

Public Document Pack

Overview and Scrutiny Management Committee

Thursday, 13th July, 2017
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
Councillor Fuller
Councillor Furnell
Councillor Hannides
Councillor Morrell
Councillor Whitbread
Councillor Murphy
Councillor T Thomas
Councillor Coombs

Appointed Members

Catherine Hobbs, Roman Catholic Church
Revd. J Williams, The Church of England
(Portsmouth and Winchester Dioceses)
Vacancies

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

Contacts

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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.

The Southampton City Council Strategy (2016-2020) is a key document and sets out the four key outcomes that make up our vision.

- Southampton has strong and sustainable economic growth
- Children and young people get a good start in life
- People in Southampton live safe, healthy, independent lives
- Southampton is an attractive modern City, where people are proud to live and work

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 2017/18

2017	2018
15 June	11 January
13 July	15 February
10 August	15 March
14 September	12 April
12 October	
9 November	
14 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 Panel made in accordance with Council Procedure Rule 4.3.

2 ELECTION OF VICE-CHAIR

To elect a Vice-Chair to the Overview and Scrutiny Management Committee for the 2017-2018 municipal year.

3 DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary interests in any matter included on the agenda for this meeting.

NOTE: Members are reminded that, where applicable, they must complete the appropriate form recording details of any such interests and hand it to the Democratic Support Officer.

4 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.

5 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.

6 STATEMENT FROM THE CHAIR

7 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 15th June, 2016 and to deal with any matters arising, attached.

8 FORWARD PLAN (Pages 3 - 18)

Report of the Service Director, Legal and Governance enabling the Overview and Scrutiny Management Committee to examine the content of the Forward Plan and to discuss issues of interest or concern with the Executive, attached.

9 CLEAN AIR STRATEGY AND WESTERN GREEN WAY: PROGRESS UPDATE

(Pages 19 - 24)

Report of the Service Director, Transactions and Universal Services informing the Committee of progress made in the delivery of the Clean Air Strategy, attached.

10 MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE

(Pages 25 - 30)

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, 5 July 2017

Service Director, Legal and Governance

SOUTHAMPTON CITY COUNCIL
OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
MINUTES OF THE MEETING HELD ON 15 JUNE 2017

Present: Councillors Fitzhenry (Chair), Fuller, Furnell, Hannides, Morrell, Whitbread, Murphy, Coombs and D Thomas

Apologies: Councillors Moulton and T Thomas

Also in attendance: Councillor Letts, Leader of the Council
Councillor Hammond, Cabinet Member for Transformation Projects

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

The apologies of Councillor Moulton and Councillor T Thomas were noted and that following the temporary resignation of Councillor T Thomas from Committee, the Service Director Legal and Governance acting under delegated powers, had appointed Councillor D Thomas to replace her for the purposes of this meeting.

4. **ELECTION OF VICE-CHAIR**

RESOLVED to postpone the election of Vice-Chair to the next scheduled meeting of the Committee

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

RESOLVED that the minutes for the meeting held on 16 March 2017 and the Special Meeting held on 18 May 2017 be approved and signed as a correct record.

6. **FORWARD PLAN - ESTABLISHMENT OF A SOUTHAMPTON ENERGY SERVICES COMPANY**

The Committee considered the report of the Service Director, Legal and Governance detailing Establishment of a Southampton Energy Services Company briefing paper.

The Leader of the Council was present and with the consent of the Chair addressed the meeting.

RESOLVED

- (i) That the Leader explores including 'not for profit for residential properties' within the mission statement of the proposed energy brand.

7. **TRANSFORMATION PROGRAMME UPDATE**

The Committee considered the report of the Cabinet Member for Transformation Projects updating the Committee on the Council's Transformation Programme.

The Cabinet Member for Transformation and the Chief Strategy Officer were present and with the consent of the Chair addressed the meeting.

Chief Strategy Officer responded to questions about staff redundancies and stated that nobody has been re-employed by Southampton City Council where an exit payment was made. The Chief Strategy Officer discussed the function of the Exit Panel to monitor retention of key skills.

RESOLVED:

- (i) That the Committee are provided with an update on expenditure on Waste Services employee costs against the approved budget.
- (ii) That, when the LATCO report is discussed at the August meeting of the OSMC, the briefing paper to the Committee references the capital funding to establish the LATCO and where the funding will come from.
- (iii) That the following information is circulated to the Committee:
 - a. Clarification of the 2 year savings target for procurement savings initiatives.
 - b. Progress against the procurement savings target.
- (iv) That the next Transformation Update report to OSMC includes reference to the effectiveness of the new governance arrangements that have been established to ensure that the targeted procurement savings are realised.

8. **ALCOHOL AND DRUGS STRATEGIES 2017/2020**

The Committee considered the report of the Chairs of the Health and Wellbeing Board and Safe City Partnership detailing the Alcohol Strategy and the draft Drugs Strategy.

The Head of Public Health and Chief Inspector Beth Pirie were present and with the consent of the Chair addressed the meeting.

RESOLVED:

- (i) That consideration be given to new initiatives that can be trialled to reduce drug litter in Southampton.
- (ii) That, in recognition of the cost effectiveness of drug and alcohol treatment services, the OSMC are provided with details of the annual expenditure by the council on drug and alcohol treatment and prevention services.

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

The Committee received and noted the report of the Service Director, Legal and Governance detailing the actions of the Executive and monitoring progress of the recommendations of the Committee.

