

Overview and Scrutiny Management Committee

Thursday, 6th February, 2020
at 5.30 pm

PLEASE NOTE TIME OF MEETING

Council Chamber - Civic Centre

This meeting is open to the public

Members

Councillor S Galton (Chair)
Councillor Fuller (Vice-Chair)
Councillor Bell
Councillor Bunday
Councillor Cooper
Councillor Fitzhenry
Councillor Harwood
Councillor Whitbread
Councillor Windle

Appointed Members

Nicola Brown, Primary Parent Governor
Catherine Hobbs, Roman Catholic Church
Francis Otieno, Primary Parent Governor
Claire Rogers, Secondary Parent Governor
Rob Sanders, Church of England

Contacts

Judy Cordell
Senior Democratic Support Officer
Tel. 023 8083 2766
Email: judy.cordell@southampton.gov.uk

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

PUBLIC INFORMATION

Overview and Scrutiny Management Committee

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

Role of Overview and Scrutiny

Overview and Scrutiny includes the following three functions:

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

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

Use of Social Media:- The Council supports the video or audio recording of meetings open to the public, for either live or subsequent broadcast. However, if, in the Chair's opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council's Standing Orders the person can be ordered to stop their activity, or to leave the meeting. 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 2019/20

2019	2020
13 June	16 January
11 July	6 February
15 August	12 March
12 September	16 April
10 October	
14 November	
16 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 DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS

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

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

3 DECLARATIONS OF SCRUTINY INTEREST

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

4 DECLARATION OF PARTY POLITICAL WHIP

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

5 STATEMENT FROM THE CHAIR

6 MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)

(Pages 1 - 2)

To approve and sign as a correct record the Minutes of the meetings held on 16th January, 2020 and to deal with any matters arising.

7 FORWARD PLAN

(Pages 3 - 6)

Report of the 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.

- a) A Green City Delivery Plan for Southampton City Council (Pages 7 - 38)
- b) Provision of Environmental Enforcement Services (Pages 39 - 44)

8 ESTATE REGENERATION – TOWNHILL PARK

(Pages 45 - 54)

Report of the Cabinet Member for Homes and Culture providing the Committee with an update on the estate regeneration of Townhill Park.

9 MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE

(Pages 55 - 58)

Report of the 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.

Wednesday, 29 January 2020

Director of Legal and Governance

SOUTHAMPTON CITY COUNCIL
OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
MINUTES OF THE MEETING HELD ON 16 JANUARY 2020

Present: Councillors S Galton (Chair), Fuller (Vice-Chair), Bell, Bunday, Cooper, Fitzhenry, Harwood, Whitbread and Windle and Appointed Members Francis Otieno and Rob Sanders

Apologies: Appointed Members Catherine Hobbs, Nicola Brown and Claire Rogers

Also in attendance: Mick Thompson, Chair of the Safe City Partnership
Superintendent Kelly Whiting, Southampton Commander, Hampshire Constabulary
Chief Inspector Philip Lamb, Hampshire Constabulary
Councillor Shields, Cabinet Member for Healthier and Safer City

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

The Committee noted the apologies of Appointed Members Nicola Brown, Catherine Hobbs and Claire Rogers.

34. **SAFE CITY PARTNERSHIP ANNUAL REVIEW**

The Committee considered the report of the Chair of the Safe City Partnership detailing the Partnership's annual review.

Mick Thompson, the Chair of the Safe City Partnership, Southampton Group Commander Hampshire Fire and Rescue Service, Superintendent Kelly Whiting, Southampton Commander, Hampshire Constabulary, Chief Inspector Philip Lamb, Hampshire Constabulary and Councillor Shields, Cabinet Member for Healthier and Safer City were in attendance and with the consent of the Chair addressed the meeting.

RESOLVED:

- (i) That the Council's Executive considers how the Housing Revenue Account and staff working across Housing Services would be utilised more effectively to help support community safety outcomes in the city.
- (ii) That, to raise awareness of the Partnership, the Partnership reflects on how it promotes itself and how residents and community groups could engage with it.
- (iii) When developing priorities for the next iteration of the Southampton Safe City Strategy consideration be given to opportunities to improve upon existing mechanisms by which residents can communicate with the police and community safety partners.

- (iv) That, whilst recognising the difficulty in condensing a significant amount of complex data into a succinct summary report for the Committee, the next Safe City Partnership Annual Review to the Committee includes reference to emerging trends impacting on community safety in Southampton.
- (v) That the Committee were provided with a breakdown of hate crime statistics in Southampton and how this compares to the national position.

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

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

Agenda Item 7

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	FORWARD PLAN		
DATE OF DECISION:	6 FEBRUARY 2020		
REPORT OF:	DIRECTOR - LEGAL AND GOVERNANCE		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail:	Mark.pirnie@southampton.gov.uk	
Director	Name:	Richard Ivory	Tel: 023 8083 2794
	E-mail:	Richard.ivory@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
None			
BRIEF SUMMARY			
This item enables the Overview and Scrutiny Management Committee (OSMC) 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 Cabinet should take into account when reaching a decision.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
3.	The Council's Forward Plan for Executive Decisions from 11 February 2020 has been published. The following issues were identified for discussion with the Decision Maker:		
	Portfolio	Decision	Requested By
	Green City & Environment	A Green City Delivery Plan for Southampton City Council	Cllr Galton
	Place & Transport	Provision of Environmental Enforcement Services	Cllr Galton

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 identified in paragraph 3 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 identified in paragraph 3 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 identified in paragraph 3 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 identified in paragraph 3 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 identified in paragraph 3 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 – A Green City Delivery Plan for Southampton City Council
2.	Briefing Paper – Provision of Environmental Enforcement Services
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
Data Protection Impact Assessment	

Data Protection Impact Assessment Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) 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: A GREEN CITY DELIVERY PLAN FOR SOUTHAMPTON CITY COUNCIL

DATE: 6 FEBRUARY 2020

RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

In June 2019 the council launched its Green City Charter (Appendix 1) as the first step in delivering a programme of change to make Southampton a cleaner, greener, healthier and more sustainable city. Southampton City Council has been joined by over 70 other organisations, businesses and individuals who have expressed their support of the Charter and become signatories.

The Charter acknowledges the need to deliver change to address some of the most pressing environmental issues affecting us today such as climate change, loss of biodiversity and air quality whilst building a model for sustainable economic growth and ensuring the people of Southampton can enjoy a healthy environment. It provides a foundation for signatories to deliver actions and positive outcomes. Southampton City Council is demonstrating how it intends to achieve this with the publication of its Green City Delivery Plan. This identifies over sixty separate actions that cover the full scope of the Charter's commitments and will cover the period up to 2030 and includes a detailed action plan for the next 3 years. A revenue and capital budget has been identified that will ensure existing activities and funds can be bolstered where necessary to deliver the plan. A Communications Plan will assist in ensuring there is transparency in the progress we make and to engage and involve all stakeholders in achieving the Charters' vision.

BACKGROUND and BRIEFING DETAILS:

1. In March 2019 Southampton City approved the introduction of a Green City Charter ('the Charter'). This was launched in June 2019 and represents the first step in delivering a programme of change to make Southampton a cleaner, greener, healthier and more sustainable city. The Charter identifies priorities and commitments that will facilitate the council and other city partners and stakeholders to deliver actions that will:
 - Reduce pollution and waste;
 - Minimise the impact of climate change;
 - Reduce health inequalities and;
 - Create a more sustainable approach to economic growth.
2. Local businesses, academics and community groups contributed to its development in direct response to the growing awareness in the environmental impacts that human activity is currently causing at both a local and global scale. In Southampton this was

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illustrated by the unprecedented response we received to the Clean Air Zone consultation in 2018. Over 9000 respondents provided an opinion on improving local air quality and this in turn triggered a much bigger conversation about the city and its environment. Nationally this was mirrored, with the emergence of the climate emergency, ocean plastic pollution and biodiversity loss regularly making headlines across our national media.

3. The Charter invites stakeholders to make a statement on their aspirations for supporting environmental improvement and so far over 70 businesses, organisations and individuals have pledged their support and signed up.
4. The Charter provides a foundation for signatories to build upon and deliver actions that will achieve the outcomes needed. Since introducing the charter Southampton City Council has been active in identifying the activities it needs to maintain, strengthen and introduce in order to deliver on its commitments. The Charter covers a broad range of subjects and issues which affect a range of council services and activities.
5. A Green City Working Group comprising of council officers from across its services was established to support the delivery of the Charter and subsequently to develop a response. Internal workshops and meetings were held in order to identify those services and activities in scope, understand the progress the council has made to date and identify our options for achieving more and the practicalities of proceeding with them.
6. Our Green City Delivery Plan ('the Delivery Plan') details the outcome of this exercise and is based around five key themes:
 - Sustainable Energy and Carbon Reduction
 - Delivering Clean Air
 - Our Natural Environment
 - Resources, Waste and Water Management
 - Sustainable Travel

A copy of Delivery Plan is included in Appendix 2.

7. Government published its Environment Strategy in early 2018, 'A Green Future: Our 25 Year Plan to Improve the Environment' which proposes to deliver a range of measures to improve the environment within a generation. A set of priorities are identified and it recommends that local efforts be guided by the same goals. The UK Clean Air Strategy was published in January 2019 and advocates a joined up approach in delivering cleaner air, wider environmental and public health improvements and sustainable development. Both form part of a wider vision promoting sustainable development and the Charter and Southampton City Council's subsequent Green City Delivery Plan both attempt to capture this.
8. Southampton City council recognises that a greener city can only be achieved by working in partnership with local residents, businesses and other stakeholders. The council has worked closely with partners to develop a shared set of principles, as set out in the Green City Charter and will continue this work through its subsequent activities. A Communication Plan will support the Delivery Plan to ensure there is

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transparency in the progress we are making and to engage and involve all stakeholders to help build a “Green City culture and network”. As part of our green City Network, we will develop a Youth Assembly, to ensure we engage and consult with young people across the city.

