce fuel consumption and emissions the Panel recommends that:</p> <p><b>(viii) The Council follows the lead set by the bus companies and implements the driver monitoring equipment fitted to any light goods and refuse vehicles and recognises drivers who drive efficiently. This is to happen as soon as possible.</b></p>	<p>Yes</p>	<p>A review of existing equipment is needed to identify if it’s fit for purpose and devise an effective scheme for managing and overseeing the data generated. The funding bid made to Defra for ECO driver training includes a proposal to integrate telematics into the programme using fuel savings to fund the scheme.</p>	<p>Mitch Sanders</p>	<p>Outcome of the funding application expected in early 2017. If successful delivery could begin in FY 2017/18.</p>
<p><b>(ix) Eco-Driver training is made mandatory for all employees who drive Council vehicles and existing staff members are to be trained as soon as possible.</b></p>	<p>Yes</p>	<p>A grant bid to deliver ECO training to all 700+ SCC fleet drivers has been submitted to Defra. See paragraph 17 of OSMC Air Quality Update Report, December 2016.</p>	<p>Mitch Sanders</p>	

<p><b>(x) The impact on air quality is factored into the procurement decisions made by Fleet Management Services and the council looks at sourcing ultra-low emission Electric/ Hybrid Vehicles and retrofitting existing petrol and especially diesel vehicles with low-emission technologies. The default position being an ultra-low emission vehicle unless a business case shows otherwise.</b></p>	<p>Yes (in part)</p>	<p>A review of council fleet and low emission options is to be delivered by Southampton University Transport Team. Outcome is a strategy to proactively introduce low emission vehicles into fleet and deliver savings.</p> <p>Further funding to determine the feasibility of introducing alternative fuels for larger vehicles has been submitted to Defra and if successful will try to identify collaborative opportunities for introducing gas fueling infrastructure in city.</p> <p>Opportunities to provide staff with incentives to adopt low emission vehicles being explored to address the green fleet</p>	<p>Mitch Sanders</p>	<p>Q1-Q2 2017/18</p> <p>Outcome of funding bid will be known in early 2017. If successful the assessment will be completed in 2017/18.</p> <p>Q1-Q3 2017/18</p>
<p>As the report highlights electric vehicle provision is pretty woeful in the council, both in the respect of internal adoption (fleet operations) and encouraging our residents to consider this option as opposed to polluting diesels and petrol. The public health benefits of Electric car ownership benefit everybody in the city with zero exhaust emissions from the car. The Council should recognise the current high cost of Electric Vehicles and help adoption by granting 2 hour free on street car parking throughout the city. This could easily be adopted by issuing a special coloured parking disk which would have to be displayed:</p> <p><b>(xi) To help encourage the adoption of zero emission vehicles in the city the Council should offer free 2 hour on-street parking to vehicles which emit zero emissions i.e. electric vehicles.</b></p>	<p>In part</p>	<p>Options to incentivise the uptake of ultra-low vehicles through subsidised parking charges was presented to CMB in Q2 2016/17. A revised set of proposals is being drafted for consideration in Q4 2016/17.</p>	<p>Pete Boustred</p>	<p>Implementation by Q1 2017/18</p>



<p><b>(xii) Ensure that air quality is given due consideration during the current review of the ITS Strategy, (delivered by the Integrated Transport Board). As well as optimising traffic movements, traffic light signal plans, speed limits (including 20mph in areas where stop-start traffic is a problem) and other traffic management applications should be used to deliver improvements in air quality wherever possible.</b></p>	<p>Yes</p>	<p>ITS strategy includes options for addressing air quality. These will be reviewed and implemented where practical via the Local Transport Plan.</p> <p>Low cost detectors are being trialled in the city to evaluate their ability to influence traffic light phasing in response to air quality.</p> <p>Roadside Variable Messaging Signs being used to promote air quality and modeal shift awareness.</p>	<p>Pete Boustred</p>	<p>ITS strategy Completed Autumn 2015. LTP delivery ongoing</p> <p>Q4 2016/17 &gt; Q3 2017/18</p> <p>Q3 2016/17 and ongoing</p>
<p><b>(xiii) Re-evaluates the potential for Park and Ride sites for the city, factoring the public health costs of air pollution into the decision making process. To investigate with partners the ability to develop future sites through the Local Plan process identifying potential capital funding sources as well as commercially viable operation through partnerships with transport operators.</b></p>	<p>Yes</p>	<p>Highways England elected to not include Southampton Park and Ride in the scope of their local infrastructure review in 2016/17.</p> <p>SCC/ EBC/ HCC strategic transport infrastructure plan completed. Identifies Park &amp; Ride as a medium/long term option.</p> <p>The outcome of this work will inform the SCC emerging Local Transport Plan 4 policies.</p> <p>See recommendation (vii) regarding Local Plan review.</p>	<p>Pete Boustred</p>	<p>Solent LEP Infrastructure Plan identifies Park &amp; Ride as an option.</p> <p>LTP 4 Update due Spring 2017.</p>
<p><b>(xiv) Prioritise the re-surfacing of cycle routes across the city, starting with main commuting routes, making cycling safer and more appealing through the revision of the Transport Assets Management Plan (TAMP) including seeking external funding to increase the scale and viability of such a programme. Consulting with cycling groups on new and existing routes.</b></p>	<p>Yes (in Part)</p>	<p>Review of the Highways Asset Management Plan (HAMP) will include evaluating how cycle way maintenance is prioritised in relation to other road types in the city.</p> <p>The Council submitted a bid to the DfT Maintenance Challenge Fund for maintenance of the cities strategic cycle ways in February 2015. This was well received but was unsuccessful. A future bidding round is anticipated in 2017.</p>	<p>Pete Boustred</p>	<p>HAMP adopted Spring 2016.</p> <p>Future funding bids for 2017/2018</p>

		A review of SCC's Cycling Strategy is under consultation and includes mechanism to engage with city cycling groups		Consultation to end Q4 2016
<b>(xv) Seek to influence the idling policies of key transport operators within the city, including port activity, trains, buses, taxis and HGVs, to minimise emissions caused by engines idling.</b>	Yes	To be delivered via Clean Air Partnership and Clean Air Recognition Scheme.	Mitch Sanders	Q4 2016/17 – Q2 2017/18
<b>(xvi) The Council work in partnership with key stakeholders to assess the feasibility and eventual introduction of shore power technology at the Port of Southampton.</b>	Yes (in Part)	SCC and ABP developing proposal for a Port Community sub group as part of the wider Clean Air Partnership. Opportunities to explore shoreside power or LNG powered auxiliary engines to be included in terms of reference and/or as an aspiration for the port community to deliver.	Mitch Sanders	Introduce Port Clean Air Partnership in Q4 2016/17
<b>(xvii) The Council is to, with support from other Port cities, write to the MPs of the City and the DfT to encourage the adoption of shoreside power across the UK.</b>	Yes	A letter to be presented to PM has been drafted by the Clean Air Zone Cities (Southampton, London, Birmingham, Leeds, Nottingham and Derby). This highlights specific issues requiring national intervention, including port related emissions and shoreside power.  This will be shared with the port cities who will be encouraged to voice their support of the proposals.	Mitch Sanders	Consultation amongst CAZ cities on draft letter ongoing. Expected to be dispatched Q4 2016/17  Q4 2016/17

<p>Use of the Sustainable Distribution Centre can reduce the number HGVs coming into the city, relieve congestion and lower emissions. It is recommended that:</p> <p><b>(xviii) The Council encourages partners to make greater use of the Sustainable Distribution Centre.</b></p>	<p>Yes</p>	<p>Continued promotion of the SDC is currently being undertaken through the Delivery Service Plan project. A number of commercially viable opportunities have been identified with key regional stakeholders and there is some confidence these can be progressed in 2017.</p> <p>The opportunity to introduce last mile zero emission logistics is being explored and potential service partners identified. Funding to support the proposal has been identified. See paragraph 15 of OSMC Air Quality Update Report, December 2016.</p>	<p>Pete Boustred</p>	<p>SDC operation and promotion via Delivery Service Plans funded until April 2017. Continued funding dependent on outcome of "Access Fund" application. See paragraph 16 of OSMC Air Quality Update Report, December 2016.</p> <p>Q4 2016/17 &gt; Q4 2017/18</p>
<p><b>(xix) The Council explore opportunities to integrate the Air Alert service with other information/messaging and health alert services, such as cold and heat alerts, and consider how user friendly air quality information can be communicated to a wider audience through existing channels such as Stay Connected.</b></p>	<p>Yes</p>	<p>Regulatory Services undertook a review of the service in 2016. An Air Alert App and widget have been introduced.</p> <p>Have relaunched a joint service with Eastleigh Borough Council that provides better regional coverage. A joint marketing programme to be undertaken.</p> <p>Alerts are now relayed through SCC's comms team and social media channels.</p> <p>Cold Alert was introduced in Sussex by the providers in 2016. SCC exploring the opportunity to include this service with Air Alert.</p>	<p>Mitch Sanders/ Andrew Mortimore</p>	<p>Joint marketing of service with EBC to begin in 2017</p> <p>Ongoing</p> <p>Q4 2016/17</p>
<p><b>(xx) The Council looks at innovative ways to measure air quality across the city.</b></p>	<p>Yes</p>	<p>See recommendation (xii)</p>	<p>Mitch Sanders</p>	<p>Trial to be completed in summer 2017.</p>

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**Outline Implementation Schedule for Clean Air Zone, Penalty Charging and supplementary measures.**

Measure	2016				2017				2018				2019				2020
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>Feasibility Phase</b>																	
Implementation Plan	Yellow																
CAZ Scoping Study		Cyan	Cyan														
CAZ Communication Plan			Magenta														
CAZ Consultation				Green	Green												
CAZ Conference				Dark Blue													
<b>Clean Air Zone - pilot</b>																	
Define area		Light Blue	Light Blue														
Website development			Grey	Grey	Grey												
Publicity				Magenta	Magenta	Magenta	Magenta	Magenta	Magenta	Magenta	Magenta						
CAZ pilot operational							Red										
Review											Yellow	Yellow					
<b>Clean Air Zone -mandated</b>																	
Legal basis						Blue	Blue										
Infrastructure								Orange	Orange	Orange	Orange	Orange	Orange	Orange			
Website refinement										Grey	Grey	Grey	Grey	Grey	Grey		
Publicity												Magenta	Magenta	Magenta	Magenta	Magenta	Magenta
CAZ operational																Red	Red
<b>Additional CAZ measures</b>																	
<b>Bus</b>																	
Update Quality Bus Partnership		Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green					



- surveys engagement																	
- final CAZ info																	
EV parking incentives																	
Infrastructure support																	
ITS schemes																	
Planning																	
Procurement practice																	

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# A Clean Air Strategy for Southampton 2016-2025



Clean air is essential for good quality of life, yet every day people living in our urban centres can be exposed to potentially harmful levels of pollutants.



Southampton City Council is committed to improving the city's air quality. Reducing emissions and air pollution now will have lifelong, lasting benefits for the city's population, remove barriers to further economic development and make the city a more attractive place to work, live and visit. Improvements in air quality can deliver ongoing improvements in public health and wellbeing. To protect our residents' health we want to make the city's air as clean as we can.



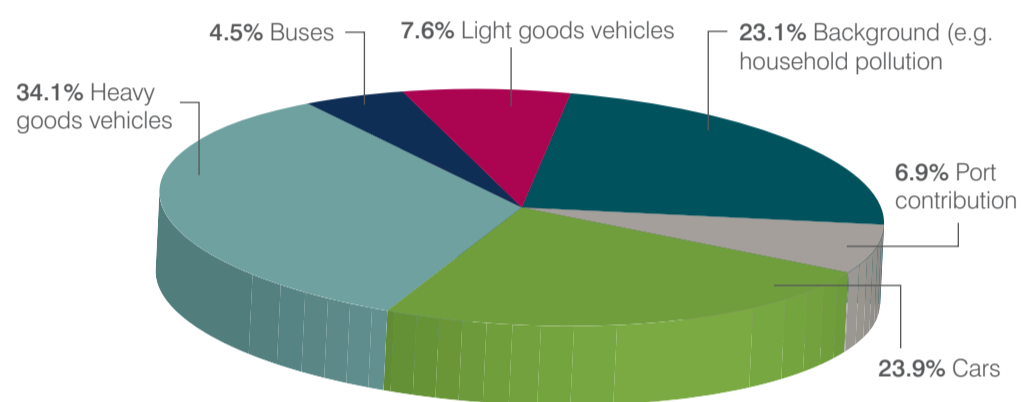
The Council cannot improve air quality on its own. This strategy details the key ways in which we will work together with our partners to make improvements to air quality across the city.

## AIR QUALITY IN SOUTHAMPTON

- There are many different pollutants that can affect the quality of the air we breathe. Nitrogen dioxide and Particulate Matter are the main concern in the UK.
- The negative effects of exposure to air pollutants occur at every stage of life, from early stages of development through to old age. Those with existing cardiovascular and respiratory disease are most at risk, but a wide range of health effects have been linked to the wider population including stroke, heart disease, obesity, lung cancer and asthma. Reducing the health impacts of local air pollution is identified as a priority by Public Health England in its Strategic Plan (2016 to 2020).
- The Council has a statutory duty to assess and review air quality in its area and make reasonable efforts achieve statutory thresholds. DEFRA have set limits for key pollutants. Monitoring and modelling in Southampton suggests levels of nitrogen dioxide could exceed that level beyond 2020, unless additional efforts are made.
- In the UK, up to 50,000 early deaths each year can be attributed to Particulate Matter and Nitrogen Dioxide exposure. Costs to society, businesses and NHS services due to poor air quality exceed £30 billion a year.
- Exposure to Particulate Matter alone is estimated to contribute to 110 early deaths in Southampton each year.
- Road transport is the biggest contributor to pollution across the city followed by industry. Port operations are also significant in certain areas of the city.

- Diesel cars have been encouraged by national policy to reduce carbon dioxide emissions. However, they generate significantly higher emissions of Particulate Matter and Nitrogen Dioxide than petrol cars. In 2001, 18% of all new cars registered were diesel. By 2012, this increased to 50%.
- Air quality is a consideration for the Planning Authority and the Council is obliged to ensure that impacts on air quality are taken into account when approving developments.