Agenda Item 8

DECISION-MAKER:		OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE	
SUBJECT:		FORWARD PLAN	
DATE OF DECISION:		13 JULY 2017	
REPORT OF:		SERVICE DIRECTOR - LEGAL AND GOVERNANCE	
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Mark Pirnie	Tel: 023 8083 3886
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Director	Name:	Richard Ivory	Tel: 023 8083 2794
	E-mail:	Richard.ivory@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
None			
BRIEF SUMMARY			
This item enables the Overview and Scrutiny Management Committee to examine the content of the Forward Plan and to discuss issues of interest or concern with the Executive to ensure that forthcoming decisions made by the Executive benefit local residents.			
RECOMMENDATIONS:			
	(i)	That the Committee discuss the items listed in paragraph 3 of the report to highlight any matters which Members feel should be taken into account by the Executive when reaching a decision.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	To enable Members to identify any matters which they feel the Cabinet should take into account when reaching a decision.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
3.	The Forward Plan for the period July 2017 – October 2017 has been circulated to members of the Overview and Scrutiny Management Committee. The following issues were identified for discussion with the Decision Maker:		
	Portfolio	Decision	Requested By
	Environment and Transport	Transport for the South East	Cllr Fitzhenry
	Environment and Transport	Highways Contract Renegotiation	Cllr Fitzhenry
	Environment and Transport	Adoption of the SCC Transport Asset Management Plan	Cllr Fitzhenry
4.	Briefing papers responding to the items identified by members of the Committee are appended to this report. Members are invited to use the		

	papers to explore the issues with the decision maker.	
RESOURCE IMPLICATIONS		
<u>Capital/Revenue</u>		
5.	The details for the items on the Forward Plan are set out in the Executive decision making report issued prior to the decision being taken.	
<u>Property/Other</u>		
6.	The details for the items on the Forward Plan are set out in the Executive decision making report issued prior to the decision being taken.	
LEGAL IMPLICATIONS		
<u>Statutory power to undertake proposals in the report:</u>		
7.	The details for the items on the Forward Plan are set out in the Executive decision making report issued prior to the decision being taken.	
8.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.	
<u>Other Legal Implications:</u>		
9.	None	
RISK MANAGEMENT IMPLICATIONS		
10.	The details for the items on the Forward Plan are set out in the Executive decision making report issued prior to the decision being taken.	
POLICY FRAMEWORK IMPLICATIONS		
11.	The details for the items on the Forward Plan are set out in the Executive decision making report issued prior to the decision being taken.	
KEY DECISION		No
WARDS/COMMUNITIES AFFECTED:		None directly as a result of this report
<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	Briefing Paper – Transport for the South East	
2.	Briefing Paper – Highways Contract Negotiation	
3.	Briefing Paper – Adoption of the SCC Transport Asset Management Plan	
Documents In Members' Rooms		
1.	None	
Equality Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out?		Identified in Executive report
Privacy Impact Assessment		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out?		Identified in Executive report
Other Background Documents - Equality Impact Assessment and Other		

Background documents available for inspection at:

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

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BRIEFING PAPER

SUBJECT: TRANSPORT FOR THE SOUTH EAST
DATE: 13 JULY 2017
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

	<p>Southampton City Council has been invited to join Transport for the South East (TfSE) which is the proposed Sub National Transport Body for the South East of England. TfSE has the potential to be a powerful lobbying voice for the SE in regards to transport infrastructure. It is proposed to join jointly with Portsmouth City Council. The Solent area has a significant infrastructure deficit which is holding back economic growth and productivity. Whilst part of the solution to this has been the proposal to create the Solent Combined Authority, a powerful voice for the wider region on transport funding also has the potential to be a powerful asset for the area. If TfSE is effective it will enable more transport infrastructure resource to come to the region.</p>
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BACKGROUND and BRIEFING DETAILS:

- | | |
|----|---|
| 1. | <p>The South East of England is a powerful motor for national prosperity, adding more than £200 billion to the UK economy which, for example, is more than Scotland and Wales combined. Economic growth is dependent on, and underpinned by, the effectiveness of transport networks. The scale of the South East's economy is reflected in the national and international importance of its transport network. The area includes both of the nation's busiest airports in Heathrow and Gatwick (alongside smaller airports like Southampton), a string of major ports including Dover, Portsmouth and Southampton, many of the country's most vital motorways and trunk roads and crucial railway links to London, the rest of Britain and to mainland Europe.</p> |
| 2. | <p>Within the South East (SE) region it is felt that the UK can no longer take the South East's economic success for granted. In parts of the SE region, such as the Solent, the infrastructure deficit is actively holding back the potential contribution to economic growth. Under-investment has left the area's infrastructure under significant pressure. Urgent investment is now needed in its road, rail and bus network to meet the pressures on growth and to ensure a system that is resilient for travellers and businesses. TfSE is part of the suggested solution to this problem, acting as a strong united voice on transport issues within the South East.</p> |
| 3. | <p>The Cities and Local Government Devolution Act 2016 makes changes to the Transport Act 2008, creating enabling powers for a Sub National Transport Body (SNTB) to prepare a Transport Strategy. There is a clear expectation that the Transport Strategy prepared by a SNTB will contain the proposals for the promotion and encouragement of sustainable, safe, integrated, efficient and economic transport facilities and services within the area of the SNTB. The key objective underpinning the Transport Strategy should be the promotion of economic growth. The proposal to create TfSE is using these powers.</p> |