9. Oversight of the Delivery Plan will be coordinated by a Green City Board, comprising of key officers from appropriate service area who will meet routinely. The Board will be responsible for maintaining a Green City Highlights Report that will summarise progress and risks from across the Delivery Plan work programme and ensure there is adequate opportunity for internal scrutiny. “*Success Measures*” are identified in the plan for each theme and the Green City Board will be responsible for ensuring these are being monitored and measured with a range of appropriate key performance indicators. The Board will also ensure that these are reported in a manner that will facilitate wider scrutiny of progress both internally and externally. The Board will also provide a mechanism for collating and ratifying information relevant for Cabinet Member Briefings and senior management through the Executive Management Board.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

Capital/Revenue

10. Southampton City Council has an existing programme of activities that are delivering significant environmental improvements. Approximately £60M has been committed to a range of schemes that include reducing the carbon footprint of our properties, promoting sustainable travel and developing our cycle ways, reducing the emissions from city buses and taxis and intruding an electric vehicle infrastructure in our car parks. The Green City Delivery Plan proposes a significant uplift to current activities. The budget proposals for 2020/21 include an ongoing revenue budget of £1.4m between 2020/21 and 2024/25 (average £0.3m per annum), and a capital investment of £1m to ensure there is sufficient resource to launch and establish the work programme. A contribution of £20m over 5 years to the SALIX clean growth fund is also built in to the proposals and will support the delivery of our energy efficiency and carbon reduction programme. The budget proposals are subject to formal agreement at Cabinet/Council on 25/26 February 2020.
11. The proposed budget will support five new officer posts from 2020/21 and provide adequate financial resource to enable the delivery of key activities across the work programme that are not supported by existing budgets.
12. It is anticipated that the Plan will help the council’s ability to access other funding streams, including new grant opportunities.
13. All associated procurement activities will be pursued in accordance with the council’s Contract Procedure Rules.

Property / Other

14. None associated directly with adoption of the Plan. Subsequent actions delivered in response to the Plan will need to assess their implications as part of the due process.

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Legal Implications – Statutory power to undertake proposals in the report:

15. s.1 Localism Act 2011 allows the Council to do anything deemed necessary or desirable to deliver or support its functions and duties providing that action is not otherwise prohibited by statute (the general power of competence). The preparation and delivery of a Green City Charter and Delivery Plan is authorised by virtue of s.1.

Other Legal Implications:

16. The contents of a Plan and its subsequent actions may be authorised by a variety of statutory powers and duties, depending on what those actions are. Legal powers to undertake those actions emerging from the Plan will be further investigated as part of the implementation process and be subject to the democratic process as applicable. In undertaking the preparation of the Plan and subsequent actions the Council needs to have regard to the impact of any proposals on protected characteristics under the Equalities Act 2010 and s.17 Crime & Disorder Act (the duty to reduce or remove opportunities for crime and disorder in the area) as well as the duty to secure the rights and freedoms protected under the Human Rights Act 1998. These duties will be addressed by the preparation of an Equalities and Safety Impact Assessment ('EISA'). The Council also has various duties under the Environment Act 1995 and Environmental Protection Act 1990 to address air quality and other environmental pollutants and the proposals under the Charter will assist in delivering this duty.

Risk Management Implications:

17. There are is a potential reputational risk for the council if it is not seen to be taking actions to satisfy the aspirations of the Green City Charter or 'delivering' the stated goals in the Plan and/or that the actions are not effective in terms of delivering the required outcomes or within the expected timescale.
18. There is a risk that failure to deliver a minimum level of improvement in the city environment and, the city's ability to be more sustainable, will disadvantage the local economy and the health and welfare of those who live, work and visit Southampton.
19. The council's ability to deliver its intended outcomes places certain expectations on city stakeholders and government. This includes ongoing and improved provision of central government funding to support the activities covered within the Plan. It is also anticipated that local communities and businesses will cooperate and support us in delivering specific activities. If this support is not forthcoming at the anticipated level delivery of the Plan could be compromised. The support anticipated is considered to be of a "reasonable" level but is exposed to external influences.
20. The delivery of specific lines of activity will require sufficient assessment to ensure there are no unreasonable unintended consequences. This will be managed through SCC existing project management procedures and governance and the decision making process.

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21. The primary aims of the Green City Charter and subsequently the council's Plan cannot be achieved by the council in isolation. Although the council recognises it has a key role to play in achieving a cleaner, greener more sustainable city it must be appreciated that the involvement and contribution from city communities and businesses will be crucial. There will need to be an ongoing focus on engagement with all stakeholders to ensure support and encouragement is effective at maintaining participation.

Policy Framework Implications:

22. The Green City Delivery Plan supports the Clean Air Strategy by providing a mechanism to deliver further improvements in local air quality.
23. The Green City Delivery Plan provides a response to the council's declaration of a climate emergency (confirmed and ratified at Council on the 20th November 2019) and provides the mechanism to satisfy the ambition for its services and activities to achieve a net zero carbon footprint by 2030.
24. The Green City Delivery Plan is consistent with the principles outlined in the Government's Environment Strategy, 'A Green Future: Our 25 Year Plan to Improve the Environment' and their Clean Air Strategy.
25. The Green City Delivery Plan is directly aligned to the Social Value and Green City Procurement Policy which is also being considered by Cabinet at its meeting of 11th February 2020.

Appendices/Supporting Information:

1. Green City Charter for Southampton
2. Draft Green City Delivery Plan for Southampton City Council

Further Information Available From:	Name:	Steve Guppy Service Manager - Scientific Service
	Tel:	023 8091 7525
	E-mail:	steve.guppy@southampton.gov.uk

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Green City Charter for Southampton

Our vision is to create a cleaner, greener, healthier and more sustainable city. Southampton will be a better place for present and future generations that is prepared for the challenges presented by climate change. We will achieve this by ensuring we are ambitious, lead by example and set ourselves challenging goals.

- 1 We want to be carbon neutral by 2030;
- 2 We will take actions that will improve the quality of life in our city. We want the Healthy Life Expectancy Indicator to be the best amongst our peers and to remove the difference cities like Southampton experience with rural areas in terms of deaths attributed to air pollution;
- 3 We will work in partnership, share our knowledge and inspire others;
- 4 We will protect and enhance our natural environment;
- 5 We will make the best use of our resources, reduce our energy consumption, minimise waste and ensure we repair, reuse and recycle;
- 6 We will encourage, promote and incentivise the use of sustainable and active travel;
- 7 We will reduce emissions and aspire to satisfy World Health Organisation air quality guideline values. By 2025 we want to see nitrogen dioxide levels of $25 \mu\text{g}/\text{m}^3$ as the norm;
- 8 We will use energy that is generated from renewable sources and support the generation of sustainable energy that does not compromise local air quality;
- 9 We will use services and products that support our vision.

Making Southampton a cleaner, greener,
healthier and more sustainable city.

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DRAFT SOUTHAMPTON GREEN CITY PLAN

TO CREATE A CLEANER, GREENER, HEALTHIER AND
MORE SUSTAINABLE CITY



Foreword

It is vitally important to ensure that the city continues to support economic growth that contributes to Southampton becoming a green and environmentally sustainable city that will be resilient to the challenges of climate change. A transition towards a zero carbon, cleaner economy and greener landscape will enable the city to grow and evolve as a modern, healthy and attractive place to live, work and do business.

In the summer of 2018 the council undertook a Clean Air Zone consultation exercise with residents, visitors, local communities, neighbouring authorities and businesses. The response to this consultation was an unprecedented 9,309 replies with 75% of respondents indicating that they thought the quality of the air we breathe in Southampton is a key issue. Based on the specific requirements set by Government to address Nitrogen Dioxide levels, the implementation of a Clean Air Zone was not deemed appropriate, but to satisfy the wider expectations of those responding to the consultation we launched the Green City Charter.

I was appointed as Cabinet Member for Green City to oversee this project and our subsequent activities, demonstrating the political priority placed on this subject. I am proud to endorse this Delivery Plan which outlines how over the coming years we will work towards delivering the Green City Charter vision for the City and the associated commitments the council has made.

Making Southampton a greener, cleaner, and healthier city can only be achieved through partnership working with residents, communities, businesses, our Universities, the Port and other stakeholders. With over 70 signatories to the Green City Charter this provides a firm foundation for us to build a Green sustainable city. Everything we do, whether as an individual at work, home or while visiting the city has an environmental impact. The council's intention is to work with partners to develop a shared vision that will ensure the environment is at the forefront of all decision making.

This Green City Charter Delivery Plan shows how we will achieve this.

Councillor Stephen Leggett,

Cabinet Member for Green City and Environment

Contents

1. Introduction
2. Green City Charter Commitments
3. Sustainable Energy and Carbon Reduction
4. Delivering Clean Air
5. Our Natural Environment
6. Resources, Waste and Water Management.
7. Sustainable Travel
8. How does this link with other plans
9. Delivery Plan

Introduction

Southampton is a large and diverse city, with a strong and growing economy. It is a regional hub for transport, business, commerce, leisure and retail as well as being home to a major international cargo and passenger port. The City is predominantly urban in character, with built up areas and influence extending beyond its administrative boundary. However, Southampton is also a city with a large amount of green space, with 49 parks and 1,140 hectares of open space, including the Common which host over 17 million visitors a year. It also neighbours the New Forest National Park, Southampton Water, the Solent and the range of protected environments within them.

It is important to ensure that the City continues to support economic growth, bringing continued opportunities to its residents, but also that this growth enables Southampton to be a green and environmentally sustainable city that will be resilient to the challenges of climate change. A move towards a low carbon, cleaner economy and greener landscape will enable the city to grow and evolve as a modern, healthy and attractive place to live, work and do business.

In 2018, government identified Southampton as one of five cities in England outside of London predicted to contravene EU limits on nitrogen dioxide (NO₂). This led to the consultation on proposals for a Charging Clean Air Zone and generated significant interest and whilst a charging scheme was not implemented due to not meeting Government's specific criteria, it triggered a much bigger conversation on the city and its environment. This is why in 2019, in partnership with residents, local businesses and organisations, Southampton launched the Green City Charter, identifying a range of priorities, commitments and expressions of support from a variety of individuals and groups all wishing to deliver far-reaching change to the city environment.

The Charter commits to creating a cleaner, greener, healthier and more sustainable city. It provides a leadership framework, not only for the council to lead the way but also to help marshal companies, communities and residents to achieve carbon neutrality. Through the Charter, Southampton will be a better place for present and future generations that is prepared for the challenges presented by climate change. The council will achieve this by ensuring we are ambitious, leading by example and by setting challenging goals and this Green City Plan presents the specific actions and focus over the next three years.

Our vision

Our vision is to create a cleaner, greener, healthier and more sustainable city. Southampton will be a better place for present and future generations that is prepared for the challenges presented by climate change. We will achieve this by ensuring we are ambitious, lead by example and set ourselves challenging goals.

Making Southampton a greener city can only be achieved by working in partnership with local residents, businesses and other stakeholders. Everything we do, whether as an individual at work, home or visiting the city, or as an organisation, has an environmental impact. The council has worked closely with partners to develop a shared set of principles as set out in The Green City Charter that will ensure the environment is at the forefront of all decision making.