### Causes of pollution in Southampton



Source apportionment (% of modelled nitrogen dioxide) at M271 and A33 junction, Redbridge

## WHAT ARE WE GOING TO DO?

- The Council is committed to improving Southampton's air quality, reducing health impacts, and fulfilling our legal obligations. The national Air Quality Plan for Nitrogen Dioxide in UK (2015) sets out targeted local, regional and national measures to meet these goals.
- This includes implementing a new programme of Clean Air Zones in Southampton, Birmingham, Leeds, Nottingham and Derby. Under this Plan, by 2020 the most polluting vehicles - older buses, coaches, taxis and lorries - will

be discouraged in Southampton through the levying of a penalty charge. Newer vehicles that meet the latest emission standards, and private cars will not be subject to the statutory penalty charges.

- The Council will develop a package of measures as part of the city's Air Quality Action Plan and Clean Air Zone implementation plan to encourage behaviours which support improvements in air quality.

We have identified four priorities for improving air quality in the city:

PRIORITY	WHY THIS IS IMPORTANT
Improve air quality in the city	<ul style="list-style-type: none"> <li>• Air pollution has an adverse effect on people's health. Reducing levels of pollutants below statutory levels and beyond is key to improving the health and wellbeing of Southampton's residents of all ages.</li> <li>• The threshold level for nitrogen dioxide (annual average) is exceeded in a number of key locations across the city and the Council has a statutory duty to make reasonable efforts to reduce levels below this.</li> <li>• If air quality does not improve it could become a significant barrier to further economic growth.</li> </ul>
Supporting businesses and organisations	<ul style="list-style-type: none"> <li>• The Council cannot deliver improvements in air quality on its own - we will need to work with our local businesses and organisations to promote the benefits of change in term of both health and prosperity.</li> <li>• The Council will need to engage with residents, visitors, businesses and other organisations to encourage the use of low emission technologies, public transport and the take up of active travel such as cycling and walking.</li> </ul>
Collaborating with communities and residents	<ul style="list-style-type: none"> <li>• Cleaner air in Southampton can only be achieved if individuals and organisations take responsibility and change their current behaviours.</li> <li>• These measures can provide direct benefits to the health and wellbeing of everyone in the city. If our residents and visitors embrace this positive message we can expect to see improvements sustained for future generations.</li> <li>• Our communities and residents will need support to ensure they are able to deliver the changes they want.</li> </ul>
Promoting sustainability	<ul style="list-style-type: none"> <li>• It is important that measures to improve air quality in Southampton are sustainable and do not create a negative impact elsewhere. This might happen if the most polluting vehicles are displaced from the city or alternative fuels are not from a sustainable source.</li> <li>• The Council will promote sustainable change – as well as making sure that, when providing advice and promoting change to others, it can demonstrate its own efforts and the positive differences it is making.</li> </ul>

## WHAT DO OUR RESIDENTS SAY ABOUT AIR QUALITY IN SOUTHAMPTON?



In 2014, a survey of residents' views on air quality was undertaken:

- Of the 291 responses, 36% felt that air quality in the city was a "significant issue". Only 7% felt it was not an issue.
- Cars and HGVs were felt to be the main contributors to pollution, with buses, industry, shipping and other port-based activities also selected.
- Residents suggested a wide range of measures that would be needed to help improve the city's air quality including promoting public transport, cycling and walking, traffic improvements, low emission vehicles, penalty charging and port improvements.

OUR CHALLENGES	OUR SUCCESSES
<ul style="list-style-type: none"> <li>Air pollution is linked to many major health problems facing cities like Southampton. Estimates suggest that 6.2% of early deaths in Southampton in 2010 were attributable to long term Particulate pollution alone.</li> <li>Those who live in deprived areas or have existing medical conditions are disproportionately affected by poor air quality.</li> <li>Between 2008/9 and 2012/13, Southampton has become relatively more deprived – of the 326 Local Authorities in England, Southampton is now ranked 54th (previously 72nd) most deprived.</li> <li>Southampton's port is the busiest cruise terminal and second largest container port in the UK. Its continued success is vital to the city's economy</li> <li>As a regional retail and economic centre, Southampton's economy is heavily reliant upon its transport links.</li> </ul>	<ul style="list-style-type: none"> <li>The Council introduced its first Air Quality Action Plan in 2007. At its last review, it identified 48 individual activities delivering improvements in local air quality.</li> <li>The city has a long established air monitoring network that provides robust data on current and historical pollution levels. Four continuous monitoring stations and 60+ passive sampling sites currently provide data on current levels and ongoing trends.</li> <li>Our air monitoring network has been able to demonstrate a steady statistical improvement in the city's air quality since 2007.</li> <li>Both the existing Local Transport Plan and Local Development Plan recognise the health impact of air quality and identify how improvements can be achieved.</li> <li>The Council was amongst the first authorities to offer an Air Alert service. This is free to anyone but is particularly valued by those with respiratory illnesses who can be more sensitive to air pollution.</li> <li>The My Journey campaign has achieved significant success in promoting public transport and active travel choices across the city. Over 100 events were delivered in 2015. More than 25% of the city's adult population have been engaged via one or more of the promotional activities. Over the programme period car journeys have reduced by 3% and cycling has almost doubled.</li> <li>The Council is working closely with key partners and has assisted and supported local bus operators, port operators and the University of Southampton in seeking and acquiring funding for activities to assess and improve air quality.</li> </ul>

PRIORITY	OUTCOME	WHAT ARE WE GOING TO DO?
Improve air quality in the city	Adopt an effective programme of measures to reduce emissions of nitrogen dioxide, particulates and other pollutants in Southampton	<ul style="list-style-type: none"> <li>Establish the Southampton Clean Air Zone (CAZ) on a voluntary basis, with no charging, by 2017 and deliver an associated package of measures.</li> <li>Fulfil our statutory requirements and introduce penalty charges in 2019/20 for the most polluting commercial vehicles entering the CAZ.</li> <li>Ensure future revisions of our Local Transport Plan, Local Development Plan and all other Council and city plans and strategies provide suitable and adequate policies to reduce emissions and deliver cleaner air.</li> <li>Improve transport and freight delivery systems through efficient infrastructure, uptake of new and innovative technologies and increased uptake of public transport, cycling and walking.</li> <li>Encourage the uptake of low emission technologies and vehicles.</li> <li>Identify where alternative fuels and innovative solutions might deliver positive outcomes and support their assessment and introduction.</li> </ul>
Supporting businesses and organisations	Work with businesses and organisations to promote the uptake of low emission technology and change travel behaviours	<ul style="list-style-type: none"> <li>Develop a Clean Air Partnership with key stakeholders in the city and region.</li> <li>Work with the Port of Southampton to identify and support initiatives that will reduce their emissions.</li> <li>Continue to promote sustainable travel through maintaining the "My Journey" campaign and explore options for further development.</li> <li>Empower businesses to take responsibility for their contributions to air pollution and implement improvements.</li> <li>Implement schemes to support taxi operators, other businesses and public services in reducing the emissions relating to their activities.</li> <li>Strengthen shared learning via networks including representatives from academia, community groups and expert groups.</li> </ul>
Collaborating with communities and residents	Work with and support the education of communities and individuals to identify and support behaviours which improve air quality	<ul style="list-style-type: none"> <li>Develop a role for residents and community groups in our Clean Air Partnership.</li> <li>Support the education sector to raise awareness of air pollution and how to reduce emissions.</li> <li>Incentivise the use of public transport, cycling and walking.</li> <li>Empower communities and individuals to take responsibility for their contributions to air pollution.</li> <li>Provide good quality, timely information and data on local levels of pollution to enable residents to adopt behaviours to maintain their own health.</li> </ul>
Promoting sustainability	Southampton City Council will be an exemplar of sustainable working practices in relation to reducing emissions and improving local air quality	<p>The Council will:</p> <ul style="list-style-type: none"> <li>Lead by example, ensuring our plans, policies and working practices support and promote an improvement in local air quality whilst delivering wider environmental and economic benefits locally, regionally and nationally.</li> <li>Introduce a programme of measures to reduce its emissions and act as a key partner, sharing best practice on reducing emissions and promoting sustainable working methods whenever it can.</li> <li>Use its influence on the local supply chain to ensure impacts on air quality are considered when making procurement decisions, including in the procurement and operation of its own fleet.</li> </ul>

## HOW WILL WE MEASURE SUCCESS?

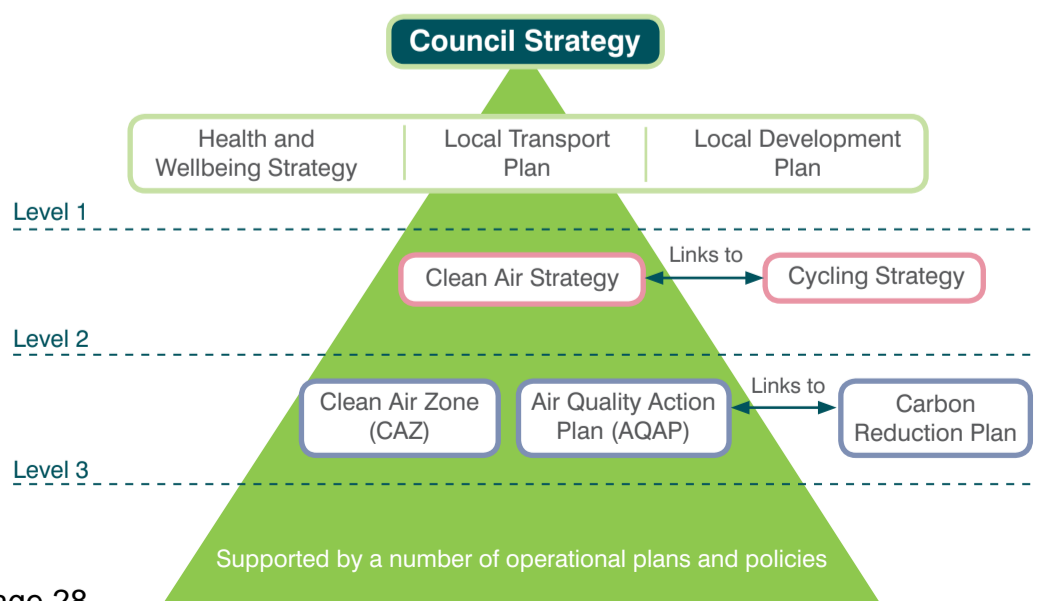
### We will:

- Achieve all statutory air quality standards by 2020.
- Deliver an ongoing reduction in Nitrogen Dioxide and Particulate Matter levels, to include those arising from Southampton City Council activities.
- Reduce the fraction of mortality attributable to particulate air pollution.
- Implement the Southampton Clean Air Zone by April 2017, and penalty charging for the most polluting commercial vehicles by 2019/20.
- Increase the proportion of journeys to work and school made by public transport or active methods.
- Increase the uptake and use of ultra-low and zero emission vehicles in the city.

This Clean Air Strategy will also contribute to wider improvements in the health of the Southampton population and we anticipate improvements in key indicators for public health in the city.

More detail about how we intend to achieve our targets or monitor progress is included in our Air Quality Action Plan which will be reviewed and updated annually for the duration of this strategy.

## LINKS TO OTHER STRATEGIES AND PLANS



# Agenda Item 8

<b>DECISION-MAKER:</b>	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
<b>SUBJECT:</b>	SAFE CITY PARTNERSHIP ANNUAL REVIEW		
<b>DATE OF DECISION:</b>	15 DECEMBER 2016		
<b>REPORT OF:</b>	CHAIR OF THE SAFE CITY PARTNERSHIP		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	Superintendent Alison Heydari	<b>Tel:</b> 101 ext.724188
	<b>E-mail:</b>	Alison.heydari@hampshire.pnn.police.uk	

## STATEMENT OF CONFIDENTIALITY

None

## BRIEF SUMMARY

This report provides OSMC with an update on community safety in Southampton and the Safe City Partnership and includes information from the recently completed Community Safety Strategic Needs Assessment.

## RECOMMENDATIONS:

- |     |  |
|-----|--|
| (i) | The Committee is requested to consider and note this report. |
|-----|--|

## REASONS FOR REPORT RECOMMENDATIONS

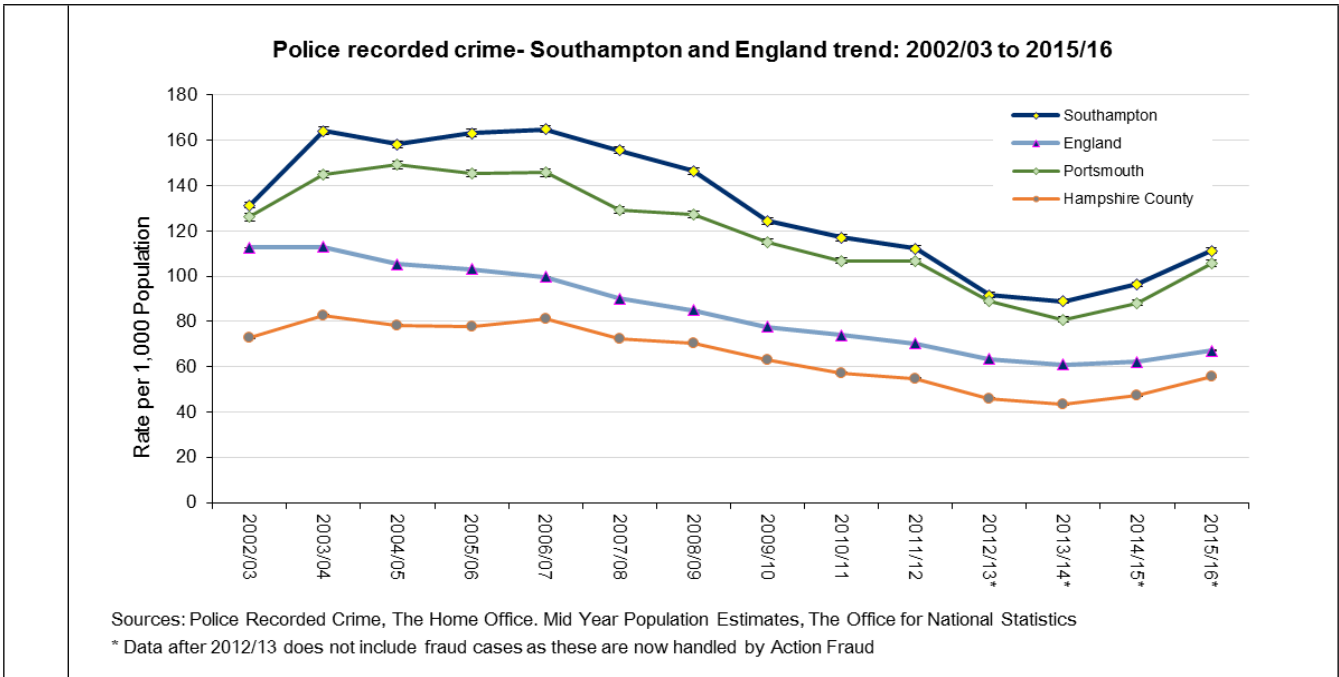
- |    |   |
|----|---|
| 1. | The Chair requested that the OSMC receives an annual update on community safety in Southampton and the Safe City Partnership. |
|----|---|

## ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- |    |       |
|----|-------|
| 2. | None. |
|----|-------|

## DETAIL (Including consultation carried out)

- |    |   |
|----|---|
| 3. | In 2014, the Southampton Safe City Partnership agreed a three year strategy to be delivered by March 2017. Progress against this strategy is regularly assessed by the Safe City Partnership and monitored in a scorecard (appendix 1). The strategy is also reviewed annually.   |
| 4. | There is a legislative requirement for the Partnership to undertake a Community Safety Needs Assessment each year. This year's Strategic Assessment has recently been completed, and will inform the annual refresh of the Safe City Strategy, and the associated Youth Justice Strategy, both of which will be presented to Cabinet and Council in March 2017. This report provides an overview of the latest available evidence and progress across a range of community safety related issues. |
|    | <b>Increase in recorded crime</b>   |
| 5. | Hampshire Constabulary recorded an 8% increase in crimes in Southampton 2014/15, and a 19% increase in 2015/16. The rise in reported crime is largely driven by crime data integrity improvements by Hampshire Constabulary following an HMIC audit in 2014. This is the first full year of the new recording practices and so this latest increase is not unexpected.  |



6. Similar proportionate increases have been observed in Portsmouth (22%) and Hampshire (20%) confirming that this is likely due to an overall change of reporting across Hampshire Constabulary. The rise in recorded crime has not led to a commensurate rise in calls for service and resident perceptions are that crime levels remain similar to two years ago. However, Southampton continues to have the highest overall crime rate amongst our statistical neighbours at 111 crimes per 1,000 population (compared to the national average 67 per 1,000 population).

**Acquisitive Crime (including Commercial Burglaries)**

7. Following the high levels of domestic burglary reported in the 2015 Strategic Assessment, there have been some notable improvements in 2015/16. There was an 11% fall in Southampton in 2015/16; similar to England. This is largely attributable to a sharp reduction in burglaries from multi-occupancy student premises in areas such as Portwood (60% reduction in 2015/16), as a result of increased neighbourhood patrols, pro-active engagement with the student population and the arrest and remand of one of the most prolific burglars of student premises in February 2015.

8. In contrast, there was a 12% increase in non-domestic burglaries in Southampton in 2015/16, and has the highest rate amongst comparator areas. In particular, there were significant increases in Bargate, Shirley and Bassett. A number of organised crime groups have been impacting upon the area but serious acquisitive crime is also often committed to fund drug habits. Hampshire Constabulary are addressing this issue with initiatives such as Operation Turbulent where police work with the business community, especially those who have been repeat victims, to encourage them to take precautions and Operation Hawk which focusses on the individuals that cause the most harm to the City in relation to burglaries

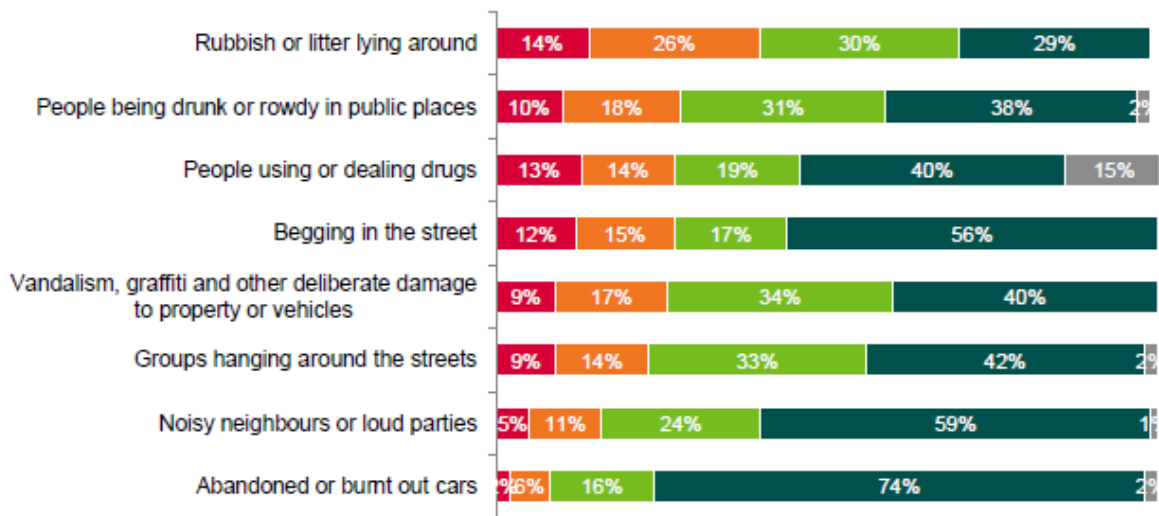
**Anti-social behaviour (ASB)**

9. Levels of ASB recorded by Hampshire Constabulary fell by 15% in 2015/16. The 2016 Residents' Survey found the only issues which were perceived as having worsened since 2014 were rubbish or litter lying around and begging in the street (both increases of 3%). Other issues were perceived to be less problematic in 2016 compared to 2014



(-4% for drunk & rowdy/using and dealing drugs; -3% for vandalism). The only issue that has seen no change over the past two years is people having noisy neighbours or loud parties, this has been reported as a problem by a consistent 17% of respondents.

■ A very big problem ■ A fairly big problem ■ Not a very big problem ■ Not a problem at all ■ Don't know/ No opinion



10. ASB has been a priority for Neighbourhood Policing Teams across the city in 2015/16. ASB is strongly linked to deprivation, and Safer Neighbourhood teams regularly communicate and engage with members of the public in more deprived areas. Teams also liaise with existing groups and forums e.g. Weston Community Forum to identify and respond to issues including motor vehicle nuisance and ASB.

**Re-offending**

11. There has been a slight fall in the proportion of reoffenders over the last year (from 26.9% to 26%), but overall rates have remained relatively static over the last decade, in line with the England average.

12. Data about the drivers of criminality continues to show that substance misuse, accommodation and education and training are linked to offending behaviour. Alcohol misuse was an issue for 53% of National Probation Service (NPS) supervised offenders and 40% of Community Rehabilitation Company (CRC) supervised offenders, whilst drug misuse was an issue for 41.8% of NPS and 41.5% of CRC supervised offenders. 56% of NPS and 41.4% of CRC supervised offenders had emotional wellbeing issues linked to their offending behaviour.

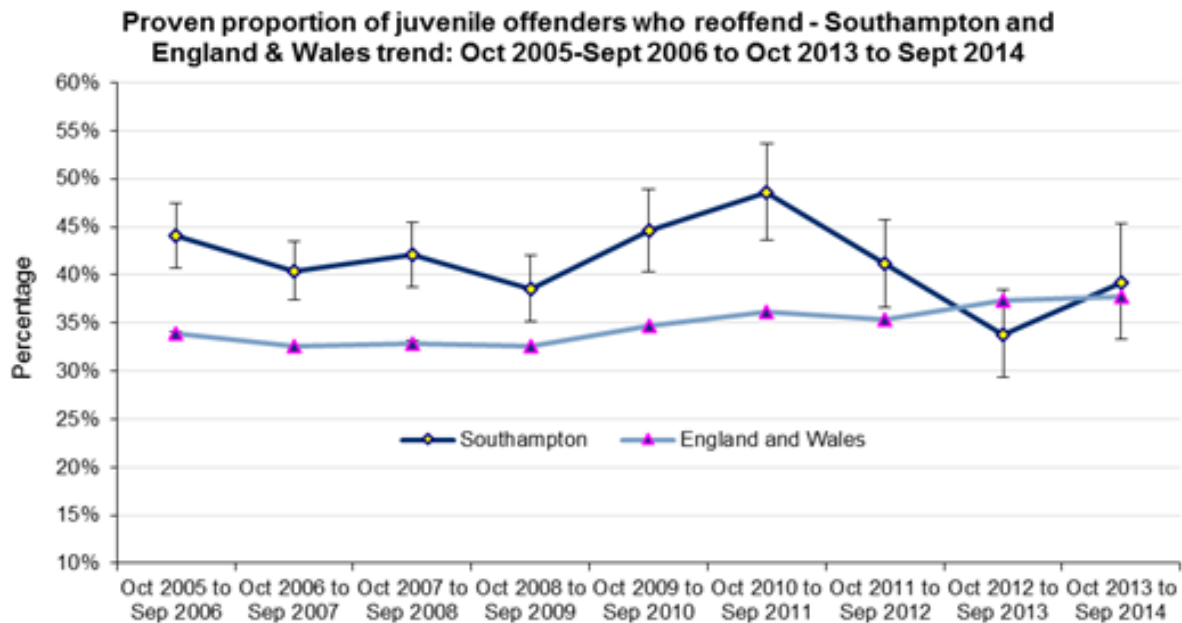
**Youth offending**

13. First-time entrants into the youth justice system in Southampton have decreased by 41% since 2012/13. This reduction is mainly attributable to the introduction of the Joint Decision Making Panel, a scheme with Hampshire Constabulary to divert young people from the criminal justice system and engage them in robust early help intervention. However, rates of first-time entrants remain high when compared to similar areas.

14. The rate of young offenders in custody has also reduced, but remains high when compared to comparator areas. The Youth Offending Service (YOS) has undertaken a review of 18 custodial sentences and identified that one of the principle drivers for custody is lack of compliance by young people with multiple, complex needs.

15. In terms of reoffending amongst young people, the latest data shows that rates in Southampton have increased to 39.2%, which is slightly above the England average of

37.8%. However, in real terms the number of reoffenders has fallen from 148 to 105 over the same period. As the overall cohort has reduced, the remaining young people are more likely to have multiple, complex needs.



Source: Ministry of Justice Proven Re-offending Statistics 28th July 2016

16. There is a wide range of activities being undertaken to support better education, training and employment outcomes for young people including restorative practice in schools, City Deal, Youth Achievement Awards and the Arts Award.

**Domestic Violence and Abuse (DVA)**

17. Southampton has a DVA rate of 68 cases per 10,000 population, over twice the national average and the third highest rate in terms of comparator areas. In the last year there has been a 53% increase in Police recorded domestic violence crimes; compared to a 22% rise recorded last year. There has been a 7% increase in Multi-Agency Risk Assessment Conference (MARAC) (high risk) cases, with a 2.8% point increase in repeat cases. However, a Hampshire wide review of the MARAC processes and independent advice from SafeLives suggested only 52% of cases in the last year should have been referred to MARAC, which may explain the comparatively high levels recorded in Southampton.

18. The focus on the quality of crime recording following the HMIC audit also means that caution is needed when interpreting trends in police recorded domestic violent crime. Previously, Police officers tended to use their discretion to record incidents, whereas they now record all incidences against all victims as individual crimes. This means that multiple DVA crimes will be recorded where previously there may have only been one. In addition, the number of DVA offences have been impacted by the introduction of two additional notifiable violent crime offences and the increase in reporting of non-recent sexual offences (over six months old).

19. The impact of DVA on children in Southampton is significant with the third highest number of children per MARAC case compared to statistical neighbours. In 2015/16, 30% of MASH referrals were wholly or in part due to domestic violence. Amongst children who have a Child Protection Plan, 77% of cases were flagged to have been

subject to domestic violence.

20. A new MARAC and MASH model commenced operation in June 2016 bringing together adults and children’s cases to achieve a co-ordinated risk reduction plan for the whole family. This model demonstrates extensive commitment by all partners to join up child and adult safeguarding with high risk domestic abuse risk assessments.

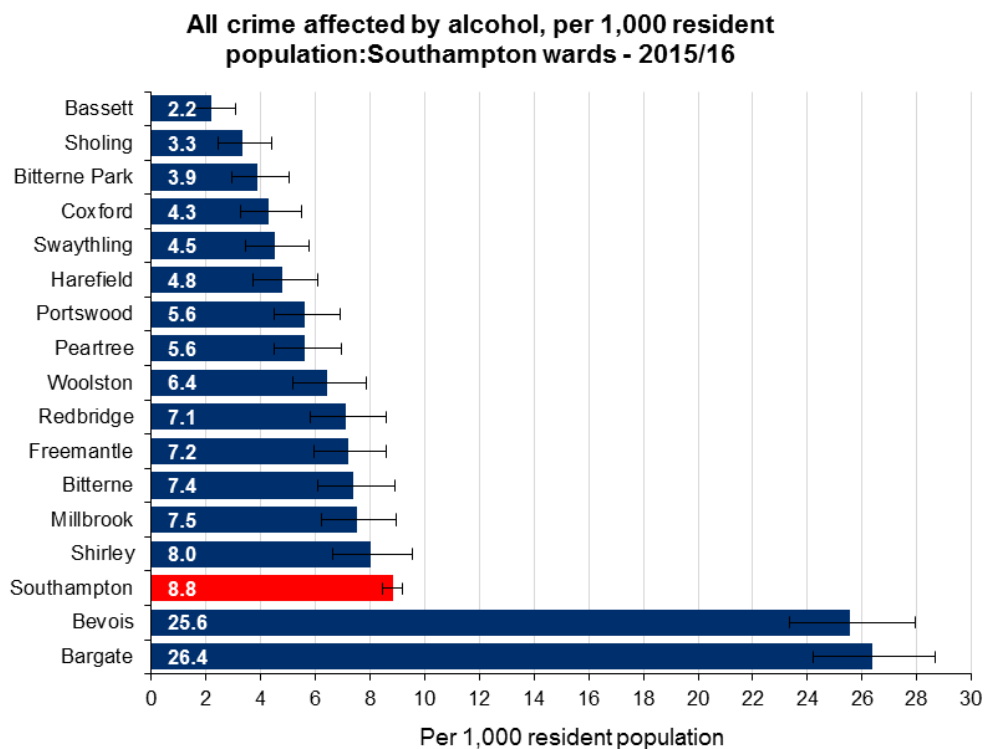
**Sexual Offences**

21 Southampton continues to have a significantly higher rate of recorded sexual offences compared to England in 2015/16 and is second highest in our comparator group. There was a 9% rise in reported rapes and 42% rise in other sexual offences in 2015/16, although this is considerably smaller than the rises reported last year (99% and 63% respectively). 43% of sexual offences recorded in Southampton are non-recent (over 6 months old). The increased disclosure of non-recent offences is thought to be attributable in part to improved risk assessment procedures with domestic abuse victims (1 in 3 of non-recent crimes is domestic in nature), as well as national media publicity surrounding high profile cases such as Operation Yewtree.