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4.	<p>The TfSE initiative is led by south east local authorities including the South East seven councils (Brighton and Hove; East Sussex; Hampshire; Kent; Medway; Surrey and West Sussex), together with the Solent area authorities (Isle of Wight; Portsmouth; and Southampton) and with the Berkshire local authorities (Bracknell Forest; Reading; Slough; West Berkshire; Windsor and Maidenhead; and Wokingham). It is expected the five Local Enterprise Partnerships (Coast to Capital; Enterprise M3; Solent; South East; and Thames Valley Berkshire) will also have representation.</p>
5.	<p>TfSE will speak with a single voice on the area's transport needs, priorities and investment plans. If it is successful it will directly influence the decisions of national and regional infrastructure providers and operators (for example Network Rail, Highways England, ports, airports). Investment in new infrastructure will unlock the further growth potential of the area, including in housing and jobs where lack of transport infrastructure has been a major barrier to further development. Directing this investment from within our own area will be the most effective way to keep us moving and growing. Within the Solent area we have particular growth ambitions and need for growth and so TfSE could help us achieve these significant strategic objectives.</p>
6.	<p>It is proposed that the relevant portfolio holder from one authority will attend Board meetings supported by the relevant officer from the other authority. Initially it is suggested that the Southampton portfolio holder will be supported by the Portsmouth officer. Solent Transport provides an opportunity for both officers and members to discuss and agree responses to issues raised at TfSE. This arrangement will mean that the membership costs will be shared between the two authorities but equally that the two authorities only have 1 vote. It is suggested that this approach is reviewed in 12 months' time to check that is working appropriately and that the interests of the Solent and the two cities are being adequately represented.</p>
7.	<p>The proposed timetable for the development of TfSE is:</p> <p>2017</p> <ul style="list-style-type: none"> • Shadow STB established; • Development of the Transport Strategy; • Develop Governance arrangements and draft Proposal to Government; <p>2018</p> <ul style="list-style-type: none"> • Finalise Governance arrangements, constitution and Proposal to Government; • Publish draft Transport Strategy; and • Undertake Transport Strategy consultation <p>2019</p> <ul style="list-style-type: none"> • Agreement to the Proposal by Government; • Preparation by Government of the Order establishing the STB; and • Parliamentary process and sign-off of the Order; • Transport for the South East established (April)
8.	<p>The membership cost of £20k per annum initially will be jointly shared with Portsmouth City Council. Southampton's contribution of £10k will be met from the approved Environment & Transport Portfolio revenue budget for Transport.</p>

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Appendices/supporting information:		
9.	None	
Further information available from	Name:	Mike Harris
	Tel:	023 8083 2882
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BRIEFING PAPER

SUBJECT: HIGHWAYS CONTRACT RENEGOTIATION
DATE: 13 JULY 2017
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER**SUMMARY:**

This paper sets out the outcome of the renegotiation of the Council's Highways Service Partnership (HSP) contract and the associated changes to the 'Citywatch' contract. The Service Provider for both contracts is Balfour Beatty Living Places Ltd (BBLP).

This matter is scheduled for review at the 18 July 2017 Cabinet meeting. The Cabinet paper contains a confidential appendix which is not for publication by virtue of categories 3 (financial and business affairs), and 7A (obligation of Confidentiality) of paragraph 10.4 of the Council's Access to Information Procedure Rules, as contained in the Council's Constitution.

BACKGROUND and BRIEFING DETAILS:

1. The Cabinet paper for 18 July 2017 contains a number of recommendations in order to extend both the HSP and Citywatch Contracts to 30 September 2025 and make associated amendments to reduce the Council's General Revenue Fund (GRF) costs associated with the contracts. It is estimated that the renegotiated terms for the HSP and ROMTV contracts will achieve estimated GRF savings - compared to current spending and costs - of £5.4m over the remaining HSP and Citywatch contracts terms.
2. The Council has two contracts with BBLP:-
 - (i) The 'Highways Service Partnership' (HSP) which commenced in October 2010. The core term expires in October 2020 and the contract allows extensions of up to five years to be granted, based on performance against a set of Key Strategic Indicators (KSIs).

Legal opinion has indicated that, whilst the contract provides that extensions are assessed on performance against these targets, the Council could take a risk-based decision to grant the extension years to BBLP irrespective of this KSI performance framework by waiving the Council's rights to apply it, providing it is in the Council's interests to do so.

- (ii) 'Citywatch' (also known as 'ROMTV') which commenced in October 2012. The core term expires in 2022 and the contract allows for up to five years of extensions, solely at The Council's discretion and not based on specific performance criteria.

The original procurements and Cabinet reports relating to these contracts envisaged, and allowed for, the five year extension periods.