Challenges and opportunities for Southampton

- ✘ Southampton's population is currently 257,305 and is expected to increase by 35,200 by 2040.
- ✘ Approximately 5,500 new homes are expected to be built in Southampton City Centre between 2016 and 2026 and 20,000 City Wide by 2036.
- ✘ We are forecasting 7,000 additional jobs between 2016-2026 and 24,000 by 2036.
- ✘ By 2036, it is expected there will be 86,000 extra people movements daily across the City's transport network.
- ✘ There will be 3,500 additional daily vehicle trips into city centre by 2026.
- ✘ The port in terms of freight and passenger numbers is expected to continue to grow and by 2035 we could be handling 95% more cruise passengers, 63% more containers and over 100% more automotive exports.
- ✘ Growth in local economy of 2% expected in 2040.
- ✘ There are 110 deaths attributed to particulate pollution per year in Southampton.

Green City Charter Commitments

With over 9,000 responses to the Clean Air Zone consultation this raised a range of issues and ideas to make Southampton a greener city. As a result, The Green City Charter was established in 2018 and now has over 75 signatories from a range of stakeholders and residents that have pledged to following the commitments. These are the foundations to which the Council and the wider city will achieve the step change required to ensure the city is cleaner, greener and more sustainable. The commitments are:

1. Sustainable Energy and Carbon Reduction

- We want to be Carbon Neutral by 2030.
- We will make the best use of our resources and reduce our energy consumption.
- We will use energy that is generated from renewable sources and support the generation of sustainable energy that does not compromise local air quality.

2. Delivering Clean Air

- We will take actions that will improve the quality of life in our city. We want the Healthy Life Expectancy Indicator to be the best amongst our peers and to remove the difference cities like Southampton experience with rural areas in terms of deaths attributed to air pollution.
- We will reduce emissions and aspire to satisfy World Health Organisation air quality guideline values. By 2025 we want to see nitrogen dioxide levels of 25 µg/m³ as the norm.

3. Our Natural Environment

- We will protect and enhance our natural environment.

4. Resources, Waste and Water Management

- We will make the best use of our resources, reduce our energy consumption, minimise waste and ensure we repair, reuse and recycle.
- We will use products and services that support our vision.

5. Sustainable Travel

- We will encourage, promote and incentivise the use of sustainable and active travel.

The Delivery Plan

The following section presents the 5 core themes of the Green City Plan. This applies the foundations of the Green City Charter and sets out the detailed activities and commitments that the council will be responsible for delivering as well as creating the environment that will enable everyone to work towards a cleaner, greener, healthier and more sustainable city.

1. Sustainable Energy and Carbon Reduction

Charter Commitments:

- **We want to be Carbon Neutral by 2030.**
- **We will make the best use of our resources and reduce our energy consumption.**
- **We will use energy that is generated from renewable sources and support the generation of sustainable energy that does not compromise local air quality.**

Why are we supporting this?

We are already experiencing the effects of climate change and we must take action now to reduce our impact on the environment. Concentrations of greenhouse gases like carbon dioxide, methane and nitrous oxide have been steadily increasing in the last 100 years due to human activities. These gases absorb heat from the sun and are causing global temperatures to increase. It is estimated that average temperatures have increased 1.5oC in the industrial era and as a consequence we are now experiencing more extreme weather conditions. Heatwaves and flooding are predicted to affect our communities more frequently and there is evidence that our natural world is struggling to adapt.

The scientific community predicts that if global temperatures are allowed to increase two degrees above pre-industrial levels the impacts will become far more extreme. An international treaty (Paris Agreement) was established in 2016 in an effort to prevent this from happening. Southampton must be prepared to contribute towards achieving this goal like everyone else and ensure it is equipped to tackle the changes that climate change is already likely to bring. In 2019 Southampton City Council declared a climate emergency and made a commitment that carbon emissions associated with its activities will be net zero by 2030.

Despite a growing economy and population, Southampton's CO2 emissions have decreased in recent years. The Department of Business, Energy and Industrial Strategy, reports a reduction of 570,000 tonnes in emissions between 2005 and 2017 – a decrease of 40% in the 12 year period. This reduction is largely due to the rapid shift in the national energy mix away from coal and oil and towards gas and renewables as well as a reduction in heavy energy users including the manufacturing industry.

The Council has been monitoring emissions related to its direct operations and the energy it consumes since 2010 and has delivered similar reductions in this period. But, it accepts a significant effort is required to satisfy its commitments and it will need to play a key role in ensuring the city community can do the same in a way that benefits to the economy and wellbeing of the whole population.

Highlights

- By 2030 Council services and activities will have net zero carbon footprint
- 90% of our council vehicle fleet will be zero-emission by 2030

<p>How will we get there?</p> <ul style="list-style-type: none"> • We will be an exemplar of good practice, provide support to the community and influence positive changes where we can. • We will ensure we measure, evaluate and report our progress using recognised and transparent methods. • We will seek to avoid and reduce our emissions and consumption of fossil fuels. • We will prioritise activities that deliver the largest energy reductions first. • We recognise that despite our best efforts we are not likely to achieve zero emissions in the next 10 years. If required, we will have to offset to become carbon neutral and will prioritise offsetting schemes that deliver local improvements. • We will contribute to the generation of local renewable and sustainable energy where feasible by installing solar panels on our assets and investing in other appropriate technology. • We will ensure our staff are appropriately informed and trained to that they are able to consider and respond to the potential impacts that their activities and decisions can have on achieving our target. 	<p>What will do?</p> <ul style="list-style-type: none"> • Actively seek new funding opportunities that will deliver carbon reduction and sustainable energy schemes in the city. • Review and refresh the Council Carbon Reduction & Energy Plan for all its activities, including its social housing stock to achieve a net zero carbon footprint by 2030. • Introduce a Housing Asset Management Strategy that incorporates measures to satisfy our Green City commitments. • Introduce a Future Homes Standard to guide SCC projects and ensure appropriate specifications for energy conservations, carbon reduction and use of renewables. • Introduce a strategy for offsetting our impacts to address predicted shortfalls and ensure annual targets are met. • Introduce a programme of carbon reduction measures across the Council’s commercial building stock and street lighting supported by a new Clean Growth Fund. • Invest to generate local sustainable and renewable energy, utilising council assets. • Develop a 5 year business plan for CitizEn Energy establishing a reinvestment programme of local carbon reduction initiatives. • Undertake a Transport Review and implement an action plan to improve the sustainability of council operated transport. • Introduce a Council Fleet Modernisation & Sustainability Plan to transition to a zero emission vehicle fleet. • Develop an Alternative Fuels Plan to pursue low emission options for SCC heavy fleet vehicles and support other city stakeholders. • Introduce a Green City staff awareness and training programme. • Review and update the existing Electric Vehicle Action Plan to support the shift to zero emission vehicles across the city for all. • Undertake a citywide carbon mapping assessment to determine the carbon footprint, predict likely reductions and persistent impacts. • Produce a Citywide Carbon Reduction & Energy Strategy to support and inform stakeholders across the whole city. • Actively seek new funding opportunities that will deliver carbon reduction and sustainable energy schemes in the city that support council and citywide stakeholder initiatives. • Include carbon reduction initiatives in a Citywide Green City Behaviour Change Programme. • Undertake a mapping exercise of the private rental sector to identify those properties most in need of energy improvements. • Adopt ‘Whole House Approach’ through the Better Care Fund to identify opportunities to deliver energy efficient homes. • Incentivise the private rental sector to offer energy efficient homes by introducing a ‘Let with Confidence’ accreditation scheme that recognises energy efficiency standards. • Introduce appropriate policies and technical guidance within SCC’s local planning documents. 	<p>Success Measures</p> <ul style="list-style-type: none"> • Annual reduction in council carbon emissions in accordance targets established in SCC Carbon Reduction & Energy Plan. • Increase in the quantity of renewable energy generated in the city and from council assets. • Increase in the proportion of zero and low emission vehicles in the city and council fleets. • Increase in proportion of highest energy efficiency standards and improvement in general EPC ratings across council and city housing stock. • By 2026 - Council emissions reduced more than 60% since 2019/20. • 2030 – SCC activities to achieve net zero emissions
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What are we already doing?

CitizEn Energy

CitizEn Energy was set up by Southampton City Council in 2018, with the aim to bring a fair and ethical alternative to the energy market. CitizEn Energy customers span across the south, south west and the midlands, and they are part of a council energy network of about 130,000 customers (working under different brands). Together the network hope that the positive impacts can be amplified across the country.

CitizEn Energy supplies 100% green electricity as standard to all of their customers. The weight of CO2 which has been saved by their customers switching equates to the weight of 120 double decker buses. They would need a woodland nearly twice the size of Southampton Common (or Hyde Park) to remove as much CO2 from the atmosphere in one year.

In the future, CitizEn Energy have ambitions to supply locally generated energy to local people. That means buying direct from generators, or building their own generators.



Page
1

Townhill Park Energy- efficient and sustainable design



Six brand-new three-bedroom houses, plus a block of 50 flats containing a mixture of one-bedroom, two-bedroom and three-bedroom homes, have recently been completed, with the Council working with building contractor Drew Smith Group.

The Townhill Park redevelopment boasts impressive environmental credentials, which not only support the council's green agenda, and its newly launched Green City Charter, but will also ultimately have a positive impact on residents' energy bills. As a whole, the project has delivered very positive CO2 Emission and Energy Efficiency ratings, which are up to 19.07% better than the government targets.

Southampton City Council Commercial Buildings go Green

The switch to renewable energy will remove nearly 7,000 tonnes of carbon dioxide (CO₂) from the environment annually. It also supports the council's target of being carbon neutral by 2030.

The supply to all council run schools, offices and street lights will be part of the change. Since 2010, the Council has reported its reduction in carbon emissions from commercial buildings as part of the Carbon Reduction Policy, a reduction of 54% in CO₂ levels has been recorded since the launch of this policy.

2. Delivering Clean Air

Charter Commitments:

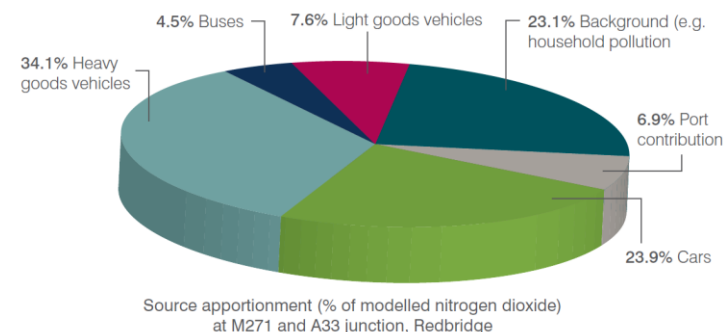
- We will take actions that will improve the quality of life in our city. We want the Healthy Life Expectancy Indicator to be the best amongst our peers and to remove the difference cities like Southampton experience with rural areas in terms of deaths attributed to air pollution.
- We will reduce emissions and aspire to satisfy World Health Organisation air quality guideline values. By 2025 we want to see nitrogen dioxide levels of 25 µg/m³ as the norm.