22 The Western Sexual Crime Action Plan 2015-2017 is in place to tackle sexual crime. Hampshire Constabulary are working towards completing all actions, for example providing training for Police officers to improve their knowledge around consent issues.

**Alcohol**

23 There are clear links between alcohol and substance misuse and criminality in the city. Just over 2,100 offences were recorded by the Police as being affected by alcohol in 2015/16. This represents a 12.1% increase compared to last year, compared to a 43% increase recorded in 2014/15. The rate is significantly higher in the city centre where licensed premises are concentrated. However, monthly trend analysis shows alcohol-related violent crime levelling off in recent months.



Source: Hampshire Constabulary, Mid Year Population Estimate 2014 ONS

24	Southampton City Council introduced a Late Night Levy from 1 April 2015 and the Late Night Levy Board was established to advise on spending of funds raised. A total of £106,500 was contributed towards Taxi Marshalls, Street Pastors, the I.C.E bus, street cleaning and CCTV operation in the city for 2015/16.
	<b>Drugs</b>
25	There continues to be an issue with drugs supply and associated violence in the city. 708 drug offences were recorded in 2015/16; a 29% fall from the previous year, but this is still significantly higher than the national average. Drug-related violence (DRV) has increased by 12.7% and continues to be a major factor underlying serious violent offences including kidnap and blackmail, serious assault, personal robbery, threat to life and aggravating burglary. Southampton accounts for 30% of the total DRV offences across Hampshire Constabulary. However, there has been a reduction in the most serious violence, murder or attempted murder, partly attributable to the disruption of some of the more violent networks.
26	Hampshire Constabulary are continuing to maintain Operation Fortify, which seeks to protect vulnerable people from activities such as cuckooing (where an individual is in coerced into allowing their home being used as a base for drug activity). Earlier this year the Youth Offending Service and Safe City Partnership co-ordinated a Peer Review with wider partners on Ending Youth Gang Violence (EYGV). This focused on drug related gang activity amongst young people and the learning from this has been used to inform the 2016/17 YOS plan.
	<b>Key Vulnerable Groups</b>
27	28.5% offences were identified as involving a vulnerable victim <sup>1</sup> in 2015/16, a large increase from 12.5% in 2014/15. This is likely to be a result of an increased focus on identifying and recording risk by Hampshire Constabulary.
28	Missing, Exploited and Trafficked (MET) children and young people is a growing area of concern nationally. In Southampton, the number of children missing known to the Police has not changed significantly over the year, remaining at circa 200 per quarter. There remains a strong correlation between children in care and repeat missing episodes. The Council has a 'safe and well' service which works with children when they return from going missing to identify any issues or concerns that are ongoing for them. Information is then passed to the relevant 'lead professional' via the MASH and this is used to help inform future safety planning and protection planning where relevant.
29	Child Sexual Exploitation (CSE), including cyber enabled child abuse, continues to be one of the highest scoring threats for Hampshire Constabulary. Operation Marmion has investigated 57 cases since its inception in 2015, some of which have been from the Southampton area. The Operation's terms of reference are being expanded to include complex investigations around Modern Day Slavery and Cyber Crime.
30	Modern Day Slavery (MDS) encompasses slavery, servitude, forced and compulsory labour and human trafficking. Locally, there has been a noticeable increase in intelligence relating to MDS and Human Trafficking (HT) over the course of 2015/16. These increases are thought to reflect greater awareness of MDS and HT amongst all

<sup>1</sup> A vulnerable victim is defined as anyone who is (a) under 18 years of age at the time of the offence, or (b) likely to have the quality of their evidence affected by mental disorders, significant impairments of intelligence and social function or physical disability or disorder.



	partner agencies, a focus on training in this area and an increase in Police activity aimed at identification and disruption.
31	Female Genital Mutilation (FGM) figures for Southampton residents indicate that there were 25 newly recorded cases reported in 2015/16 as well as 25 hospital attendances where FGM was identified, or a medical procedure for FGM was undertaken. The Southampton Local Safeguarding Children Board has coordinated partnership task group work and an action plan, and agreed that an audit of a number of FGM cases will be delivered in Q4 2016-17.
32	Forced Marriage and Honour Based Violence (HBV) are crimes that remain largely unreported across the UK. 53 instances of HBV were recorded in Hampshire over the course of 2015/16. However, a review of these reports found that some incidents were Domestic Violence reports where an HBV flag had been added, but where the circumstances of the offence didn't necessarily suggest an honour based element.
33	Prevent remains a key part of the national counter terrorism approach. Following the introduction of the Counter-Terrorism and Security Act 2015 in July 2015, the Safe City Partnership established a Prevent Working Group to coordinate and monitor activity in the city. The Partnership has also agreed a Prevent Action Plan which the working group own and monitor. 30 out of 37 actions have been completed including the development and launch of the Prevent website which contains sign posting and links to resources such as training. The remaining 7 actions are either on track for completion or have been assigned to new members of the working group.
	<b>Hate Crime</b>
34	492 incidents of hate crime were recorded by Police in Southampton in 2015/16. This is an 11.5% increase from 2014/15 but less than the 19% increase recorded nationally. 70% of hate crime is related to race, with 12% related to sexual orientation. However, these figures are likely to be an underestimate with the National Crime Survey estimating that only 40% of hate crime is reported and local anecdotal evidence suggesting that actual crime rates are higher.
35	A public statement 'Southampton's Pledge Against Hate', was launched in October 2016 coinciding with National Hate Crime Awareness Week. This was promoted alongside a partnership Hate Crime Awareness Campaign, funded by Southampton Connect. The campaign sought to inform the public what hate crime/incidents are and how to report them as well as promote Southampton as a zero tolerance city. In addition the Police refreshed and promoted their free hate crime app and a booklet which provides contact details for reporting and support services.
	<b>Street Begging</b>
36	Street begging was identified as a key issue for Southampton in 2015, and three key actions were agreed for the Council and partners, in addition to ongoing outreach and support work: <ul style="list-style-type: none"> <li>• The introduction of Public Space Protection Orders (PSPOs) following consultation with residents.</li> <li>• A communications campaign to raise awareness and encourage alternative giving to the Society of St James and Two Saints.</li> <li>• Enforcement action by the Police.</li> </ul>
37	Southampton City Council introduced five public spaces protection orders (PSPOs) in April 2016 following public consultation. The orders make it an offence to beg or to drink

	alcohol in public within the designated areas. A number of penalties have been issued with one case progressing to prosecution.
37	The communications campaign launched in May 2016 and included a poster campaign (funded by the council, with posters displayed at JC Decaux sites in the city), collaborative PR with local charities, web stories and information, social media, e-alerts and screen savers. Unfortunately, there was a lack of engagement from businesses in the city with the campaign, especially in terms of their willingness to display posters, which impacted on its reach. Donations have been received by both charities, but the sums involved are low.
38	However, street begging continues to be an issue in the city and anecdotal information indicates that a number of those begging have access to accommodation and/or are travelling into the city for the purpose of begging. The Safe City Partnership and Southampton Connect discussed this issue at their last meetings, and agreed a number of actions, including looking at mobilising a multi-agency team, asking businesses to support communications, gathering learning from other areas and working with the Universities to educate students.
	<b>Renewing the Safe City Strategy</b>
39	The Southampton Safe City Strategy 2014 - 2017 will be renewed in March 2017, taking into account progress over the previous year and evidence gathered as part of the Strategic Assessment. The new strategy will be a three year strategy to be delivered by March 2020 with annual updates.
40	The current Safe City Strategy focuses on 4 priorities: <ul style="list-style-type: none"> <li>• Reduce crime and anti-social behaviour</li> <li>• Reduce the harm caused by drugs and alcohol</li> <li>• Protecting vulnerable people</li> <li>• Reduce youth crime.</li> </ul>
41	The evidence from the Safe City Strategic Assessment demonstrates that these priorities continue to be key issues for the city. Officers are working with Hampshire Constabulary, Hampshire Fire and Rescue and other stakeholders to review and update the actions and measures in order to address the key issues highlighted by the Strategic Assessment. Revised versions of the Safe City Strategy and the associated Youth Justice Strategy will be presented to Cabinet and Council in March 2017.
<b>RESOURCE IMPLICATIONS</b>	
<b><u>Capital/Revenue</u></b>	
42	No implications at this stage.
<b><u>Property/Other</u></b>	
43	No implications at this stage.
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
44	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.
45	The Police and Justice Act 2006 empowers overview and scrutiny committees to scrutinise Crime and Disorder Reduction Partnerships, and the partners who comprise

	it, insofar as their activities relate to the partnership, at least once a year.
<b><u>Other Legal Implications:</u></b>	
46	None
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
47	These will be defined as the work progresses.

<b>KEY DECISION?</b>	No
<b>WARDS/COMMUNITIES AFFECTED:</b>	None directly as a result of this report
<b><u>SUPPORTING DOCUMENTATION</u></b>	
<b>Appendices</b>	
1.	Safe City Scorecard
<b>Documents In Members' Rooms</b>	
1.	None
<b>Equality Impact Assessment</b>	
Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
<b>Privacy Impact Assessment</b>	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
<b>Other Background Documents</b>	
<b>Equality Impact Assessment and Other Background documents available for inspection at:</b>	
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.	Safe City Strategic Assessment <a href="http://www.publichealth.southampton.gov.uk/safe-city">http://www.publichealth.southampton.gov.uk/safe-city</a>

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	Key actions	Lead Agency	Measure	2016/17	2017/18	Trend	
<b>Appendix 1</b>							
<b>Reduce crime and anti-social behaviour</b>	1.1a	Improve communication to inform people about what is being done and to help people understand what they need to do to keep themselves safe.	SCC	People in the city who very safe in their local areas during the day (%) Biennial: 2013/14 - 2015/15	58.00%	60.00%	▲
	1.1b		SCC	People in the city who very safe in their local areas during the night (%) Biennial: 2013/14 - 2015/15	35.00%	31.00%	▼
	1.2a	Maintain the three publically agreed 'Community Priorities' in all neighbourhoods to target issues (crime and anti-social behaviour) that most significantly impact communities.	Hampshire Constabulary	Total Crime - Rate per 1,000	28.06	29.92	▲
	1.2b		Hampshire Constabulary	Anti-social Behaviour - Rate per 1,000	11.96	12.76	▲
	1.2c		Hampshire Constabulary	Burglary in a dwelling - Rate per 1,000	0.93	0.92	▼
	1.3	Implement an improvement plan, focused on prevention, early intervention, education and enforcement to address the high levels of rapes and serious sexual offences across the city.	Hampshire Constabulary	Serious sexual offences - Rate per 1,000	0.62	0.71	▲
	1.4	Develop prevention, intelligence and enforcement plans to tackle emerging crime patterns.	Hampshire Constabulary	Most Similar Group position (Crimes) Rate Per 1,000 - 2015/16	15.00	15.00	▶
1.5	Deliver and monitor the success of the Prince's Trust 'Team' and 'Get Started' programmes targeting long-term unemployed, educational underachievers, ex-offenders and care leavers.	Hampshire Fire and Rescue Service	n/a				
1.6	Develop community engagement networks to ensure victims of hate crime have the confidence to report incidents and to ensure this crime data is monitored.	Hampshire Constabulary	Hate Crime incidents - Rate Per 1,000	0.51	0.59	▲	
<b>Reduce harm caused by drugs and alcohol</b>	2.1	Ensure effective use is made of the funds obtained from the Late Night Levy to reduce the harm caused by drugs and alcohol in the night time economy.	SCC	n/a			
	2.2a		Integrated Commissioning Unit	Treatment Completion & Non-representation (% opiate clients)	5.80%	5.75%	▼
	2.2b	Ensure the new single pathway for drug and alcohol treatment services is effective at helping users to successfully complete their treatment and break the cycle of addiction.	Integrated Commissioning Unit	Treatment Completion & Non-representation (% non-opiate clients)	24.90%	26.90%	▲
	2.2c		Integrated Commissioning Unit	Treatment Completion & Non-representation (% alcohol clients)	40.30%	38.00%	▼
	2.3	Develop and implement a city wide Alcohol Strategy to include both public health and community wide safety issues.	SCC	Alcohol related violent crime (Incidents per 1,000)	1.35	1.54	▲
2.4	Maintain Operation Fortress principles to restrict supply and demand for Class A drugs and to work with affected communities to help them rebuild.	Hampshire Constabulary	Drug related violent crime (Incidents per 1,000)	0.12	0.12	▼	
2.5	Target under age sales of alcohol in the city by taking robust action against offending premises.	SCC	n/a				
<b>Protecting vulnerable people</b>	3.1	Ensure there are appropriate referral routes in place to programmes for perpetrators of domestic abuse.	National Probation Service	n/a			
	3.2	Continue to support the counter extremism Prevent agenda and maintain routes for safeguarding people at risk of radicalisation.	SCC	n/a			
	3.3	Develop understanding of the extent of missing, exploited and trafficked (MET) children, modern slavery, female genital mutilation (FGM), and honour based violence in the City and take action to address these issues.	Hampshire Constabulary	n/a			
	3.4a	Implement the multiagency Tackling Domestic Violence and Abuse Plan 2015-17, including establishing an integrated Multiagency Risk Assessment Conference (MARAC) and-Multi Agency Safeguarding Hub (MASH) model to improve partnership risk assessment and response for high risk Domestic Abuse.	SCC	Repeat domestic violence and abuse cases returning to a Multi-Agency Risk Assessment Conference (MARAC) (%)	25.00%	27.00%	▲
3.4b		SCC	Multi Agency Safeguarding Hub (MASH) - Referrals which are re-referrals within one year of a closure assessment (%)	22.92%	19.00%	▼	
<b>Reduce reoffending and Reduce youth crime</b>	4.1	Support effective Integrated Offender Management (IOM) and Priority Young People (PYP) to deal with the most prolific offenders across the city.	Youth Offending Service	Proportion of youth offenders who re-offend (%) Jul 2013 - Jun 2014 / Oct 2013 - Sep 2014	37.80%	39.20%	▲
	4.2a	Develop relationships with schools and continue to innovate in house resources such as the accredited arts provision.	Youth Offending Service	Gaining Gold 'Artsmark' standard for arts provision - Increase education, training and employment engagement by 10%.	-	-	-
	4.2b		Youth Offending Service	Education, Training and employment engagement (Combined - School and Non-school age)	64.20%	62.00%	▲
	4.3	Implement outcomes from the Ending Gang and Youth Violence Peer review.	Youth Offending Service	Serious Youth Crime (Class A Drug Distribution) - Arrests / Charges	11 / 2	0 / 0	▼
	4.4	Ensure the Youth Offending Service is involved at the earliest opportunity in order to help Looked After Children at risk of offending.	Youth Offending Service	% Looked after children convicted or subject to a final warning or reprimand during the year	4.0%	5.0%	▲
4.5	Continue to engage with the West Hampshire Youth Bench to ensure other restorative routes are considered.	Youth Offending Service	Use of Custody (Youth) - Rate per 10,000	0.05	0.11	▲	