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3. The Council has General revenue Fund (GRF) savings targets (reference BOD5) for the major contracts. These targets are £654k in 2017-18 and £854k (recurring) in 2018-19 to 2020-21 inclusive. The confidential Appendix 1 to the Cabinet paper sets out the commercial terms and benefits associated with this proposal.
4. The annual effect of the revenue savings associated with this proposal are anticipated to be £774,000 in 2017-18; the exact in-year benefit would be dependent on the timing of the implementation of the proposals and the outcome of the final associated negotiations.
5. The total GRF saving over the remaining term of the contracts is estimated to be against current spend, projected highways capital spend and costs. It should be noted that the GRF ('Lump Sum') costs associated with both contracts are increased in accordance with indexation formulas on an annual basis.
6. Changes to both the HSP and Citywatch contracts would be required to implement these changes. The Cabinet paper of 18 July 2017 recommends that Cabinet delegates the Service Lead - Supplier Management - in consultation with the Service Lead: Legal Services Partnership and the Service Lead – Financial Business Partnering – power to implement the changes to the HSP and Citywatch contracts outlined in the cabinet paper. It is anticipated that the changes could take effect on or before 1 September 2017.
7. The core contract terms relating to both the HSP and ROMTV contracts would be unchanged.
8. The proposals are consistent with the policy framework including the Local Transport Plan. The Council would continue to maintain control over setting policy.
9. The revised contractual arrangements would ensure that the Council retains appropriate service levels and risk allocation whilst achieving GRF savings.
10. Extending the contracts would avoid the need to re-procure the HSP and ROMTV contracts in 2020 and 2022 respectively, the associated re-procurement costs and the prospect of the costs associated with one or both contracts rising against current expenditure levels.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

11. It is anticipated that the total effect of the changes over the remaining terms of the contracts would be a saving of £5,416,915. It is not possible to guarantee this level of saving as it is partially dependent on the commercial terms as contained in confidential Appendix 1 of the Cabinet report.
12. Authority is being sought from Cabinet on 18 July 2017 to enter into extended contract terms and incur additional GRF costs over the extended contract period as detailed in the Cabinet report of 18 July 2017.
13. The Council would retain the discretion to vary highways capital expenditure and set the level of budget.
14. BBLP would continue to occupy the parts of City Depot designated to them through leasing arrangements.
15. Legal opinion has indicated that, whilst the contract provides that extensions are assessed on performance to these targets, the Council could take a risk-based

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decision to grant the extension years to BBLP irrespective of this KSI performance framework by waiving the Council's rights to apply it, providing it is in the Council's interests to do so. The Citywatch contract terms allow the contract to be extended at the Council's discretion.

16. Risks will continue to be managed through existing mechanisms and contractual obligations.

OPTIONS and TIMESCALES:

17. It is anticipated that the changes could take effect on or before 1 September 2017.
18. Alternative options considered and rejected include:-
 - Making no changes to the two contracts and leaving costs and terms unchanged.
 - Termination of one or both of the contracts. The Council would be responsible for financial damages to BBLP and would suffer reputational damage.
 - Re-procuring the contracts at the expiry of their core term. The Council would need to fund costs associated with re-procurement and would achieve contract prices at the prevailing market rate.
 - In-sourcing the services relating to one or both contracts at the expiry of their core terms. Services would be delivered at in-house costs.

Appendices/Supporting Information:

None

Further Information Available From:	Name:	Paul Paskins, Service Lead - Supplier Management
	Tel:	023 8083 4353
	E-mail:	Paul.paskins@southampton.gov.uk

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SUBJECT: HIGHWAYS TRANSPORT ASSET MANAGEMENT PLAN (TAMP)
DATE: 13 JULY 2017
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

This paper sets out the coverage of a proposed Transport Asset Management Plan 2016-20 (TAMP) for the Council. This TAMP was completed during 2016 following Cabinet approval of the City's Highway Infrastructure Asset Management Policy and Strategy during October 2015. This matter is scheduled for review at the 18 July 2017 Cabinet meeting, whereupon Cabinet will be recommended to endorse the continued highways industry best practice work by the Council and its partners to maximise value for money by investing in the most suitable way, on the most suitable highway assets and at the most suitable time. In this way a long term sustainable future for highway infrastructure, for transport users and for residents will be secured.

BACKGROUND and BRIEFING DETAILS:

1. The Cabinet paper for 18 July 2017 contains the following recommendations:-
 - (i) To endorse the TAMP and so permit its operational, strategic and decision making approach of managing highways and transport related assets.
 - (ii) To implement the relevant systems and processes to maintain Southampton's highway transport network as prescribed by the TAMP.
 - (iii) To recognise the implications of the limited financial resources available to deliver the TAMP.
 - (iv) To note the process for identifying and prioritising schemes for funding.
 - (v) To delegate authority to Service Lead – Supplier Experience, following consultation with the Cabinet Member for Environment and Transport, to approve the prioritisation of schemes arising from the TAMP.
2. The TAMP is a non-statutory document that sits under the City's Local Transport Plan. It sets out the Council's approach to optimal allocation of resources for management, operation, preservation and enhancement of the highway infrastructure to meet the needs of residents, business and the travelling public. The TAMP:
 - Provides a documented outcome of the asset management process.
 - Records and communicates the approach to asset management.
 - Informs relevant staff and stakeholders how different assets are managed over a period of time.