Why are we supporting this?

Clean air is essential for good quality of life, yet everyday people living in our urban centres can be exposed to potentially harmful levels of pollutants. In the UK alone, between 28,000 and 36,000 deaths per year can be attributed to air pollution. Poor air quality is now considered the largest environmental health risk in the UK and there is a growing body of evidence which links poor air quality to health issues including heart and respiratory diseases. These impacts are felt more by the most vulnerable in our society. In Southampton road transport is the most significant contributor to poor air quality while contributions from background and industry sources are also significant.

In recent years, Southampton City Council has recognised the need to introduce measures to address Nitrogen Dioxide (NO₂) and ensure levels comply with EU and UK limits. Led by its Clean Air Strategy, actions have focused on the principle cause, road transport and have included supporting a public and active transport, encouraging cleaner vehicles and ensuring the road network operates effectively.

This has been largely successful but there is a general acceptance that there are further public health benefits to be achieved if improvements can be maintained so that all communities in our city are no longer afflicted by the standards of air quality associated with our cities. In doing so we can also expect to deliver a range of other benefits including encouraging active lifestyles, making space for green infrastructure, reducing demand on non-renewable resources and mitigating climate change.



Highlights

- 100% of taxi and private hire fleet low emission or clean air zone compliant by 2023
- 100% of bus routes will be serviced by clean air zone compliant vehicles by 2020
- By 2030 work with partners to deliver the infrastructure needed to support a zero emission public transport system across the city.

How will we get there?

- We will empower communities and business so they can help identify solutions and implement them.
- We will use a “solutions hierarchy” that will first seek to prevent air pollution (e.g. encouraging walking/cycling), then reduce emissions (e.g. electric vehicles and pollution control technology) and then mitigate the impact (e.g. green infrastructure and building design).
- By understanding what levels of pollutants those in our communities are being exposed to rather than the levels at locations defined by statute

What will we do

- Develop place based solutions with local communities to reduce emissions and encourage healthy life styles.
- Update our Air Quality Action Plan to align with the objectives of the Green City Charter.
- Assess the viability of larger, strategic opportunities such as workplace parking levies, emissions based parking charges, localised road closures and green shipping tariffs.
- Working with the public transport operators, develop further business cases to secure external investment to deliver ongoing improvements in taxi and public transport vehicle emissions.
- Deliver the Local NO₂ Plan by the end of 2022.

Success measures

- Reduce mortality rates attributable to air pollution in the city.
- Reduction of particulate, NO₂ and Sulphur Dioxide levels across the city and exposure experienced by our communities.
- Reduced number of ‘AirAlert’ forecasts and the severity of forecasts.

<ul style="list-style-type: none"> • By supplementing our Clean Air Strategy, Local NO2 Plan and Air Quality Action Plan with a further range of measures that will encourage and achieve further and ongoing improvements in all aspects of our air quality. 	<ul style="list-style-type: none"> • Include “cleaner air” initiatives in Citywide Green City Behaviour Change Programme. • By identifying those measures that are most effective at reducing exposure levels. • Encourage Support the switch away from vehicles powered by traditional and electric vehicles in the Council’s fleet and wider city through incentive schemes. • Support ongoing emission reductions from the Port to act as an exemplar for sustainable shipping. • Improve access to air quality information and extend the city air quality monitoring network with innovative technology and third party data to demonstrate the value of actions. • Promote the uptake of electric vehicles in the city, developing a growing network of electric vehicle charging points across the city. • Introduce appropriate policies in the Local Plan Review and any Supplementary Planning Documents where required. 	<ul style="list-style-type: none"> • Reduction in proportion and number of older, more polluting vehicles operating within the City. • Introduction of shore side power to the port of Southampton.
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What are we already doing?

Like most urban areas Southampton has experienced elevated levels of nitrogen dioxide which is known to exacerbate existing respiratory problems amongst those exposed. In 2018 the council explored options to reduce levels on nitrogen dioxide and ensure statutory compliance could be achieved in the shortest possible time. A charging scheme in line with government’s national Clean Air Zone framework was amongst the options but was not found to be an effective measure. A programme of measures supported by £1.8m of government funding was introduced in 2019 that include;

Taxi and Private Hire vehicle Licence Conditions

To reduce emissions produced by the local taxi and private hire trade, the the council are adding new licencing conditions to prevent older, more polluting vehicles being provided with a taxi or private hire licence. From 2020 all new licensed taxis must meet the euro 6 diesel or euro 4 petrol standard. From 2022 all licensed taxis and private hire vehicles must meet the same standard

Low Emission Taxis Incentive Scheme

The council has also introduced incentives to support taxi and private hire vehicle owners to change to low emission vehicles. The Low Emission Taxi Incentive Scheme (LETIS), provides a grant to eligible taxi owners, providing up to £3,000 cashback in license cost. Since the launch in December 2017, 77 upgrades have completed.

Promoting Zero Emission Vehicles.

Southampton are also introducing a free consultancy service for taxi and private hire drivers to assess their driving styles and recommend how they can achieve savings by upgrading to electric vehicles. The taxi and private hire trade will also be supported with dedicated rapid charging points.

Delivery Servicing Planning and Freight Consolidation

In partnership with Meachers Global Logistics and the Traffic Research Laboratory the council are offering businesses the opportunity to assess how they can manage their city deliveries more effectively and use a Distribution Centre to consolidate their goods and reduce HGV trips.

Clean Bus Technology Fund and Bus Partnership Agreement

Southampton City Council been awarded £2.7m from the Clean Bus Technology Fund to work with bus service providers in the city to tackle the 145 older (non-euro 6) buses so they meet the same standard as a Euro 6 vehicle. This scheme is currently being implemented and alongside a fleet upgrade programme will ensure all operational buses in the city meet this same standard by the start of 2020. A Partnership Agreement will ensure these standards are maintained and prevent older, more polluting buses re-entering the Southampton fleet in the future.

3. Our Natural Environment

Charter Commitments:

- **We will protect and enhance our natural environment.**

Why are we supporting this?

Southampton’s climate, geology and the variety of open spaces that have been retained amongst the city development, support a wealth of wildlife that adds greatly to public enjoyment and wellbeing. Southampton supports a variety of habitats including coast, mudflats, rivers, streams, ponds, wet and dry meadows, heathland, scrub, hedgerows, woodland and parkland, some of which are so important that they have national and international status. In total, 20% of the city is classified as publicly accessible greenspace which provide community spaces that have been proven to improve health and wellbeing.

The Council owns and manages the majority of open spaces with special biodiversity interests so has a key role to play in conserving biodiversity and this extends to neighbouring. It also neighbours areas such as New Forest National Park, Southampton Water, the Solent and the range of protected environments within them. Access to plants and animals improves human health and wellbeing. Trees alone defend against extreme heat, floods and air pollution, estimated to be worth approximately £1.3 million to Southampton annually. However, the extent of habitat available to wildlife in the city is declining and becoming increasingly fragmented as more areas are developed. The high population density of Southampton puts direct pressures on habitats through disturbance, trampling, littering and pollution. There are extensive areas of short grass set aside for recreation which currently have little ecological value, but do provide an opportunity for enhancement.

Access to good quality green space is vital for health and wellbeing, but high quality green space is not evenly distributed around the city. Although Southampton appears to have a lot of public green space, the high population density means that there is actually a deficit when looked at in terms of area of green space per person. Despite best efforts there will be a need to ‘offset’ some of our current carbon emissions and there is an opportunity to achieve this at a local level through habitat creation.

Highlights

- At least 25 new urban wildflower meadows introduced by 2025
- Increase city tree coverage by 18 hectares by 2030
- Establish a Green Space Volunteers Forum in 2020 to harness public interest and support in our green spaces and biodiversity.

How will we get there?

- We will increase the extent and quality of our green and blue infrastructure.
- We will reduce the fragmentation of habitats by connecting our green and blue infrastructure.
- We will reverse the decline in locally native species diversity and numbers.
- We will adopt and apply the principles of “value for wildlife”, “ecosystem services” and “natural capital” in all our decision making.
- We will recognise and address the conflicts between aspects of biodiversity and benefits of access.

What will we do?

- Establish a citywide ‘Green Grid’. A green infrastructure network providing green and healthy routes for people and wildlife.
- Identify opportunities to utilise Council buildings and land to add to the ‘Green Grid’ through the creation of green walls and roofs, tree planting and wildflower verges.
- Work with private land owners to assess opportunities for forming links in the ‘Green Grid’ and encourage them to implement green infrastructure.
- Launch an Urban Canopy Project to focus planting on public land to encourage biodiversity and provide other benefits such as improved air quality, flood reduction and heat mitigation through the provision of shade.
- Increase urban tree numbers by accessing the Urban Tree Challenge Fund.
- Undertake a review of citywide Tree Preservation Orders to provide protection for existing trees and deliver effective enforcement.

Success measures

- A net improvement in biodiversity index across the city.
- An increase in the extent and quality of managed habitats and a reduction in the isolation index.
- An increase in the tree canopy coverage.
- An increase in the area of greenspace.
- An increase in the extent of land managed for biodiversity.
- Implementation of sustainable drainage systems into all major developments.

<ul style="list-style-type: none"> • We will work with residents, community groups and businesses to deliver practical improvements to our natural environment. • We will use citizen scientists to monitor the effects of the City Council’s natural environment policies and land management practices. • We will continue to ensure there is proper tree management in Southampton, understanding that some trees may need to be removed from time to time but there will be net increase through a managed planting programme. • We will continue to manage flood risk across the city through flood defence schemes and sustainable drainage systems. 	<ul style="list-style-type: none"> • Develop and implement a Grassland Management Plan for Council, community and residential spaces that will introduce at least 5 new urban meadows a year. • Create an interactive, live Green Space Map of important habitats and spaces to assist in measuring success and to promote public access to the outdoors. • With partners measure trends in city biodiversity by undertaking a program of surveying and assessment. • Develop the existing Community Engagement Officer scheme to strengthen our partnerships with community groups and residents. • Continue a rolling programme of species-specific projects and educational campaigns to support important animals including bats, hedgehogs and peregrines. • Introduce appropriate policies in the Local Plan Review and any Supplementary Planning Documents where required. • In partnership with flood risk management authorities, develop and obtain funding for flood alleviation and coastal erosion schemes in the city. 	
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What are we already doing?