Comparisons are between Q1 2016/17 and Q2 2016/17 unless stated otherwise

# 1

## Reduce crime and anti-social behaviour

### 1.1

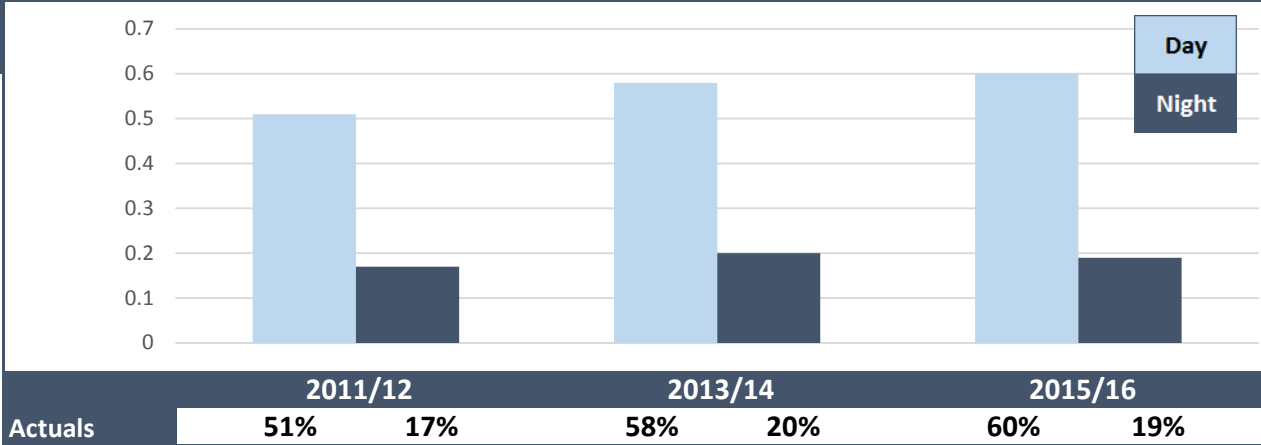
#### People in the city who very safe in their local areas during the day/night

A high percentage is **GOOD**

Preferred direction of travel



a low percentage is **POOR**



Data for this performance measure is collected every two years. The next survey is due in 2017/18. The feeling of safety during the day has increased year on year. The feeling of safety during the night has remained fairly constant.

Activity undertaken to communicate with the public includes the police updating their public guidance information on the internet and city wide partnership campaigns:

- Raising awareness of Hate Crime; what is, how to report it and promoting Southampton as a zero tolerant city on hate crime. In addition the police have updated and released an updated Hate Crime Awareness handbook and continued promotion of the Hate Crime App.
- Street begging campaign; this gave the public the option to donate to local homelessness charities and raise awareness of the issues of street begging.

Source: Safe City Survey 2012 - 2016

### 1.2a

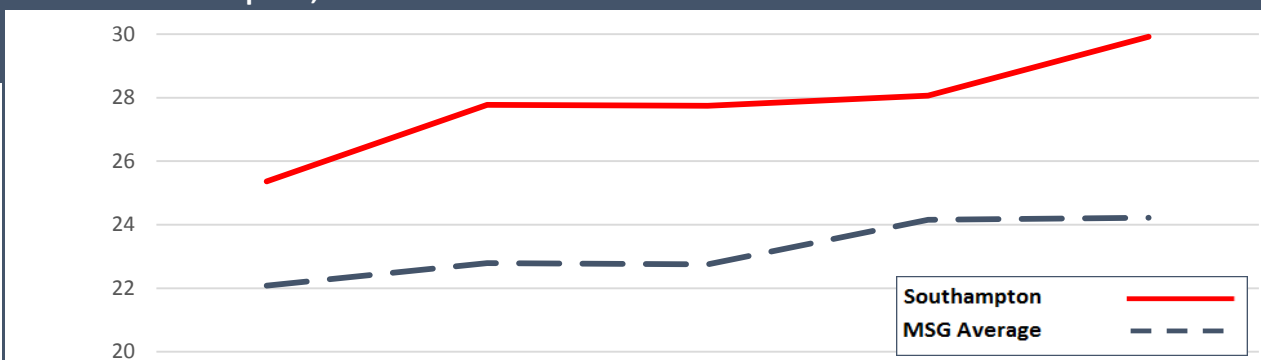
#### Total Crime - Rate per 1,000

A high number is **POOR**

Preferred direction of travel



a low number is **GOOD**



Actuals	2015/16			2016/17	
	Quarter 2	Quarter 3	Quarter 4	Quarter 1	Quarter 2
Actuals	25.4	27.8	27.7	28.1	29.9
Benchmark	22.1	22.8	22.8	24.2	24.2

### 1.2b

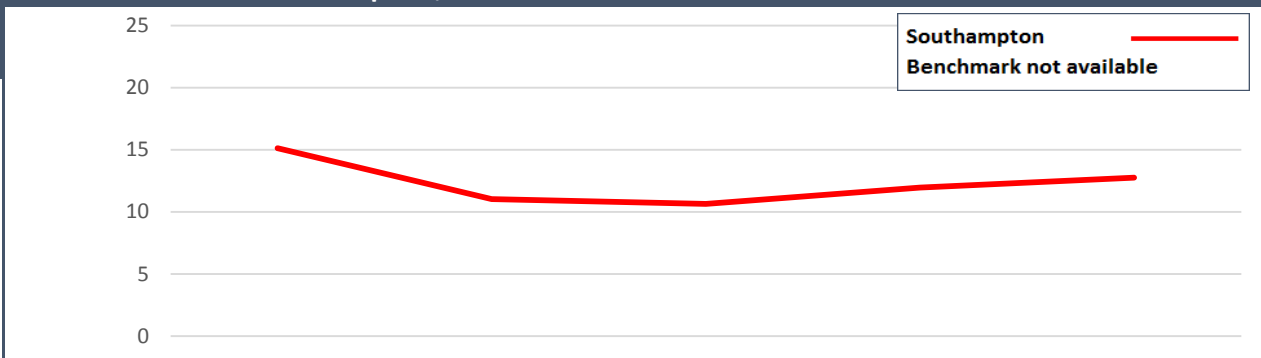
#### Anti-social Behaviour - Rate per 1,000

A high number is **POOR**

Preferred direction of travel



a low number is **GOOD**



Actuals	2015/16			2016/17	
	Quarter 2	Quarter 3	Quarter 4	Quarter 1	Quarter 2
Actuals	15.1	11.0	10.6	12.0	12.8

Source: Safe City Partnership

1.2c

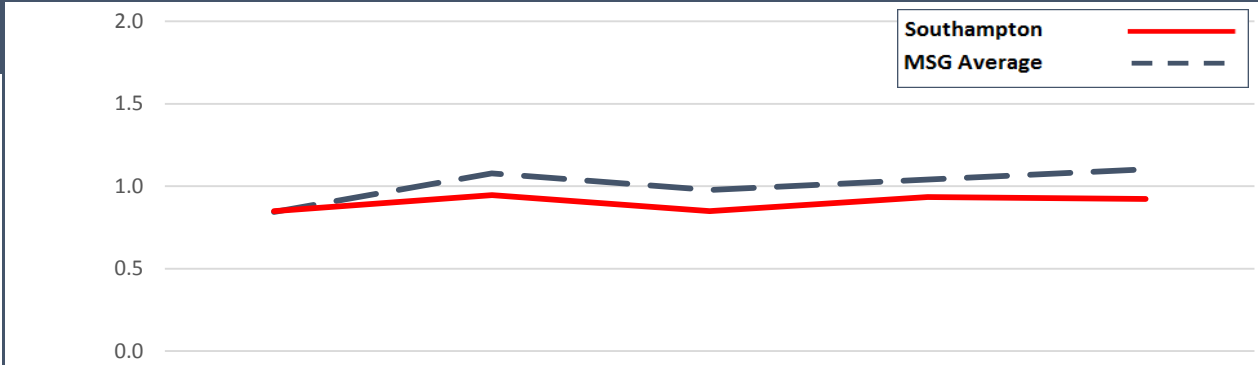
A high number is **POOR**

Preferred direction of travel



a low number is **GOOD**

Burglary in a dwelling - Rate per 1,000



	2015/16			2016/17	
	Quarter 2	Quarter 3	Quarter 4	Quarter 1	Quarter 2
Actuals	0.85	0.95	0.85	0.93	0.92
Benchmark	0.84	1.08	0.98	1.04	1.10

The total crime rate has increased compared to the same period last year. The ASB rate has reduced compared to the same period last year. The rate of dwelling burglaries has slightly increased but Southampton remain below the average rate of burglaries for similar areas.

Safer Neighbourhood teams regularly communicate and engage with members of the public in all areas in Southampton. For example Bitterne Market beat surgery has just been reinvigorated every fortnight in response to feedback from members of the public. Teams also liaise with existing groups and forums e.g. Weston Community Forum, to identify and respond to issues including motor vehicle nuisance and ASB.

Risk assessments are carried out for high risk ASB individuals and assessed by the new Multi-Agency Safeguarding Hub (MASH). Appropriate action is then taken by police liaising with partners to implement support and in some cases to arrest suspects and/or implement other action such as Criminal Behaviour Order under the Anti-Social and Criminal Behaviour Act 2014. Repeat callers for service are also identified and appropriate inter-agency action taken.

Source: Iqanta - Crime Data

1.3

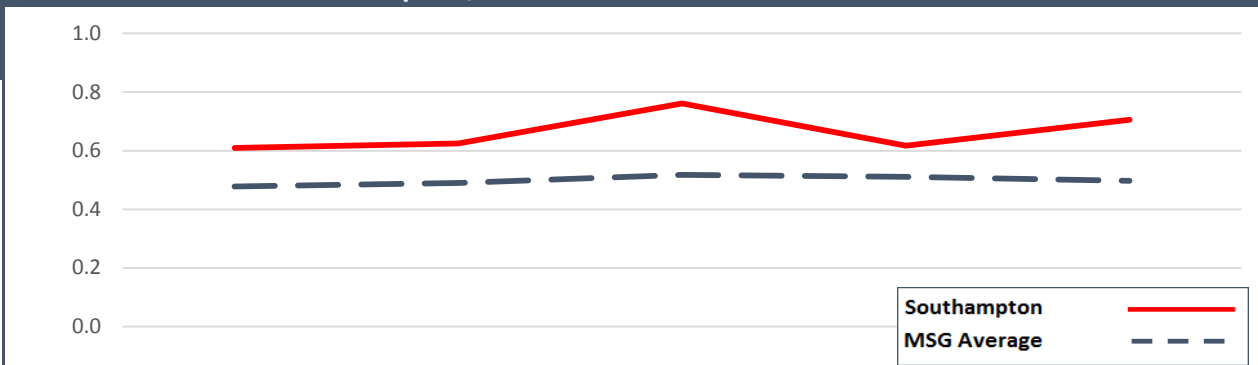
A high number is **POOR**

Preferred direction of travel



a low number is **GOOD**

Serious sexual offences - Rate per 1,000



	2015/16			2016/17	
	Quarter 2	Quarter 3	Quarter 4	Quarter 1	Quarter 2
Actuals	0.61	0.63	0.76	0.62	0.71
Benchmark	0.48	0.49	0.52	0.51	0.50

The rate of serious sexual offences has increased slightly in Southampton compared to the same period last year. Southampton remains above the average rate for similar areas.

The Western Sexual Crime Action Plan 2015-2017 is in place to tackle sexual crime under four main headings: Pursue, Prevent, Protect, Prepare. Hampshire constabulary have completed actions including supporting officers to undertake training to improve their knowledge around consent issues for good quality investigations and are continuing to develop the Serious Sexual Offences Group.