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3. Asset management is a tool to identify the optimal allocation of resources for the management, operation, preservation and enhancement of, in this case, the highway infrastructure of the City. Given the importance of the highway network to the economic, social and environmental well-being of the community, the DfT continues to encourage highway authorities to develop an asset management approach to managing that network. Highway Authorities are expected to introduce and embed asset management principles in their organisations to ensure that budgets are based on clearly identified service standards and spending is need and outcome-based.
4. Adopting a TAMP-based way of operating will help towards overcoming the considerable challenges associated with highway infrastructure management including dealing with severe financial constraints, managing the impact of traffic growth, handling the effects of climate change / sustainability and meeting stakeholder expectations (especially in the areas of availability of the highway and reliability of journey times).
5. Asset management is structured around a core set of principles:
 - A strategic approach - A systematic process that takes a long-term view.
 - Whole of life - The complete life / life-cycle of each asset is considered.
 - Optimisation - Maximising benefits of when to intervene by balancing competing demands.
 - Resource allocation - Continual /cyclical allocation based on assessed needs.
 - Customer focussed - An explicit consideration and engagement with customers.
6. The TAMP has sought to pull together all elements / assets comprising the highway network and is therefore the prime management document linking roads, drainage, bridges, structures and street lighting. Ongoing development of the TAMP aspires to the culture of a finite, 'single' investment source that requires prioritisation across these and other asset groups.
7. The Council has provided enhanced highway maintenance funding (on an ad-hoc bid basis) over the period of the HSP. This has allowed a measure of stability in the condition of highway assets, particularly carriageways and footways. However, bearing in mind the current financial situation, it is clear that the Council has not been able to fund all desired schemes and decisions will need to be taken about where to focus limited resources in the future.
8. There are a variety of reasons for this reports recommendations:
 - (i) To ensure that the Council adopts a methodology for maintaining highways assets that will ensure that they provide the longest, most cost effective service.
 - (ii) To follow best practice methodology as recommended by the Department for Transport through its Highways Maintenance Efficiency Programme (HMEP) and 2016 publication *Well Managed Highway Infrastructure: A Code of Practice*.
 - (iii) The TAMP is the key highways operational document that guides delivery of commitments made under our statutory Local Transport Plan (LTP4), together with

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the City's Highway Infrastructure Asset Management Policy and Strategy.

(iv) To facilitate better decision making by supporting engineering judgement with financial, economic and technical analysis.

(v) To improve understanding and management of the relationship between whole life cost of an asset and its ongoing performance and function.

(vi) Being able to take asset investment decisions based on sound financial condition related data.

(vii) To minimise expensive short-term, reactive repairs to highways assets by adopting a long-term forecasting approach to both their deterioration and enhancement.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

9. Asset management investment planning during 2016 demonstrated that highway maintenance needs, despite welcome additional funding of £1.55M for 2017/18 over and above LTP capital grant and Direct Revenue Funding, is still considerably less than needed to maintain the asset in a standstill condition. Therefore unless additional funding is secured, it will continue to deteriorate.
10. In the current financial situation, the Council is not able to fund all desired highway schemes; decisions will need to be taken about where to focus limited resources and trade-offs will have to be made.
11. By adopting a TAMP methodology, the Council is able to maximise the benefit of our existing assets and focus resources on those schemes which produce the greatest whole life costed value benefit.
12. Localism Act 2011 (s.1) and Highways Act 1980. The management of the Council's highways in accordance with published policy and guidelines on repairs and maintenance is essential in defending claims arising from vehicular collisions or accidents involving both people (trips, slips and falls) and vehicles occurring on the highways network. Failing to maintain the highway to the required standards can result in increased claims against the council and / or increase in insurable and uninsurable risks and / or action for breach of statutory duty.
13. All Highways related schemes are required to be carried out in accordance with the Equalities Act 2010 and the need to ensure public infrastructure is accessible to all.
14. The TAMP links the Council priorities and wider transportation priorities within the Local Transport Plan (LTP4).
15. The TAMP would be at the centre of all funding decisions around highways and will ensure that a comprehensive and transparent approach to the management of these assets is sustained.

OPTIONS and TIMESCALES:

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16. Alternative options considered and rejected include:-

The existing Highways Asset Management Plan (HAMP) was approved in 2008 and predates the Highways Service Partnership (HSP). Government advice and industry guidance has changed significantly over the last 5 years and the Council's existing document does not reflect the current best practice approach to whole life asset management. The existing HAMP could be kept as the Council's guidance, but to do so would prevent achievement of value for money improvements in this area and not provide any consistency or reliable prioritisation of highway related investment. Furthermore, to not adopt the principles set out in the TAMP would in-turn mean we would be classed as a 'Band 1' highway authority (according to the DfT's Incentive Fund self-assessment criteria) and so consequently receive the following projected reduction in funding over coming years compared to a top performing 'Band 3' authority (which Southampton is planning to declare itself as, by the end of 2017):

	2016-17	2017-18	2018-19	2019-20	2020-21	Over 5 years
Difference between Band 3 and Band 1 funding	£9,000	£57,000	£200,000	£257,000	£286,000	£809,000

Appendices/Supporting Information:

- None

Further Information Available From:

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Agenda Item 9

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	CLEAN AIR STRATEGY & WESTERN GREEN WAY: PROGRESS UPDATE		
DATE OF DECISION:	13 JULY 2017		
REPORT OF:	SERVICE DIRECTOR –TRANSACTIONS AND UNIVERSAL SERVICES		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Steve Guppy	Tel: 023 8091 7525
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STATEMENT OF CONFIDENTIALITY			
None			
BRIEF SUMMARY			
This report outlines recent progress made in the delivery of the council's Clean Air Strategy and the A33 Western Approach Green Way.			
RECOMMENDATIONS:			
	(i)	That the Committee notes the progress in the delivery of the council's Clean Air Strategy and the A33 Western Approach Green Way.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	To enable the Committee to effectively scrutinise progress against the approved Air Quality Inquiry Panel recommendations and the Clean Air Strategy.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
	A33 Western Approach Green Way		
3.	In 2015 Cabinet passed a resolution to improve the appearance of the western approach to the City; to develop a green corridor with a programme of tree planting along the boundary of the docks.		
4.	Green Infrastructure is associated with a variety of environmental, economic, and human health benefits. The benefits of green infrastructure are particularly accentuated in urban and suburban areas where green space is limited and environmental impacts more extensive.		
5.	Delivery of the "Western Green Way" has subsequently been included in the council's Air Quality Action Plan delivered by Scientific Services. No immediate budget or duty on landowners was identified so progress has been		