Our Parks and Green Spaces

In 2019, two of our parks (St James’ Park in Shirley and Riverside Park in Bitterne Park) were recognised by the Green Flag Award Scheme as being amongst the very best in the world. Both parks are unique in character, but have fantastic community lead friends groups at the heart of their management.

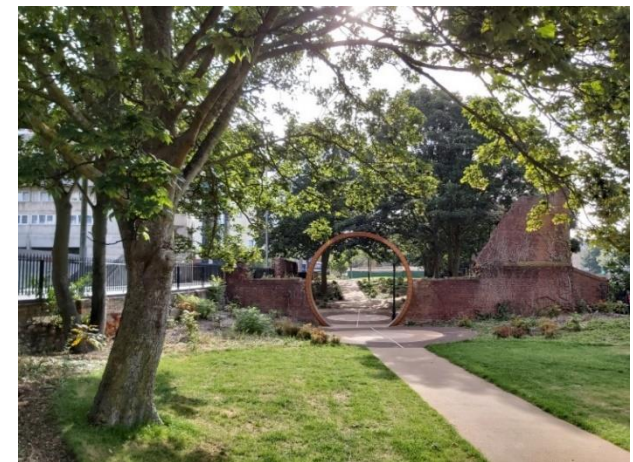
The council also recently completed work on the regeneration of Blechynden Gardens, an important route for people walking between Southampton Central Station and the City Centre. The newly created park is on the site of the remains of the Emperia Buildings, a warehouse built in 1905 which was bombed in 1940 during the Blitz of Southampton in World War II.

Green Space Factor

Southampton is a densely developed city with little opportunity to create new green space. The City Council therefore needed to adopt a broader approach to green infrastructure by trying to green up built development through the use of landscape planting, street trees, green roofs and green walls. This has been incorporated into the City Centre Action Plan which requires all developments, and especially the key sites, to assess the potential of the site for appropriate green infrastructure and provide suitable qualitative improvements.

The Southampton Green Space Factor tool and guidance can be found here:

<https://www.southampton.gov.uk/planning/planning-permission/sustainability-checklist.aspx>





Living Walls

Southampton City Council, with its Highways Partner Balfour Beatty, has recently begun work to transform the newly reconstructed Millbrook Roundabout into a greener, cleaner environment with a new Living Wall made up of green planting. Work on what will be the first Living Wall of its kind on the UK's major road network is already underway and is scheduled to complete by October 2019.

The walls will take the form of ten green columns which will appear to support the flyover. The plants will sit on free-standing frames away from the columns, meaning the structure is not affected.

Flood Alleviation and Coastal Erosion Schemes

Southampton City Council is designated as the Lead Local Flood Authority (LLFA) for the city. This means we have the responsibility to work with key stakeholders to manage local flood risk through a number of duties, responsibilities and powers. Local flood risk includes flooding from surface water, groundwater and ordinary watercourses sources.

Currently the council are in the process of developing two projects aiming to reduce flood risk and coastal erosion to the city's coastal areas:

The River Itchen Flood Alleviation Scheme

- Southampton City Council are working in partnership with the Environment Agency to design and develop the business case to build a scheme which will reduce tidal flood risk to the west bank of the River Itchen. The scheme will provide protection to a number of residential and commercial properties as well as key transport routes into the city. An objective of the scheme is to enhance the natural environment, where possible, through the delivery of the scheme.

Weston Shore Coastal Erosion Scheme

- A coastal erosion scheme aimed at tackling the ongoing erosion that has begun to significantly undermine the public promenade on Weston Shore. The shared use promenade forms part of the Itchen Way, Solent Way and National Cycle Network Route 2 and therefore forms part of the sustainable transport network in the city.

4. Resources, Waste and Water Management

Charter Commitments:

- We will make the best use of our resources, reduce our energy consumption, minimise waste and ensure we repair, reuse and recycle.
- We will use products and services that support our vision.

Why are we supporting this?

Everything we use has to come from somewhere and must go somewhere once we're finished with it. Each year Southampton City Council spends in excess of £350M on goods and services and we have the opportunity to reduce their impacts by making smart decisions about what we buy, how we get the most out of our purchases and what we do when we no longer need them. In turn, we can expect to reduce costs associated with all aspects of our activities, deliver better services and encourage others to make similar choices.

The Council is both the waste collection and disposal authority for the city with a responsibility to collect and dispose of waste safely and minimise damage caused to our natural environment which includes initiatives to tackle waste crime. The council collects approximately xxx tonnes of waste per year of which xx tonnes is recycled (33%), xx tonnes is incinerated (x%) and only x tonnes (x%) is sent to landfill. The council also offers a commercial, bulky and garden waste collection service. This presents an opportunity to significantly increase the amount of waste recycled in the city. The government's current target is 65% by 2035. More immediately, initiatives to engage with communities and change behaviours can help to reduce waste generation and increase recycling and reuse rates. But a longer term plan and investment programme to improve waste management facilities and address the limited market for recyclable materials will be necessary.

Mains water is one resource which we cannot be selective about choosing a supplier so the need to manage what we use is even more important. Demand per person for water in the UK has increased by over 70% in the 2000s compared to previous decades and overall demand is predicted to increase into the future. This is placing increased pressure on the fresh water resources we rely on. Removing water for use also raises various environmental issues including threatening vulnerable habitats while treatment of waste water requires a complex process and a lot of energy and can impact on natural habitats when discharged. Southampton relies on water from the River Test and Itchen – both designated sites for wildlife that will experience pressure as the city's population steadily grows and demand is placed on these sensitive sources. The Council has the opportunity to reduce these impacts by ensuring it uses this resource efficiently and reduces its demand. It is also in a position to help water suppliers and their customers improve water management across the city.

Highlights

- Double waste recycling rates by 2030.
- A new council Ethical and Sustainable Procurement Policy operating by 2021.

How will we get there?

- We will manage and minimise our demand by ensuring existing assets are used effectively, new goods and/or services are sourced only when necessary, the alternatives to purchasing have been considered and that volumes requested are accurate.
- We will embed sustainable outcomes as key consideration into the procurement process to ensure the value of sustainable outcomes is recognised.
- We will seek to contract suppliers who demonstrate environmentally and socially sustainable behaviours within their organisation.

What will we do?

- Introduce a new Council Social Value and Sustainable Procurement Policy Framework.
- Introduce a city-wide waste reduction and recycling initiative to address barriers to waste prevention, reuse and recycling and encourage and support;
 - Businesses to adopt sustainable waste models which include schemes such as: food waste models, waste stream audits, staff training and waste performance reporting;
 - Behaviour change to encourage individuals to properly manage their waste.
- Extend the range of materials accepted by the Council's recycling services.
- Introduce a single use plastics policy for all Council services.

Success measures

- Improvement in the score attributed to the environmental impact of the Council's procurement as measured by the Local Government Association's TOMs methodology
- Increase in the recycling rate for domestic and commercial waste collected by the Council.
- Decrease in waste volumes in Council premises and increase in recycling rates

<ul style="list-style-type: none"> • We will use contractual arrangements to encourage and even require suppliers to continue to improve their approach to sustainability in their services or goods and their own organisational operations. • We will seek opportunities to work with stakeholders to support and promote examples of good practice that will maintain a circular economy. • We will use our role as the Waste and Planning Authority to introduce standards and initiatives that will ensure effective use of resources and reduce waste. 	<ul style="list-style-type: none"> • Improve rates of recycling within the Council services and premises by working towards ISO14001 standard. • Introduce Green City Champions across Council services to promote to uptake of good, sustainable practice in the workplace and monitor progress • Introduce a water conservation plan to Council services and premises, including utilisation of grey water. • Support Southern Water conservation schemes including AquaHacks for residents and Target 100 for the Council and City. • Identify opportunities to integrate urban drainage systems, grey water management and green infrastructure. • Support Southern Water conservation schemes including AquaHacks for residents and Target 100 for the Council and City. • Introduce appropriate policies and technical guidance within SCC's local planning documents including use of sustainable building materials and management of wastes in construction, the integration of urban drainage systems, grey water management and green infrastructure and building neighbourhoods that will encourage positive waste and water management behaviours. 	<ul style="list-style-type: none"> • Reduction in the Councils water consumption and increase in 'grey' water use. • Reduction in the use of single use plastic across the Council.
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What are we already doing?

Reducing Waste and improving Recycling Rates

Between April 2010 and April 2012, household waste sent for disposal reduced by nearly 18%, or 17,000 tonnes in the city. Annual CO2 emissions associated with waste disposal have also been reduced by 2,272 tonnes, exceeding the initial target of 150 tonnes. Alternate weekly collections for households were introduced in 2017-18 and recycling was encouraged as part of the change management strategy. Rates increased by 2%.

Southampton City Council and the city's Universities partnered together with a number of residents groups and local police officers in 2019 to tackle the end-of-term waste issue in Southampton through a targeted social media behaviour change campaign. Students were encouraged to re-use or donate clothes or other items they may otherwise dispose of when returning home at the end of term. Landlords were also asked to encourage their tenants to manage their waste responsibly. Waste Compliance officers and community payback teams engaged face to face with students on the lead up to the end of term and were patrolling hotspots to tackle any non-compliant residents. The waste put out on the street this year was approximately 40 tonnes less than the previous years.

SCC is engaged in the delivery of the Hampshire wide 'Green Credentials and Behaviours Project' which uses customer insight to identify barriers to recycling and social media tools to overcome them. This project is ongoing and will run into spring in targeted areas

5. Sustainable Travel

Charter Commitments:

- **We will encourage, promote and incentivise the use of sustainable and active travel.**

Why are we supporting this?

There are a number of challenges facing Southampton over the coming decades in terms of its transport links across the city. Southampton has bold and ambitious plans for growth which could see over 30,000 more people living in Southampton and it is anticipated that trade through the Port of Southampton is likely to double by 2035. By then, it could be handling 95% more cruise passengers, 63% more containers and over 100% more automotive exports, and 80% more traffic to the Isle of Wight.

There are pockets of deprivation in the city with 11% of the population living in the top 10% of the most deprived in England. People living in these areas often have lower levels of car ownership and because many are close to busy roads they can experience higher levels of air pollution. This has led to a great variance in people's healthy life expectancy with people living in the more deprived areas living up to 8½ years less than those in the more affluent area. Congestion costs the Southampton economy around £100m per year and impacts on the reliability of bus services. As the city grows, journey times could increase further with one main corridor forecast to see an increase in peak journey times of 127%.