Source: Iqanta - Crime Data

1.4

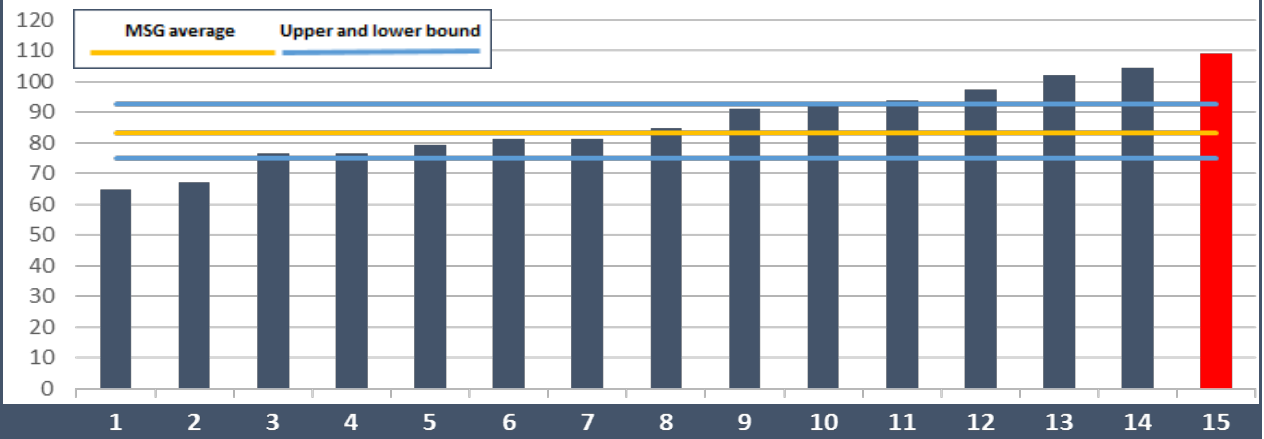
A high number is POOR

Preferred direction of travel



a low number is GOOD

Most Similar Group position (Crimes) Rate Per 1,000 - 2015/16



1. Luton	65	6. Slough	81	11. Northampton	94
2. Eastbourne	67	7. Hounslow	81	12. Leeds	97
3. Plymouth	76	8. Reading	85	13. Bristol, City of	102
4. Gloucester	76	9. Cardiff	91	14. Portsmouth	104
5. Derby	79	10. Newcastle	92	15. Southampton	109

**Most Similar Group:** This chart compares the crime rate in Southampton to the average crime rate across similar areas. It shows the total number of crimes over a twelve month period per thousand residents.

Where an area lies in relation to the upper and lower bound lines is more important than its rank among similar areas. If an area lies between bounds, its crime rate is normal for the group. If above the upper bound, its crime rate is higher than normal for the group, and similarly, below the lower bound, its crime rate is lower than normal.

The areas shown in this chart are those that have been assessed to be most similar. However, the circumstances within these areas do still vary and these variations can have an impact on the crime rates observed.

The partnership are using learning from the Ending Youth Gang Violence Peer Review undertaken earlier this year to inform future work. The close working relationship with the police and YOS has resulted in a ground breaking information sharing agreement with Lewisham Council in order to identify County Lines, cross border drug dealers and safeguard the young people who are exploited to run drugs for out of force criminal gangs.

Regular Tactical Planning Meetings are held by the police to identify crime trends and emerging crime patterns with appropriate resources and tactics used to seek opportunities to mitigate threat, harm and risk.

The Intelligence Unit in the council collate information from a number of sources including the police to develop the Strategic Needs Assessment. This information is then fed into the police’s Violent Crime Strategy and Night Time Economy plan.

Source: Iquanta - Crime Data

1.5

70% of attendees achieving a positive progression to employment, education or training within 3 months of course completion.

2 Princes Trust Programs ran in Southampton during the 2015/16 academic year. 100% of attendees achieved the Princes Trust Qualification. (A total number of 42 young people aged 16-25 commenced and completed the programme.) The Princes Trust contact all young people 3 months after the course to track how many progress onto employment, traineeships or college. 20 out of 30 (60%)who responded have jobs, traineeships or are in Further Education.

3 programs are planned for 2017 to be held in January, May and October. The Princes Trust will align data collection to calendar year after academic year 2016/17).

HFRS Princes Trust team.



1.6

Hate Crime incidents - Rate Per 1,000



A high number is **POOR**

Preferred direction of travel



a low number is **GOOD**

Actuals	2015/16			2016/17	
	Quarter 2	Quarter 3	Quarter 4	Quarter 1	Quarter 2
	0.52	0.57	0.43	0.51	0.59

The rate of recorded hate crime incidents has increased slightly compared to the same period last year.

Southampton’s focus on hate crime will be to further improve the service given to victims and investigate standards. This should result in an increase in victim satisfaction and detection rates.

A partnership Hate Crime Awareness Campaign was initiated this year. The campaign consisted of raising awareness of what hate crimes/incidents are, how to report it and promoted Southampton as a zero tolerant city on hate crime.

The hate crime app and the hate crime booklet has been updated and circulated to the public by the police.

Source: Safe City Partnership -Hate Crime

# Reduce harm caused by drugs and alcohol

## Reduce alcohol related violence rates. Report on how the Late Night Levy has been spent.

### 2.1

A total of £106,500 was collected through the Late Night Levy. The Late Night Levy Board met and agreed to distribute the funds as follows:

- £15K Taxi Marshals scheme to cover night ranks at key locations to prevent crime and disorder as Taxi rank queues are a hotspot for violent crime.
- £25K to Southampton Street Pastors to support their work in the NTE supporting the vulnerable
- £21.5K to the I.C.E. bus to cover staff costs and is part of Budget Savings for the authority.
  - £20K to Street Cleaning to support the extra cleaning provided by SCC in response to the NTE. Also part of budget savings.
  - £25K to CCTV to contribute to the general running costs of the CCTV operation, including resourcing the radio link used by premises.

In the future the Business Improvement District (Go! Southampton) may impact on the funds collected for the levy.

### 2.2a

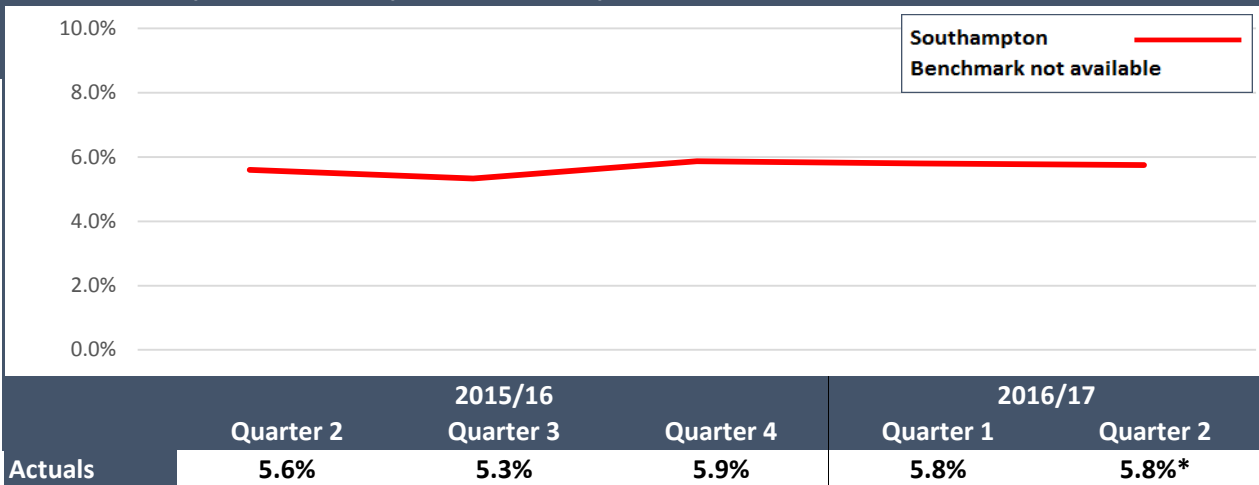
A high percentage is **GOOD**

Preferred direction of travel



a low percentage is **POOR**

#### Treatment Completion & Non-representation (% opiate clients)



### 2.2b

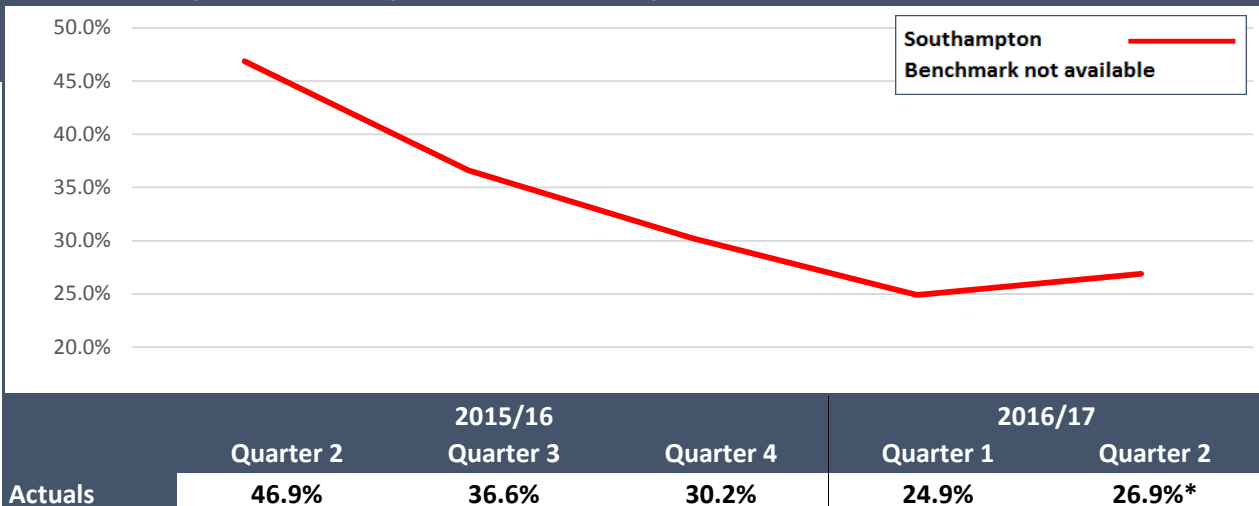
A high percentage is **GOOD**

Preferred direction of travel



a low percentage is **POOR**

#### Treatment Completion & Non-representation (% non-opiate clients)



# Reduce harm caused by drugs and alcohol

## 2.2c

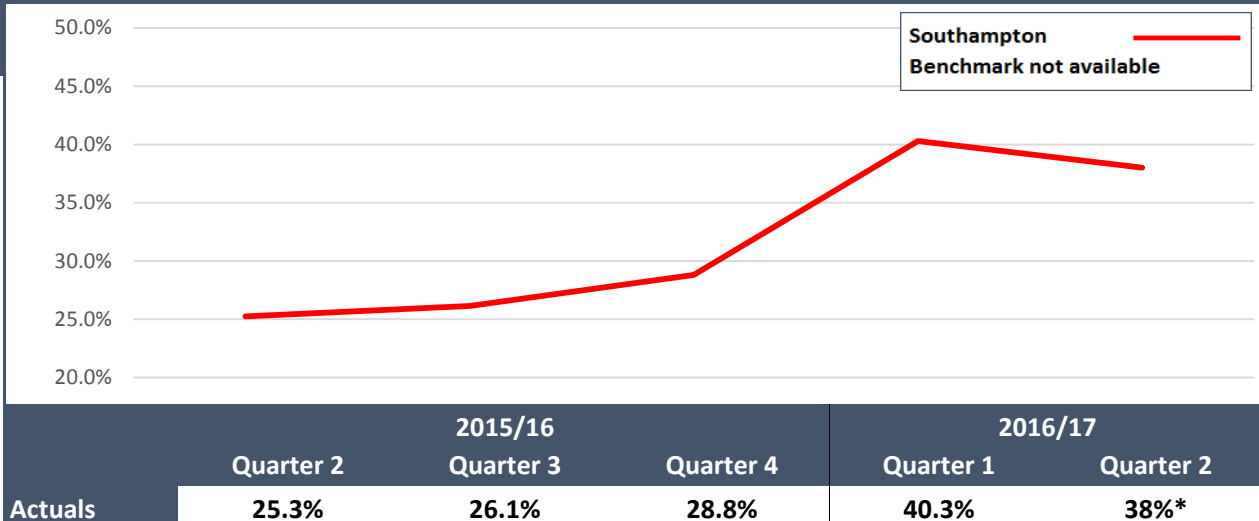
A high percentage is **GOOD**

Preferred direction of travel



a low percentage is **POOR**

Treatment Completion & Non-representation (% alcohol clients)



Performance is beginning to recover across the Key Performance Indicators of Successful Completions and re-representations to services.

This means that Southampton is no longer considered to be a “Priority Partnership” by Public Health England. However, Improvement Plans and Performance Notices are still in place currently and providers for adult services are subject to robust monthly monitoring. If the improved performance trajectory continues, this could be reviewed in quarter 3. Providers continue to report outcomes on a weekly basis. Significant progress in TOPS completions has been maintained along with the provision

A new case recording system was implemented across the substance misuse provider partnership in July 2016 and early reports are that this has gone well with data migrated successfully. Staff appear to be successfully inputting data and case information. This will lead to significant improvements in data accuracy and the ability for services to work jointly. Commissioners continue to work closely with provider services in order to facilitate partnership working and communication.

\*Q2 2016/17 is using the latest data available - Month 5 of 2016/17

Source: NDTMS

## 2.3

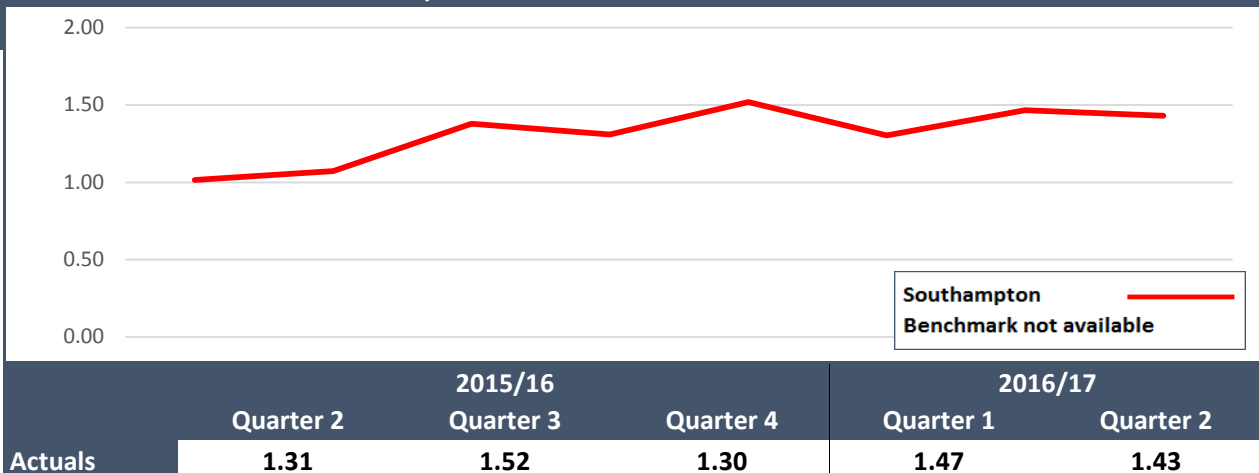
A high number is **POOR**

Preferred direction of travel



a low number is **GOOD**

Alcohol related violent crime -Rate per 1,000



The rate of alcohol related violent crime has increased compared to the same period last year.