	dependent upon sourcing external funding and the cooperation of willing landowners.
6.	<p>Balfour Beatty have been commissioned to develop a “Western Green Way Plan” that satisfies the requirements of the council resolution and associated initiatives. The proposal will identify priority solutions for delivery using confirmed funding and a wider, aspirational scheme that will assist in applications for further funding as identified. This work is funded by Defra through the “Clean Air Zone Additional Measures” scheme. The proposal is expected to be published this summer and a stakeholder engagement exercise will follow. Some guiding principles have been established that include:</p> <ul style="list-style-type: none"> • Achieve 20% canopy cover for the study area. The city average is currently 18.7% and 20% presents a citywide aspiration to be achieved by 2030. This will act as a pilot on how that might be achieved. • Introduce a mix of species that will; <ul style="list-style-type: none"> ○ offer suitable all year screening from the port and associated industry, ○ include a preference towards indigenous species ○ maximise opportunities to reduce air pollution ○ promote the ecological diversity ○ provide landmark trees at appropriate locations ○ Identify innovative green infrastructure solutions for constrained sites. Either new standalone features or opportunities to utilise existing structures such as flyovers, retaining walls and embankments to accommodate green infrastructure. • Recognise any capital projects to the A33 and associated highways and how they might maximise opportunities to include green infrastructure. • Identify opportunities to convert and manage grassed areas as natural meadows.
7.	<p>Western Cycle Way - In December 2016 SCC secured £1M from Defra to deliver a high quality segregated cycle route alongside the Western Approach. £100k of this has been ring fenced to include green infrastructure enhancements along the route. This will be delivered in accordance with the proposals identified in the Western Green Way Plan by March 2018.</p>
8.	<p>Network Rail Terminal - The boundary between the Network Rail terminal and the A33 at Millbrook has been identified as a section that could deliver significant benefits if a green infrastructure solution can be identified. The 850 metres of boundary presents significant constraints and Rail Freight have expressed concerns about the impacts that tree planting might have on their operations. An outline proposal for a Green Screen has been identified and is being developed further in the Western Green Way Plan. Rail Freight have supported the proposal in principle and are considering options to support the estimated cost of £70k. Delivery of this as part of the Western Cycle Way or by alternative means looks to a realistic expectation within 2017/18.</p>
9.	<p>Section 106 Funding - Open Spaces have indicated a potential for s.106</p>

	<p>funding that might be available towards this project. This includes possible funding to mitigate for the loss of open space at Redbridge Wharf as proposed in planning application 15/00306/FUL. This is due to be presented to Planning Panel on 1st August 2017.</p>
10.	<p>Port Community - The port community have recently introduced an Air Quality Board to consider the development of a Port Air Quality Strategy. The Western Way Plan will be presented to this Board later this year with the hope of generating practical support.</p>
	<p>Electric Vehicle Action Plan</p>
11.	<p>In 2016 Southampton City Council secured £940k of funding from Defra to deliver a programme of measures to promote the uptake of electric vehicles (EVs) in the city.</p>
12.	<p>City-wide EV Charging Infrastructure – A city-wide network of public electric vehicle plug-in charging points will be targeted at key destinations where a variety of activities take place, where consumers need it, and parking space turnover can be achieved.</p>
13.	<p>Installation will be phased with initial charging points placed in publicly accessible council-owned off street car parks where appropriate. Secondary phases will focus on the installation of recharge points in taxi ranks and 'neighbourhood travel hubs' which can be accessed by fleet, employee or visitor vehicles where appropriate, including the council's own fleet depots and housing offices.</p>
14.	<p>Delivery of the EV chargers will be subject to OJEU procurement procedures. Over the past 3 months SCC has been working collaboratively with colleagues at Hampshire County Council on a single supplier 4 year framework to support the delivery of an effective regional network . The appointed contractor will required to provide a range of services from feasibility, supply and installation, maintenance and network operation.</p>
15.	<p>This will allow us the option to blend delivery models to extend our funding as far is practical, reduce our liabilities whilst ensuring we benefit from any revenue that can be generated. The successful contractor should be appointed by the end of October and we are now completing our specification so we can engage with them immediately.</p>
16.	<p>Electric Vehicle Transition in Council Fleet (Phase 1) – The University Of Southampton has conducted an initial assessment of the fleet and subsequently 6 vehicles within the Parking Enforcement Service have been prioritised for replacement with all electric vehicles. Procurement of the vehicles and installation of the charging system is expected to be completed by this autumn.</p>
17.	<p>Electric Vehicle Transition in Council Fleet (Phase 2) – A further Ninety vehicles have been identified as being suitable for replacement with EVs. Delivery of these vehicles through natural fleet turnover supported by grant funding could see at least 20% of our fleet comprising of EVs by 2020 (double the proportion predicted in the UK fleet).</p>
18.	<p>Electric Vehicle Transition in Council Fleet (Phase 3) – A Fleet Transformation Plan is being drafted that will identify multiple improvement</p>