We want to use transport improvements to support the sustainable economic growth of Southampton by preparing, investing and maximising how an already congested transport system operates, so it becomes more connected, innovative, and resilient. By doing this we will make Southampton an attractive place to live which promotes our residents quality of life, improves safety, with inclusive access to transport regardless of their circumstances. By widening people's travel choices they can get around actively, healthily and, at the same time, improve air quality and reduce carbon emissions.

Highlights

- 15% of journeys into the city will be by bike by 2027
- Be in the top 10% UK cities for number of electric vehicle charging units by 2025
- Deliver two Active Travel Zones in the city by 2025

How will we get there?

- Use transport improvements to support the sustainable economic growth of Southampton by preparing, investing and maximising how an already congested transport system operates, so it becomes connected, innovative, and resilient, providing connections to where people want to go enabling people and goods to get around easily;
- Make Southampton an attractive and liveable place and improve people's quality of life, so that everyone is safe, and has inclusive access to transport regardless of their circumstances;
- Support people in changing the way they move around the city, by widening their travel choices so they can get around

What will we do?

- Establish formal planning guidance, setting clear standards for the provision of sustainable transport measures.
- Establish robust methods for monitoring and evaluating travel plans.
- Require new developments have sustainable logistics solutions as identified through Delivery and Service Plans.
- Explore the introduction of dynamic routing to guide HGV drivers onto optimal routes for their deliveries.
- Seek funding to develop dynamic kerbside management system for the city.
- Work with Highways England to deliver a programme to support commuters to make more sustainable travel choices especially during periods of major road works.
- Establish the first active travel zones in St Denys and Woolston.
- Encourage more last mile deliveries to be made by bike, e-cargo bike or zero emission vehicle.
- Expand the SolentGo smart card so that other modes and methods of travel can be added to the platform.
- Grow our local car club, lift sharing platform and cycle share scheme.

Success measures

- Higher percentage of people walking, cycling and using public transport.
- Increase in the length of trips made by walking and cycling.
- Increase in the use of public transport.
- Increase in the number of Electric Vehicle Charging Points.

<p>actively and healthily and travel moves towards becoming 'zero emission'.</p>	<ul style="list-style-type: none"> • Plan to reduce the amount of parking provision in the City Centre over time to encourage more sustainable transport, enabling new development and repurposing of space to support a more liveable city centre. • Build on the work we have been doing to create safe play spaces in streets. • Working with key transport providers, identify opportunities to introduce sustainable community transport provision to serve communities and those otherwise facing barriers to travel. • Establish internal standards for the Council's own capital assets programme, schools expansion programme and regeneration projects to enable active travel and create neighbourhood spaces. • Develop Rapid Bus corridors, Park and Ride and shift 80km of the Southampton Cycle network to segregated cycle safe routes again supported by the government Transforming Cities Fund. • Introduce appropriate policies in the Local Plan Review and any Supplementary Planning Documents where required. 	
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What are we already doing?

Electric Vehicles

There has been a significant increase in the number of people buying and using electric vehicles in Southampton. We are working with partners to develop a network of charging points throughout the city to help residents and visitors to charge their electric vehicles quickly and efficiently. Southampton now has 46 charging points across five city centre car parks and eight car parks in district centres. The network will continue expanding in 2019, and will see the introduction of rapid charging dedicated for taxi and private hire vehicles.

Together with this growing number of charging points, drivers of electric vehicles also have access to a 90% discount for selected city centre car parks, free passage on the Itchen Toll with a SmartCities Card and have benefitted from free electricity at all Southampton owned charging points. The council runs a varied fleet of over 400 vehicles and is investing in electric vehicles wherever current technology allows.

My Journey

My Journey is a Hampshire wide behaviour change programme which aims to 'Create a culture of walking and cycling'. The programme covers a range of activities and initiatives to change people's travel behaviour through engagement, journey planning, promotion and marketing.



In the last 2 years, the 'My Journey to work' programme has reached 6000 people and 150 unemployed people have received 1:1 training, bike loans and personalised journey planning. A number of campaigns have been delivered in workplaces to raise awareness of cycling and create a culture of cycling in organisations. Workplace leaders and champions have been supported to adopt and promote policies and practices which encourage sustainable travel.

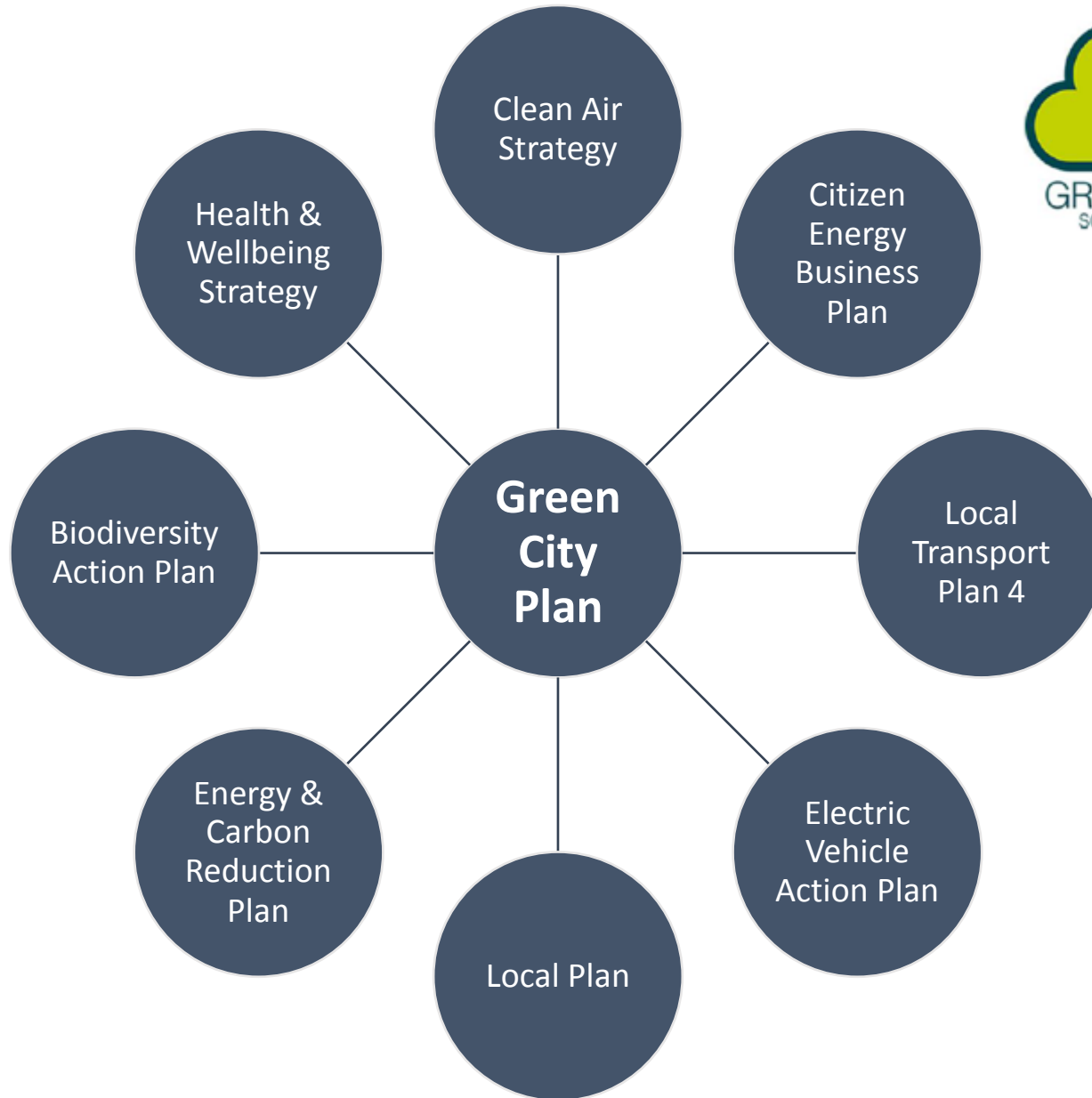
Southampton Cycling Network

Southampton City Council has announced the launch of the Southampton Cycle Network Route 1 (SCN1), a safe, high quality cycle route from Totton to Southampton City Centre.

SCN1 is the first route to open on the Southampton Cycle Network, the cornerstone of a ten year strategy to transform the cycling experience in the city. Launched in 2017, the strategy outlines ambitious plans which respond to calls for more cycleways, safer roads, less traffic and better awareness to address common barriers to cycling. Two years later, Southampton City Council has made significant progress across the network, accelerated by a series of successful funding bids to central Government. This has seen an investment of £2.4m in new cycleways with plans for a further £8.3m for projects completing during 2019 alone.



How the Green City Delivery Plan links with other plans



Delivery Plan

Theme	Actions	Timescale		
		Within 1 Year	Within 2 Years	Within 3 Years
General	<ul style="list-style-type: none"> Introduce appropriate policies in the Local Plan Review and any Supplementary Planning Documents where required. Engage with young people by delivering a Youth Assembly 	✓	✓	✓
Sustainable Energy and Carbon Reduction	Refresh the Council Carbon Reduction & Energy Plan (including, but not exclusive to, actions already identified in this Delivery Plan)	✓		
	Extend existing Salix recycling fund to create a Clean Growth Fund capable of addressing carbon emissions from the Council's commercial (non-housing) stock and fleet.	✓		
	Introduce an investment plan to generate local sustainable and renewable energy utilising SCC assets.	✓	✓	
	Introduce a Housing Asset Management Strategy that incorporates measures to satisfy our Green City commitments.	✓		
	Introduce a Future Homes Standard to guide SCC projects and ensure appropriate specifications for energy conservations, carbon reduction and use of renewables.		✓	
	Develop a 5 year business plan for CitizEN establishing reinvestment programme of carbon reduction initiatives.		✓	
	Undertake a Council Transport Review to ensure sustainable transport options are encouraged and prioritised for all council transport activities		✓	
	Introduce a Council Fleet Modernisation Plan to reduce fuel/energy consumption and greenhouse gas emissions.		✓	
	Introduce a staff awareness and training programme to ensure energy efficiency and greenhouse gas reduction are delivered and maintained across all services.		✓	
	Undertake a city wide carbon mapping assessment to determine carbon footprint, predict likely reductions and persistent impacts.	✓		
	Produce a Citywide Carbon Reduction & Energy Strategy to support and inform stakeholders across the whole city.		✓	
	Include carbon reduction and initiatives in a citywide Green City behaviour change programme.			✓
	Update the existing Electric Vehicle Action Plan to ensure progressive development of local charging infrastructure in line with industry developments	✓		
	Develop an Alternative Fuels Plan to pursue low emission options for heavy fleet vehicles			✓
	Undertake a mapping exercise of the private rental sector to identify those properties most in need of energy improvements and then target with mix of enforcement and incentivisation using the Healthy Homes scheme.			✓
	Adopt 'Whole House Approach' through Disabled Facilities Grant Programme to identify opportunities to deliver energy efficient homes.		✓	
	Incentivise private rental sector to offer energy efficient homes by introducing a Let with Confidence accreditation scheme that recognises energy efficiency standards.			✓
Delivering Clean Air	Update the Air Quality Action Plan to align with the objectives of the Green City charter.	✓		
	Assess viability of larger, strategic opportunities including: workplace parking levies, emissions based parking charges, localised road closures and green shipping tariffs.		✓	
	Invigorate existing measures and develop further business cases to deliver ongoing improvements in taxi and public transport emissions.		✓	