The alcohol strategy working group established this year involves many different stakeholders including: universities, licenced premises, service users, health partners, police and community safety. The working group aim to develop a strategy to go live in March 2017.

Source: Safe City Partnership - Crime Commission Rates

## 2.4

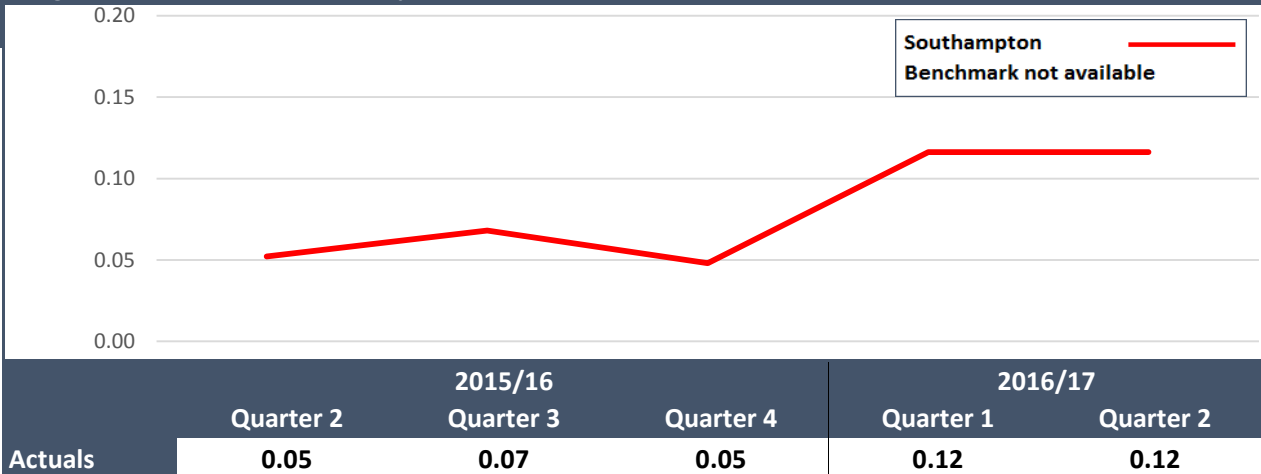
### Drug related violent crime - Rate per 1,000

A high number is **POOR**

Preferred direction of travel



a low number is **GOOD**



The rate of drug related violent crime has increased compared to the same period last year.

Operation Fortify is a multi-agency response to manage drug related harm and risk across the city. Increasingly the focus will be to respond to those most at risk from drug related harm to ensure all agencies work together to safeguard the vulnerable. Enforcement activities will continue across the city focussing primarily on those who pose the greatest threat, harm and risk to our communities. We recognise that such disruption to Class A drugs supply can impact on those who use drugs and we will ensure drugs support services are an integral part to any multi-agency response.

Source: Safe City Partnership - Crime Commission Rates

## 2.5

### Decrease in the number of tested premises selling alcohol to those who are under age.

During the period July-September 2017 a total of 14 test purchases of alcohol were conducted. A total of 3 sales were made, giving a failure rate of 21%.

During July-September 2017 a licence review was brought by Trading Standards and supported by Police and Public Health: this related to the underage sale of alcohol, sale of illegal alcohol, breach of licensing condition relating to pricing of alcohol and employment of a person not permitted to work in the UK – it resulted in revocation of the premises licence, ie alcohol can no longer be sold from the premises.

## 3.1

### Increase the number of identified perpetrators of domestic abuse engaged in programmes or interventions.

78.8% and 52.2% of National Probation Service (NPS) and Community Rehabilitation Company (CRC) supervised offenders respectively were found to have issues with relationships linked to their offending behaviour. The level of this need has remained steady in offenders supervised by CRC at around 52% but this proportion of NPS who have this need identified as increased by nearly seven percentage points from 2014/15 to 2015/16. This type of need relates to domestic violence and abuse (DVA), developing and sustaining appropriate relationships, management of social networks, and parenting responsibilities. Hampshire Community Rehabilitation Company provide a nationally accredited offending behaviour programme (Building Better Relationships) to address DVA. NPS staff also deliver a one-to-one intervention for those deemed unsuitable for the accredited programme.

## 3.2

### Ensure actions on the Prevent Action Plan are implemented.

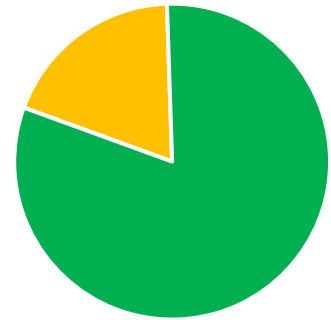
**Amber 7, Green 30**

#### Amber:

- 4 actions have been assigned to new Prevent Working Group members.
- 3 actions are ongoing pieces of work which are on track for completion

#### Green:

- These actions include the completed action of developing and launching the Prevent website which contains sign posting and links to resources including Prevent training for all.



A sub group of the Safe City Partnership has been set up to report on the progress of the Prevent Action Plan.

## 3.3

### Develop understanding of the extent of missing, exploited and trafficked (MET) children, modern slavery, female genital mutilation (FGM), and honour based violence in the City and take action to address these issues.

An Honour based violence/Forced Marriage/Female Genital Mutilation action plan is in place the main priority of which focuses on community engagement, data collection and establishing a relevant problem profile. Progress already made includes:

- Hampshire Constabulary have delivered training to partners and police staff.
- Hampshire Constabulary have also made some technical changes to systems to enhance initial identification of risk.

Hampshire Constabulary are currently focussing on refreshing staff training and amongst emerging pieces of work are to develop a strategy around processes at ports and airports.

# Protecting vulnerable people

## 3.4a

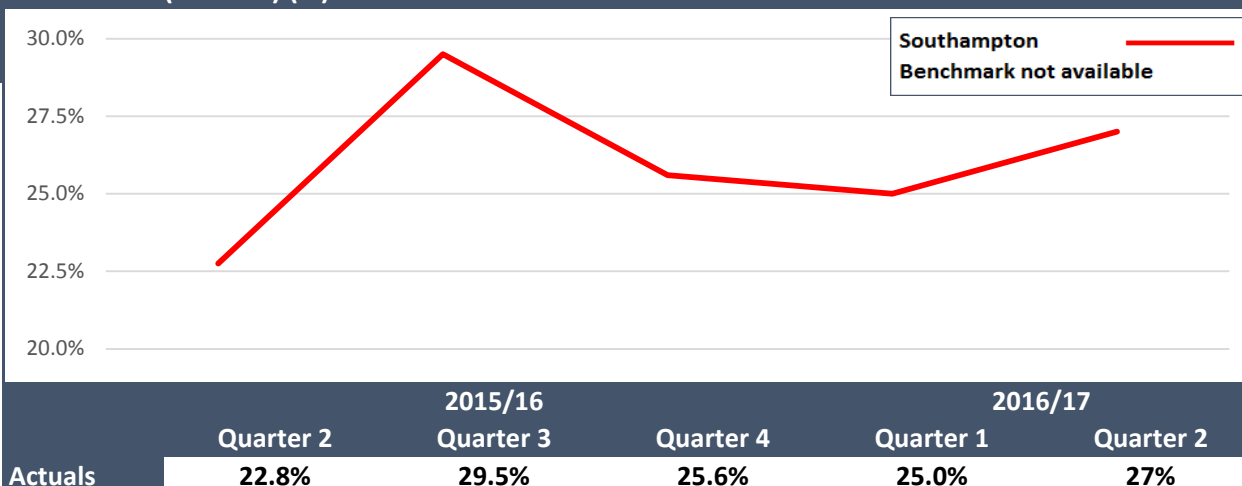
### Repeat domestic violence and abuse cases returning to a Multi-Agency Risk Assessment Conference (MARAC) (%)

A high percentage is **POOR**

Preferred direction of travel



a low percentage is **GOOD**



## 3.4b

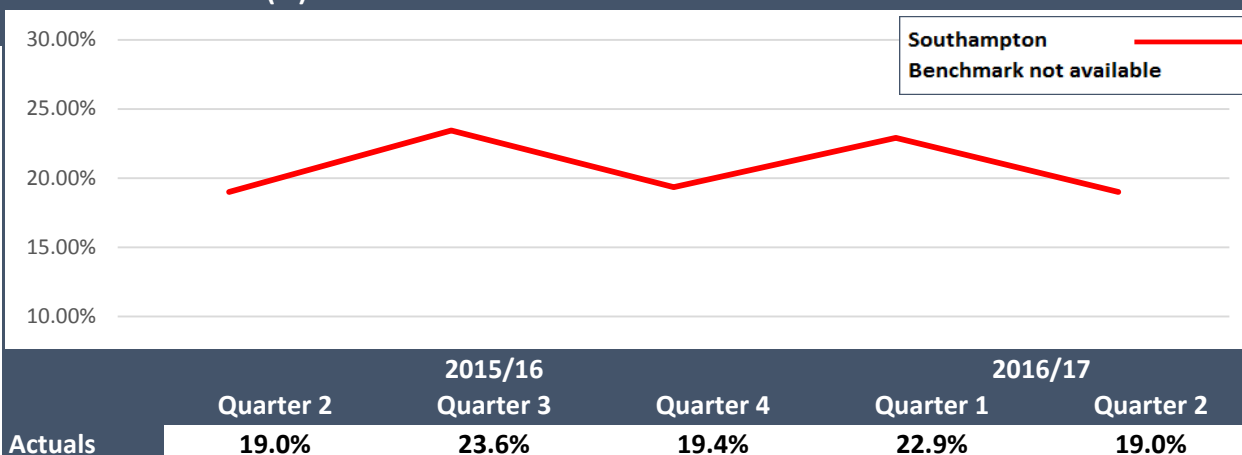
### Multi Agency Safeguarding Hub (MASH) - Referrals which are re-referrals within one year of a closure assessment (%)

A high percentage is **POOR**

Preferred direction of travel



a low percentage is **GOOD**



The percentage of repeat domestic violence and abuse cases returning to MARAC has increased compared to the same period last year - the number of MASH re-referrals is equal to the same period last year.

Progress on key actions set out in the DVA Plan for 2015/16 have been completed and reported back in the DVA Re-Fresh 2016/17. The Integrated MARAC-MASH model began operating in late June 2016 and is going well. This demonstrates extensive commitment by all partner agencies to join up child and adult safeguarding with high risk domestic abuse risk assessment. Monitoring and quality assurance is in place & evaluation will be undertaken after 6 months.

# Reduce reoffending and Reduce youth crime

## 4.1

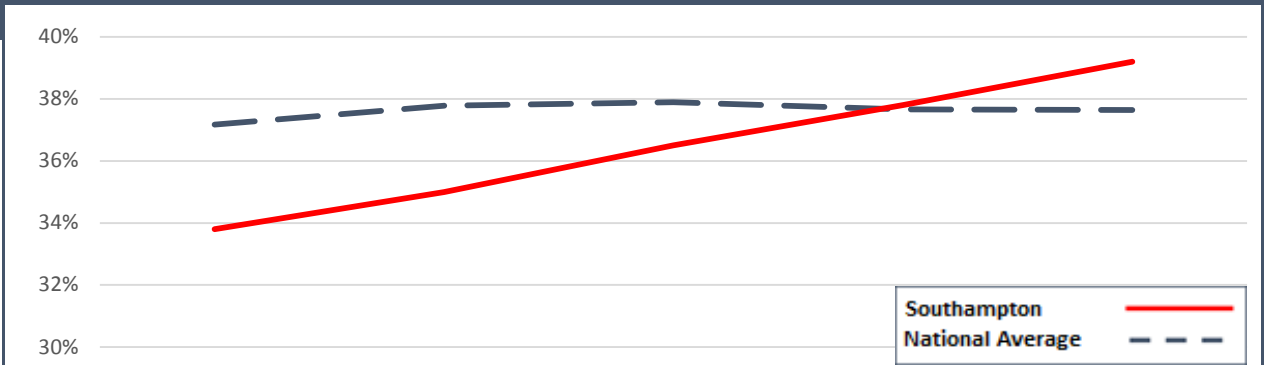
### Proportion of youth offenders who re-offend (%)

A high percentage is **POOR**

Preferred direction of travel



a low percentage is **GOOD**



	Oct 2012 - Sep 2013	Jan 2013 - Dec 2013	Apr 2013 - Mar 2014	Jul 2013 - Jun 2014	Oct 2013 - Sep 2014
<b>Actuals</b>	<b>33.8%</b>	<b>35.0%</b>	<b>36.5%</b>	<b>37.8%</b>	<b>39.2%</b>
<b>Benchmark</b>	<b>37.2%</b>	<b>37.8%</b>	<b>37.9%</b>	<b>37.7%</b>	<b>37.6%</b>

The 2016/17 Priority Young People (PYP) cohort has been set. There are 15 young people in the cohort and between them they received 65 convictions in 2015 / 16. In the first two quarters of 2016/17, 9 young people had received 17 convictions. All priority young people are allocated a police single point of contact (SPOC) who works with the Youth Offending Service. Cases are reviewed on a monthly basis at the PYP Panel.

Source: Ministry of Justice - Proven re-offending statistics

The 12 month reoffending rate for the October 2013 - September 2014 cohort is presented, this is the latest available data

## 4.2a

### Gaining Gold 'Artsmark' standard for arts provision - Increase education, training and employment engagement by 10%.

Regarding Arts Award delivery: 7 young people are involved in activity as art of the national Tate Exchange Project. The level / standard of this work puts Southampton YOS in a good position to achieve Artsmark at least at Gold level in 2017.