	opportunities and supporting policies needed to ensure delivery. This will include techniques to optimise fleet operations and fast track the delivery of low emission vehicles throughout the fleet. We will need to identify the obstacles preventing the widespread adoption of EV's and potential solutions. I.e. addressing our fleet of Transits and home based vehicles.
19.	Encouraging Uptake of EV's – A supporting package of measures is being established to promote and enhance take-up of electric vehicles as part of the city's sustainable travel behaviour change programme. A Senior Communications Officer has recently been appointed to deliver a campaign to promote EV use as well as the broader Clean Air Marketing and Communications Strategy which underpins the adopted Clean Air Strategy.
20.	The Transport Policy team have completed the implementation of a 90% discount on all City Centre Season Tickets for Electric Vehicles (vehicles with zero tail pipe emissions). New permits are now able to be issued. Promotional work around this new offer will be one of the areas the new Senior Communications Officer will lead on once she has started in her post on 17th July 2017.
21.	Electric Vehicle Showcase Event - The City Council staged a showcase event for EV's on 8th June 2017. The Green Fleet Southampton Event engaged fleet decision-makers, and showcased the benefits and viability of electric, plug-in and hybrid vehicles. The event acted as a platform to network with the key businesses in the region, and engage with them in a long-term action plan to help stimulate the uptake of electric and plug-in vehicles. Over 50 Fleet and Transport professionals attended and the event was positively received.
	National Clean Air Day
22.	Southampton City Council was successful in securing £539k of Defra funding to support the delivery of the first ever National Clean Air Day on 15th June 2017. This was delivered with little more than six months of preparation. Global Action Plan coordinated delivery with five other focus cities involved. It was a huge success with over 200,000 engagements at 200 events nationwide. The event hit the national papers achieving a total news reach of 21.58 million across 557 articles with an equivalent advertising value of over £1,000,000. More than 40,000,000 people were engaged via Twitter with over 28,000 tweets on or close to the day. Locally we escorted ITV Meridian on a tour of our local events by electric vehicle including: Southampton General Hospital, St Johns School on French Street, The Bargate for an Electric Vehicle Rally and West Quay - where we had eight stands talking to people about air quality and the role they can play in helping to improve it. This story appeared on the six o'clock Meridian news with a local audience reach of 746,000. We also received positive coverage in The Echo and BBC Radio Solent. There has been significant interest from potential stakeholders concerning a 2018 campaign and discussion are already underway.
	Mandatory Clean Air Zone Feasibility Study
23.	The project plan remains on target for implementation in 2019. Having secured £260k from Defra for the delivery of this project SCC have appointed Ricardo and Systra to provide the necessary technical support needed to conduct the transport and air quality modelling respectively. This work is well

	underway and we anticipate that the full business case will be completed this autumn when we will conduct a formal consultation exercise on the proposals.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
24.	Southampton City Council has been successful in all grant bids submitted in 2016/17 to support its Clean Air Strategy. In total £7.7M of external funding was secured during this period. This funding supports a range of measures including the promotion of sustainable and active travel, supporting the transition to electric vehicles, assisting fleet operators adopt low emission technologies and the introduction of our Clean Air Zone. We are the only Local Authority to date to secure funding from the Clean Air Zone Early Measures programme (£1M) and secured 27% of the total national budget allocated by Defra's Air Quality Grant Programme.
<u>Property/Other</u>	
25.	None.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
26.	The legal implications relating to the Clean Air Zone and Clean Air Strategy were outlined in the report to Cabinet on 15 November 2016.
<u>Other Legal Implications:</u>	
27.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.
RISK MANAGEMENT IMPLICATIONS	
28.	Not applicable
POLICY FRAMEWORK IMPLICATIONS	
29.	Outlined in the report to Cabinet on 15 November 2016.
KEY DECISION	No
WARDS/COMMUNITIES AFFECTED:	None directly as a result of this report
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	None
Documents In Members' Rooms	
1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out.	No
Privacy Impact Assessment	

Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		No
Other Background Documents Equality Impact Assessment and Other Background documents available for inspection at:		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.	Air Quality Inquiry Panel – Final report http://www.southampton.gov.uk/Images/Air%20Quality%20Inquiry%20Final%20Report_tcm63-373983.pdf	

DECISION-MAKER:		OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE	
SUBJECT:		MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE	
DATE OF DECISION:		13 JULY 2017	
REPORT OF:		SERVICE DIRECTOR - LEGAL AND GOVERNANCE	
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Mark Pirnie	Tel: 023 8083 3886
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Director	Name:	Richard Ivory	Tel: 023 8083 2794
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STATEMENT OF CONFIDENTIALITY			
None			
BRIEF SUMMARY			
This item enables the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings.			
RECOMMENDATIONS:			
	(i)	That the Committee considers the responses from Cabinet Members to recommendations from previous meetings and provides feedback.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	To assist the Committee in assessing the impact and consequence of recommendations made at previous meetings.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
3.	Appendix 1 of the report sets out the recommendations made to Cabinet Members at previous meetings of the Overview and Scrutiny Management Committee. It also contains summaries of any action taken by Cabinet Members in response to the recommendations.		
4.	The progress status for each recommendation is indicated and if the Overview and Scrutiny Management Committee confirms acceptance of the items marked as completed they will be removed from the list. In cases where action on the recommendation is outstanding or the Committee does not accept the matter has been adequately completed, it will be kept on the list and reported back to the next meeting. It will remain on the list until such time as the Committee accepts the recommendation as completed. Rejected recommendations will only be removed from the list after being reported to the Overview and Scrutiny Management Committee.		
RESOURCE IMPLICATIONS			
<u>Capital/Revenue</u>			
5.	None.		