	<ul style="list-style-type: none"> Deliver the Local NO₂ Plan by the end of 2022. 		✓	
	<ul style="list-style-type: none"> Include “cleaner air” initiatives in Citywide Green City Behaviour Change Programme. 		✓	
	<ul style="list-style-type: none"> Map real world exposures and seek public health improvements beyond boundaries of existing standards. 		✓	
	<ul style="list-style-type: none"> Continue promotion of hybrid and electric vehicles in the Council’s fleet via the Low Emission Taxi Scheme and other incentives. 	✓		
	<ul style="list-style-type: none"> Support ongoing emission reductions from Southampton Port to act as an exemplar city for sustainable shipping. 			✓
	<ul style="list-style-type: none"> Extend ability of air quality monitoring network to include innovative technology and third party data. 		✓	
	<ul style="list-style-type: none"> Promote the uptake of electric vehicles in the city, developing a growing network of electric vehicle charging points across the city. 	✓		
	<ul style="list-style-type: none"> 			
Our Natural Environment	<ul style="list-style-type: none"> Establish a citywide <i>Green Grid</i> green infrastructure network providing green and healthy routes for people and wildlife. 		✓	
	<ul style="list-style-type: none"> Identify opportunities to utilise Council buildings and spaces in the green grid through creation of green walls and roofs, tree planting, wildflower verges and play provision. 	✓	✓	✓
	<ul style="list-style-type: none"> Work with private land owners to assess opportunities for forming links in the green grid and assist them in implementing green infrastructure 		✓	✓
	<ul style="list-style-type: none"> Launch the Urban Canopy Project which focuses planting on public land for biodiversity and other benefits including pollution, flooding and heat mitigation. 		✓	
	<ul style="list-style-type: none"> Increase urban tree numbers by pursuing the Urban Tree Challenge Fund. 	✓	✓	✓
	<ul style="list-style-type: none"> Undertake a review of citywide Tree Preservation Orders to ensure protection of existing trees and deliver effective enforcement. 			✓
	<ul style="list-style-type: none"> Develop and implement a Grassland Management Plan for Council, community and residential spaces that will introduce at least 5 new urban meadows a year. 	✓	✓	✓
	<ul style="list-style-type: none"> With partners measure trends in city biodiversity by undertaking a program of surveying and assessment. 		✓	
	<ul style="list-style-type: none"> Develop partnership with Hampshire Biodiversity Information Centre to provide city wide surveying, reporting and development of key performance indicators. 		✓	
	<ul style="list-style-type: none"> Extend the Community Engagement Officer scheme to raise awareness and strengthen our partnerships with community groups and residents. 	✓		
	<ul style="list-style-type: none"> Continue a rolling programme of species-specific projects to support important animals including bats, hedgehogs and peregrines. 	✓	✓	✓
		<ul style="list-style-type: none"> Introduce a sustainable pesticides and herbicides policy. 	✓	
Resources, Waste and Water management	<ul style="list-style-type: none"> Introduce a new Council Social Value and Sustainable Procurement Policy Framework. 	✓		
	<ul style="list-style-type: none"> Introduce a city-wide waste reduction and recycling initiative to; <ul style="list-style-type: none"> Address barriers to waste prevention, reuse and recycling and; encourage and support; Businesses to adopt sustainable waste models which include schemes such as: food waste models, waste stream audits, staff training and waste performance reporting; Behaviour shifts in individuals to adopt waste hierarchy. 		✓	
	<ul style="list-style-type: none"> Extend the range of materials accepted by the Council’s recycling services. 			✓

	<ul style="list-style-type: none"> Introduce a single use plastics policy for all Council services. 			✓
	<ul style="list-style-type: none"> Improve rates of recycling within the Council services and premises by working towards ISO14001 standard. 		✓	
	<ul style="list-style-type: none"> Introduce Green City Champions across Council services to promote to uptake of good, sustainable practice in the workplace and monitor progress. 	✓		
	<ul style="list-style-type: none"> Introduce a water conservation plan to Council services and premises, including utilisation of grey water. 			✓
	<ul style="list-style-type: none"> Support Southern Water conservation schemes including AquaHacks for residents and Target 100 for the Council and City. 	✓		
	<ul style="list-style-type: none"> Identify opportunities to integrate urban drainage systems, grey water management and green infrastructure. 			✓
Sustainable Travel	<ul style="list-style-type: none"> Maintain and extend the MyJourney programme to promote to use of sustainable and active travel choices. 	✓	✓	✓
	<ul style="list-style-type: none"> Work to establish robust method for monitoring and evaluating travel plans as part of the development control process to ensure new development meets the highest standards for sustainable travel. 		✓	
	<ul style="list-style-type: none"> Support the use of Delivery Service Planning amongst Southampton businesses, the use of the existing Sustainable Distribution Centre and the introduction of other freight consolidation schemes. 	✓	✓	✓
	<ul style="list-style-type: none"> Condition Delivery and Service Plans as part of planning permissions and work in conjunction with an employer's Workplace Travel Plan to ensure that transport is efficient, cost effective and embed sustainable freight practices. 	✓		
	<ul style="list-style-type: none"> Explore the use of dynamic routing to guide HGV drivers onto optimal routes for their deliveries. 		✓	
	<ul style="list-style-type: none"> Seek funding to develop dynamic kerbside management system for the city that enables use of kerbside loading on a booking system utilising smart sensors. 		✓	
	<ul style="list-style-type: none"> Work with Highways England over the next 18 months to deliver a £1.7m travel demand management programme to further support commuters in adopting more sustainable travel modes. 	✓	✓	
	<ul style="list-style-type: none"> Establish the first active travel zones in the city in St Denys and Woolston utilising the Transforming Cities grant funding. 		✓	
	<ul style="list-style-type: none"> Look to encourage more last mile deliveries to be made by bike, e-cargo bike or zero emission vehicle operating from a Local Mobility Hub or SDC. 	✓		
	<ul style="list-style-type: none"> Expand SolentGo so that other modes and methods of travel can be added to the platform so that it is simple to use on public transport, in a taxi, for a shared bike or a shared car. 			✓
	<ul style="list-style-type: none"> Grow our local car club, lift sharing platform and cycle share scheme so that they become established and well used offers in the city. 		✓	
	<ul style="list-style-type: none"> Identify opportunities to introduce sustainable transport schemes to serve communities and those otherwise facing barriers to travel. 		✓	
	<ul style="list-style-type: none"> Reduce the amount of parking provision in the City Centre over time, enabling new development and repurposing of space. 			✓
	<ul style="list-style-type: none"> Build on the work we have been doing to create safe play spaces in streets designed jointly with pupils and staff and our existing schools engagement and planning programme. 	✓	✓	✓
	<ul style="list-style-type: none"> Establish internal standards for the Council's own capital assets programme, schools expansion programme and regeneration projects to enable active travel and create liveable neighbourhoods. 		✓	
	<ul style="list-style-type: none"> Begin major changes in the city as part of the Transforming Cities Fund to make it more liveable and change the priority between people walking, cycling and on public transport against cars. Including new public spaces, transport interchanges at Central Station and Portland Terrace, bus priority routes and Park and Ride. 			✓
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BRIEFING PAPER

SUBJECT: PROVISION OF AN ENVIRONMENTAL ENFORCEMENT SERVICE
DATE: 6 FEBRUARY 2020
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

At the 11 February meeting Cabinet will consider a proposal to introduce the provision of an Environmental Enforcement Service to tackle littering within the City Boundary. If approved the service would be authorised to issue and process Fixed Penalty Notices (FPNs) (within agreed terms and conditions and meet the Code for Crown Prosecutor's requirements) to members of the public who drop litter and cigarette ends on the ground.

It is proposed that we authorise East Hampshire District Council (EHDC) to provide this service on our behalf using the powers of delegation set out in the Local Government Act 1972.

They will provide the trained officers who will patrol agreed hot spot areas within the City and issue an on the spot FPN to a member of the public who is seen to discard litter inappropriately. It is proposed that each FPN will cost the offender £75.00 unless it is paid within 10 days from the issuing date of the FPN when it will be reduced to £55.00.

SCC shall pay EHDC a flat rate of £55.00 per correctly issued FPN. This fee will cover EHDC being responsible for the provision of suitably qualified staff, the processing of all FPNs including final reminders, representations, preparation of court packs, and phone calls. EHDC will provide the single justice procedure processing service free of charge to SCC recovering its costs from the courts.

SCC will collect the penalties payable pursuant to the issue of FPNs in the course of performance of their functions. EHDC shall invoice SCC in respect of the FPNs following the end of each calendar month.

EHDC will provide the enforcement officers with their training, uniforms and IT equipment.