## 4.2b

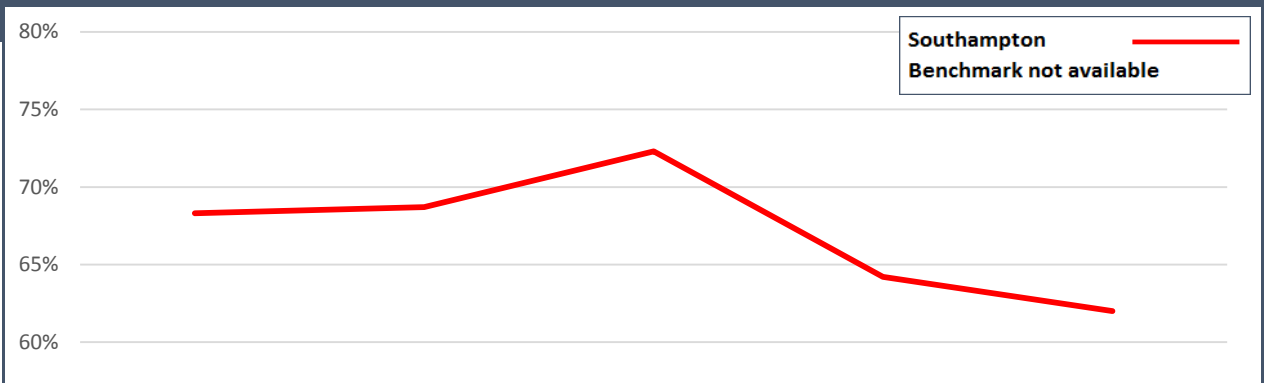
### Education, Training and employment engagement (Combined - School and Non-school age)

A high percentage is **POOR**

Preferred direction of travel



a low percentage is **GOOD**



	2015/16 Q2	2015/16 Q3	2015/16 Q4	2016/17 Q1	2016/17 Q2
<b>Actuals</b>	<b>68.3%</b>	<b>68.7%</b>	<b>72.3%</b>	<b>64.2%</b>	<b>62.0%</b>

Overall engagement in education, training and employment is 62% which is 6.3% lower than the same period last year. The level of engagement in the school age cohort (-10.8%) has had a significant impact upon overall performance; engagement in the above school age cohort having increased by 5.4%.

There is a wide range of activity being undertaken to support better ETE outcomes for young including: restorative practice in schools, City Deal, Youth Achievement Awards, Arts Award and the YOS Management Board is updated regularly.

# Reduce reoffending and Reduce youth crime

## 4.3

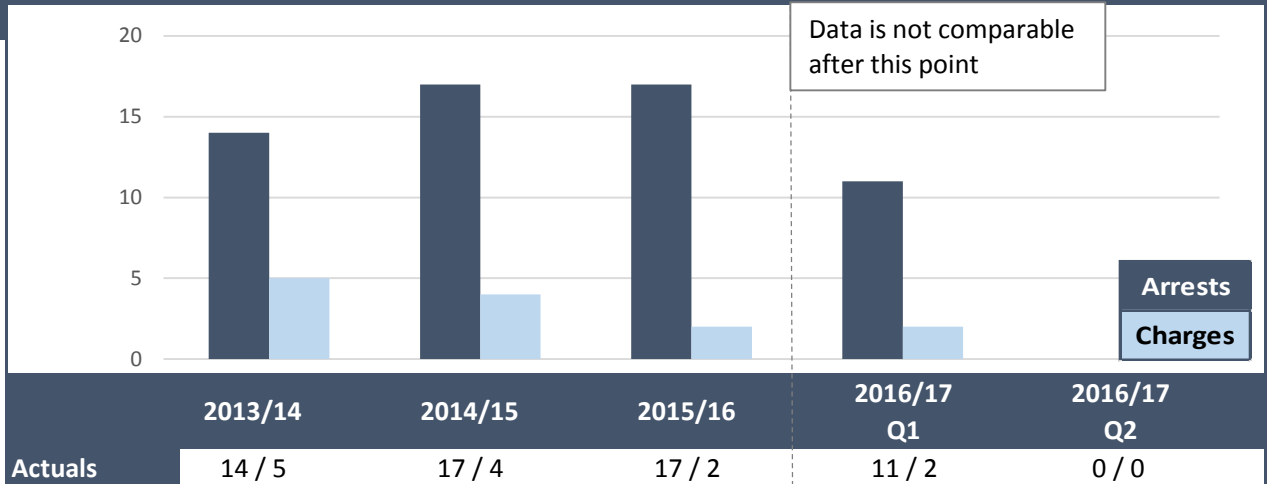
### Serious Youth Crime (Class A Drug Distribution) - Arrests / Charges

A high number is **POOR**

Preferred direction of travel



a low number is **GOOD**



The refreshed Southampton Serious Youth Crime Prevention Plan was endorsed by the YOS Management Board and Safe City Partnership in May 2016. Progress will be reviewed in March 2017.

After a spike in activity involving youths in quarter 1 there have been no youths arrested / charged for possession with intent to supply class A drugs in quarter 2.

## 4.4

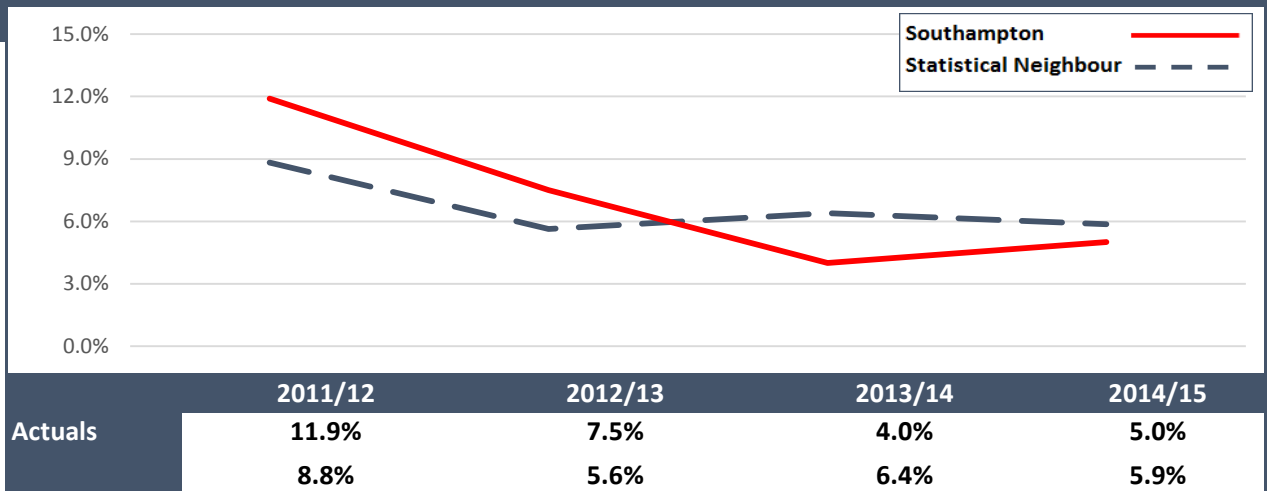
### % LAC convicted or subject to a final warning or reprimand during the year

A high percentage is **POOR**

Preferred direction of travel



a low percentage is **GOOD**



Two Southampton Looked After Children (LAC) offended in quarter 2, which is the same as the quarterly average for the past three years. Case studies will be presented to the YOS Management Board in November 2016 – but, the level of offending meant that diversion was not appropriate. The YOS Team manager and Police District Commander are scheduled to attend the Southampton Corporate Parenting Board in November 2016 to report on progress against the action plan in place to improve outcome for looked after children at risk of offending.

Source: DfE - Outcomes for children looked after



## 4.5

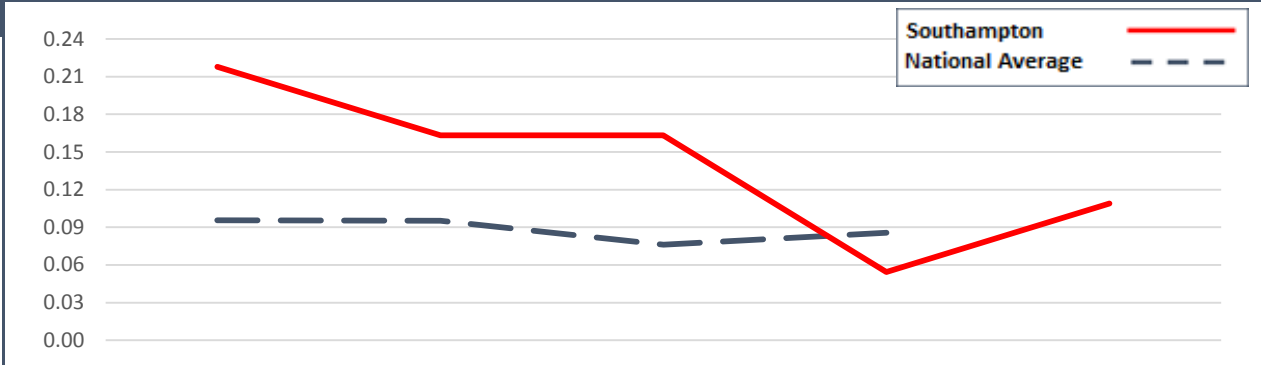
### Use of Custody (Youth) - Rate per 1,000

A high number is **POOR**

Preferred direction of travel

▼

a low number is **GOOD**



	2015/16			2016/17	
	Quarter 2	Quarter 3	Quarter 4	Quarter 1	Quarter 2
<b>Actuals</b>	<b>0.22</b>	<b>0.16</b>	<b>0.16</b>	<b>0.05</b>	<b>0.11</b>
<b>Benchmark</b>	<b>0.10</b>	<b>0.10</b>	<b>0.08</b>	<b>0.09</b>	<b>-</b>

Based on Youth Justice Board data, the level of custodial sentences is still not decreasing significantly enough to bring Southampton in line with the higher performing comparator YOTs or the national and regional averages.

The deferred sentence pilot has started and to date one young person has been identified as eligible. A pre-sentence report is being prepared accordingly.

Source: Youth Justice Annual Statistics - Use of Custody

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# Agenda Item 9

<b>DECISION-MAKER:</b>		OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE	
<b>SUBJECT:</b>		MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE	
<b>DATE OF DECISION:</b>		15 DECEMBER 2016	
<b>REPORT OF:</b>		SERVICE DIRECTOR - LEGAL AND GOVERNANCE	
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Mark Pirnie</b>	<b>Tel: 023 8083 3886</b>
	<b>E-mail:</b>	<b>Mark.pirnie@southampton.gov.uk</b>	
<b>Director</b>	<b>Name:</b>	<b>Richard Ivory</b>	<b>Tel: 023 8083 2794</b>
	<b>E-mail:</b>	<b>Richard.ivory@southampton.gov.uk</b>	
<b>STATEMENT OF CONFIDENTIALITY</b>			
None			
<b>BRIEF SUMMARY</b>			
This item enables the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings.			
<b>RECOMMENDATIONS:</b>			
	(i)	That the Committee considers the responses from Cabinet Members to recommendations from previous meetings and provides feedback.	
<b>REASONS FOR REPORT RECOMMENDATIONS</b>			
1.	To assist the Committee in assessing the impact and consequence of recommendations made at previous meetings.		
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>			
2.	None.		
<b>DETAIL (Including consultation carried out)</b>			
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.		
<b>RESOURCE IMPLICATIONS</b>			
<b><u>Capital/Revenue</u></b>			
5.	None.		

<b><u>Property/Other</u></b>	
6.	None.
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
7.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.
<b><u>Other Legal Implications:</u></b>	
8.	None
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
9.	None
<b>KEY DECISION</b>	No
<b>WARDS/COMMUNITIES AFFECTED:</b>	None directly as a result of this report
<b><u>SUPPORTING DOCUMENTATION</u></b>	
<b>Appendices</b>	
1.	Monitoring Scrutiny Recommendations – 15 December 2016
<b>Documents In Members' Rooms</b>	
1.	None
<b>Equality Impact Assessment</b>	
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out.	No
<b>Privacy Impact Assessment</b>	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
<b>Other Background Documents</b>	
<b>Equality Impact Assessment and Other Background documents available for inspection at:</b>	
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 – 15 December 2016

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
10/11/16	Transformation Projects	Transformation Programme Update	1) That, in light of the issues raised by residents relating to contacting the Council by telephone, the training provided and messages given to employees is reviewed.	The training programme has been reviewed to ensure full completion and roll out across the customer service function. The training has been extended and a full re-brief occurred on 16 <sup>th</sup> November, with a core focus upon customer treatment and included an overview of the case study explained in the OSMC session November. The quality scorecard has also been reviewed and amended to ensure customer vulnerability is clearly defined for our agents and the approach needed. Cabinet Member for Transformation has met with the Team Managers for a briefing on Customer Service expectations on 6th December 2016	
			2) That the Council’s website is updated to ensure that there is a consistent approach to publishing contact telephone numbers for service areas.	All numbers have been added back onto the website including Action Line.	
			3) That officers from the Transformation Team directly engage with the Pensioners Forum about the Council’s digital journey.	A meeting date is being set up for the New Year.	
			4) That the Cabinet Member encourages Councillors to provide feedback to the Cabinet Member or Transformation Director about examples of poor customer service experienced by residents through changes designed to encourage channel shift, and to raise these points with employees when attending organised visits to the Customer	Feedback has been forthcoming and actioned on a case by case basis.	Appendix 1

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
			Service Centre.		
			5) That the Cabinet Member provides political oversight of the message that the Council is seeking to ensure an inclusive approach to communicating with the authority.	Cabinet Member for Transformation has attended a half-day session with our customer service operation on Tuesday 6 <sup>th</sup> December. This session included a team briefing around customer treatment, and the importance of fully inclusive service operation. Furthermore, Cabinet Member for Transformation will be consulted on future IVR rollout or major changes.	
10/11/16	Finance	General Fund Revenue Budget 2017/18 to 2020/21	1) That, to help inform decision making and the budget setting process, officers analyse the increase in the levels of income accrued by the Council per annum as a result of the growth of Southampton's economy.	A detailed response to this recommendation is being developed and will be circulated to the Committee prior to the meeting.	