<u>Property/Other</u>	
6.	None.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
7.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.
<u>Other Legal Implications:</u>	
8.	None
RISK MANAGEMENT IMPLICATIONS	
9.	None.
POLICY FRAMEWORK IMPLICATIONS	
10.	None
KEY DECISION	No
WARDS/COMMUNITIES AFFECTED:	None directly as a result of this report
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Monitoring Scrutiny Recommendations – 13 July 2017
2.	Grant Consultation - Proposed commissioning areas and timescale
Documents In Members' Rooms	
1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out.	No
Privacy Impact Assessment	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
Other Background Documents	
Equality Impact Assessment and Other Background documents available for inspection at:	
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	None

Overview and Scrutiny Management Committee: Holding the Executive to Account

Scrutiny Monitoring – 13 July 2017

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
15/03/17	Communities, Culture and Leisure	Grants Consultation	1) Following the decision on 23rd March 2017 specific timelines relating to the individual priority areas, and the outcomes of any subsequent procurement exercise, be made available to the Committee.	Agreed - Timescales being finalised and will be circulated by end of June 2017. Update – Requested information attached as Appendix 2.	Completed
15/06/17	Health & Sustainable Living	Southampton Energy Services Company	1) That the Leader explores including ‘not for profit for residential properties’ within the mission statement of the proposed energy brand.	It is not proposed that profit will be made on residential energy supply by the council, as part of the Energy Services Company proposal.	
15/06/17 Page 27	Transformation Projects	Transformation Programme Update	1) That the Committee are provided with an update on expenditure on Waste Services employee costs against the approved budget.	Response to be provided prior to 13 th July meeting.	
			2) That, when the LATCO report is discussed at the August meeting of the OSMC, the briefing paper to the Committee references the capital funding to establish the LATCO and where the funding will come from.	Response to be provided prior to 13 th July meeting.	
			3) That the following information is circulated to the Committee: a) Clarification of the 2 year savings target for procurement savings initiatives. b) Progress against the procurement savings target.	Response to be provided prior to 13 th July meeting.	
			4) That the next Transformation Update report to OSMC includes reference to the effectiveness of the new governance arrangements that have been established to ensure that the targeted procurement	Response to be provided prior to 13 th July meeting.	

Appendix 1

Agenda Item 10

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
			savings are realised.		
15/06/17	Health and Sustainable Living	Alcohol and Drug Strategies	1) That consideration be given to new initiatives that can be trialled to reduce drug litter in Southampton.	Agreed – the new Drugs Strategy 2017-20 includes a specific objective to reduce the amount of drugs related litter and a commitment to “consider methods of reducing drug related litter”. This will include investigating evidence-based, emerging and novel approaches.	
			2) That, in recognition of the cost effectiveness of drug and alcohol treatment services, the OSMC are provided with details of the annual expenditure by the council on drug and alcohol treatment and prevention services.	Agreed - A summary of the finances will be circulated to the Committee by the end of July 2107.	

Grant Consultation - Proposed commissioning areas and timescale

0-19 Strategy		
<p>Overview: There will be a requirement to commission a number of services to support the implementation of this strategy and the timescale has been set accordingly. Specific service developments will include consultation and co-design. Although details are not yet available it is likely that there will be opportunities to bid for new services which we want to see in place in the period June to September 2018. The timescale reflects the volume of work to be undertaken in this area. Organisations involved in current services will have the opportunity to be involved in this work.</p>		
Estimated that any new service in place by: June to September 2018	Commissioner / team: Tim Davis	Information on any consultation and engagement opportunities will be published in due course.

Arts and culture		
<p>Overview: Council investment in Arts and Culture is closely linked to the development of the new arts complex. The Council intends to maintain investment in this significant development but will commence a piece of work to consider what services we want to see in place in the future. Information on any consultation and engagement opportunities will be published in due course.</p>		
Estimated that any new service in place by: April 2019	Commissioner / team: Arts & Heritage team	Information on any consultation and engagement opportunities will be published in due course.

Community Development		
<p>Overview: The Council wants to increase the amount of local community services and voluntary activity in the city. Consultation and engagement on how this can be developed began in March 2017 and this will inform any future service model. Final dates are dependent on findings of the engagement programme.</p>		
Estimated date for any new service to be in place: Autumn 2018	Commissioner / team: Moraig Forrest-Charde	Engagement events concluded, survey planned for July 2017.

Employment and skills		
<p>Overview: Helping people to gain and stay in employment remains a Council priority area. This work is led by the Economic Development and Skills (EDS) team who are currently looking at commissioning additional services through the Dynamic Purchasing System (DPS). Organisations will have an opportunity to bid for this work including current providers of employment related services. It is proposed to have new services in place by October 2017.</p>		
<p>Estimated date for any new service in place by: October 2017</p>	<p>Commissioner / team: Economic Development and Skills team</p>	<p>EDS team currently developing plans for publication in September 2017</p>

Advice, information and guidance		
<p>Overview: Cabinet approved the procurement of an integrated Advice, information, guidance service at report at their meeting on 18 April 2017. Tender now live. Final dates are subject to tender decision.</p>		
<p>Estimated date for new service in place by: February 2018</p>	<p>Commissioner / team: Moraig Forrest-Charde</p>	<p>Deadline for tender submissions August 2017</p>