BACKGROUND and BRIEFING DETAILS:

1. An Inter Authority Deed of Delegation between Southampton City Council and East Hampshire District Council will be drawn up and signed by both parties. This Deed of Delegation is currently in draft format but if the proposal is approved it will be presented to legal for final checking and signing.
2. The Deed of Delegation provides specific details of what will be carried out:
 - Schedule 1 Part A- provided details of the specification for provision of service and enforcement

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- Schedule 1 part B- provides details of the specification for prosecutions if agreed
 - Schedule 2 part B- provides details of fees
 - Schedule 3 part B- provides details of when a FPN would be subject to cancellation. There are eleven reasons when this would occur
 - Schedule 4 part B- provides details of the Exit Management plan from the deed of delegation
 - Schedule 5 part B- provides details of Variation notices.
3. It is proposed that EHDC will use its own staff or those of its wholly owned company, EH Commercial Services (company number 09990286) to perform the delegated functions.
 4. EHDC shall provide an average of 4 enforcement officers to patrol 4 days per week including weekends to patrol SCCs area (save for any weeks during which EHDC is closed for the Christmas break).
 5. EHDC will not issue FPNs to offenders who appear to the reasonable satisfaction of the enforcement officers to be under 18, lack capacity to understand the offence due to mental illness, learning difficulties or other condition.
 6. Areas to be patrolled will be identified and agreed by both parties. These areas will be within SCC's administrative area and will be reviewed and changed as required to respond to changing trends in offences.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

Capital/Revenue

7. SCC would be expected to either pay upfront £5,000.00 to cover the procurement and setup of the IT equipment required to be provided to carry out the issuing of FPNs, or alternatively, to recover this cost from the first 250 higher rate PCNs. It is proposed to pay this up front and this has been incorporated into the budget proposals for 2020/21.
8. Lower rate fines have been set to cover EHDC's fees. Income of £20 per fine is receivable at the higher rate. However, SCC bears the risk for non-payment of correctly issued fines, and a default rate of 15% is assumed in the costings. This will mean that income generated from the higher rate fines would effectively ensure EHDC continues to be paid without impacting on SCC's financial position. Therefore no income assumption has been made in the budget and this will be reviewed once we have 12 months experience under our belt.
9. SCC would be required to provide Enforcement Officers with a permit to park in one of our MSCPs, at a cost of £4,080.00 per year. This cost has also been incorporated into the 2020/21 budget proposals.
10. SCC income will be limited to those cases where payment is not made within 10 days. That would amount to a small income stream of £20.00 per FPN. SCC shall be responsible for collecting payments in full for FPNs.

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Property / Other

11. SCC will provide a photographic Identity card of authority for each individual enforcement officer employed by EHDC to issue FPNs on behalf of SCC.
SCC will provide car park season tickets to park within the MSCPs that falls within the agreed patrol period.
SCC will provide access to an interview room on an as requested occasional basis for showing of CCTV/BWC footage to offenders.
SCC will provide an area where documentation can be stored securely and an area where electronic equipment can be charged.

Legal Implications – Statutory power to undertake proposals in the report:

12. The proposals will be delivered via an Inter Authority Deed of Delegation relating to the provision of Environmental Enforcement Services by East Hants District Council in the administration area of Southampton City Council under section 101-103, 111 and 113 of the Local Government Act 1972 and sections 9EA, 19 and 20 of the Local Government Act 2000 together with Regulation 5 of the Local Authorities (arrangements for the discharge of functions) (England) Regulations 2012.

Other Legal Implications:

13. At the cessation of the service it is expected that East Hants will redeploy staff to other contracts or service uses, however there is a small risk that the Council will become liable under TUPE legislation to employ those staff in the event that SCC chooses to bring the service in house for delivery in the same or similar form. It is not legally possible to 'contract out' of TUPE legislation and this consideration will be reviewed throughout the delegation period and through any decisions relating to the future of the service in due course.

Risk Management Implications:

14. The charge is based on a fee for each correctly issued FPN. Therefore SCC will carry the risk for non-payment. However based on the other Local Authority areas where this is currently being implemented the average payment rate is running at 84% so it is expected that the payment rate here would be around that level.

There could be potential reputational risk for SCC if best endeavours are not used whilst issuing FPNs in situations where issuing FPNs is likely to generate significant negative publicity. There are safeguards built into the Deed of Delegation to minimise this risk. These safeguards measures are listed at appendix 1 (attached) which set out our expectations of when FPNs will and will not be issued. Further, there is a complaints and appeals procedure that will ensure that those FPNs issued correctly are upheld and payments pursued.

Policy Framework Implications:

15. The provision of an Environmental Enforcement Service to tackle littering supports the delivery of the Health and Wellbeing Strategy 2017-2025 outcomes "People in

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Southampton live active, safe and independent lives” and “Inequalities in health outcomes are reduced”.

16. The Green City Charter and associated Delivery Plan is consistent with the principles outlined in the Government’s Environment Strategy, 'A Green Future: Our 25 Year Plan to Improve the Environment' and their Clean Air Strategy.

Appendices/Supporting Information:

1. Cancellation Codes

Further Information Available From:	Name:	Rosie Zambra Head of Service – Consumer Protection and Environmental Services
	Tel:	023 8083 4044
	E-mail:	Rosie.zambra@southampton.gov.uk

Cancellation code	Reason	Correctly issued
C-FI	False Information: The FPN was issued correctly, however false information was provided by the offender and this was not known at the time that the officer took the details. All reasonable investigations have been made and the offender information was unable to be identified.	Y
C- II	Incorrectly Issued: (officer error) e.g. the offence of littering or dog fouling did not take place or the officer issued the FPN to the wrong person.	N
C - LUK	Left the UK: The FPN was issued correctly but the defendant has since left the UK.	Y
C- MG	Medical Grounds: The FPN was issued correctly but sufficient medical evidence has since been provided.	Y
C - OOTPROS	Out of Time to Prosecute: The FPN was issued correctly but EHDC has allowed the 6 months' time limit to lapse.	Y
C-PE	Processing Error: There has been a system error which means the FPN is invalid. E.g. a clerical error in the office when processing.	N
C-TEST TICKET	Test Ticket: For testing purposes only.	N
C-U18	Under 18: The FPN was issued correctly but sufficient evidence has since been provided indicating that the defendant is under the age of 18.	Y
C-UOOD	Unable to Obtain Offender Details: Further personal details were required to enable the issue of an FPN. Reasonable investigations were made and were unsuccessful.	N
C-UP	Unable to prosecute: The enforcement officers witness statements are lacking sufficient evidence.	N
C-VA	Vulnerable Adult: The FPN was issued correctly but sufficient evidence has since been provided indicating that the defendant is a vulnerable adult to include homeless cases	Y

Cancellation Code Table

DECISION-MAKER:	OVERVIEW AND SCRUTINY COMMITTEE		
SUBJECT:	ESTATE REGENERATION - TOWNHILL PARK		
DATE OF DECISION:	6 FEBRUARY 2020		
REPORT OF:	CABINET MEMBER FOR HOMES AND CULTURE		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Tina Dyer-Slade	Tel: 023 8083 3597
	E-mail:	Tina.dyer-slade@southampton.gov.uk	
Director	Name:	Mike Harris	Tel: 023 8083 2882
	E-mail:	mike.harris@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
BRIEF SUMMARY	
The purpose of this report is to provide an update on the progress with the Townhill Park regeneration programme.	
RECOMMENDATIONS:	
(i)	That the committee notes the current progress outlined in the report.
REASONS FOR REPORT RECOMMENDATIONS	
1.	At the request of the Chair of the Committee.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
2.	Do Nothing – this is not a recommended option given the current and future demand for homes in the city.
3.	Sale of all vacant sites for the highest capital return– this would secure a capital receipt for the council but would not maximise the number of affordable homes or deliver more council homes. This is evidenced by the reduction in the number of affordable homes built in the city by developers in recent years.
4.	Sale of all sites to Housing Associations with agreement that these are for the provision of more affordable homes – this is unlikely to secure a maximum capital receipt; it could secure affordable homes, but not council homes with secured tenancies.
5.	Sale and Lease back – this option involves an external investor funding the development in return for a rental payment over a period which may vary but is generally between 20-40 years, the models presented to the council have relied on a mix of affordable and market rent properties. The model does not allow for Right-to-Buy to apply. This is a complex arrangement with financial risk and procurement issues. This option does not maximise the number of affordable homes on the site as there would need to be a significant percentage of market rental properties, so it relies on a demand for market rent across the sites.

6.	A Joint Venture for all sites – there are a number of different types of joint venture, because there would be a need for the joint venture partner to benefit from the arrangement through the sale of properties or receipt of profits this may not maximise the number of affordable council homes on the site and has a lengthy programme of selection and implementation associated with it. This would not be suitable in the short term for the early phases of the programme.
DETAIL (Including consultation carried out)	
7.	Homes are more than just about bricks and mortar, they are about the people that live in them, their quality of life in their homes, and the sense of community and stability they create. The aim is to provide: <ul style="list-style-type: none"> • Homes that Southampton people need • Homes that are affordable, of quality, sustainable, safe and secure • Homes that create and enrich communities.
8.	The ambition to provide homes is underpinned by: <ul style="list-style-type: none"> • A long-term vision to continue to provide homes for those in need across the city • The aim to address the continual reduction of the council stock of between 105-164 homes per year (over the last 5 years) through the Right-to-Buy programme • The ability for the council to have control over the delivery of homes to address the local need • Giving opportunities through the HRA to give residents secured tenancies • The ability through shared ownership to help households into property ownership that may not otherwise have been achievable.
9.	Between 800 and 1000 new homes have been delivered across the city per year over the last few years, this includes developments by housing associations, developers and the council. The number of affordable homes being delivered has reduced significantly since 2014/15 which has resulted in fewer opportunities for the council to nominate residents from the housing register to new homes. The council works with developers to build homes across the city but the market has produced gaps and these will be the council's priorities as part of this programme.
10.	In the Autumn Budget 2017 the government confirmed its commitment to deliver 300,000 homes per year. This was followed by the abolition of the Housing Revenue Account (HRA) borrowing from 29th October 2018. It was stated that this would enable “councils to increase house building to around 10,000 homes per year” and “deliver a new generation of council housing”. The lifting of the borrowing cap has created opportunities for the council to take forward the development of new homes where previously the funding opportunities available were proving challenging to implement. Many of the options outlined in paragraphs 4 to 7 were investigated in Southampton for Townhill Park. Plot 1 which involved the delivery of 56 new homes was approved prior to the lifting of the borrowing cap, this project progressed because it could be funded at the time predominantly by council resources.
11.	In May 2016 planning consent with outline approval was achieved for 665 residential units on 11 development plots at Townhill Park. The council's

	<p>revised decommissioning policies and a revised decommissioning programme for Townhill Park was approved by Cabinet in November 2017. This programme suggested that decommissioning could be concluded in 2024. This was followed by plots 10 (Copse Road) and 8 (Ozier Road), the latter is where the new improved park and play area is to be developed. Currently plot 9 (Rowlands Walk) is in the process of being decommissioned. Appendix 1 includes the full approved decommissioning programme (November 2017) and Appendix 2 shows those plots still to be decommissioned. This programme is dependent on the period it takes to find alternative homes for residents and also for negotiations needed with leaseholders. In addition, following a request from SO18 Big Local, the community organisation in Townhill Park, a commitment has been made that the agreed final decommissioning programme will be the subject of further community engagement.</p>
12.	<p>The removal of the HRA borrowing cap has given the council an opportunity to review the delivery options at Townhill Park and pursue approaches involving further borrowing that would not have been previously available. The commitment to deliver up to 665 new homes at Townhill Park remains and will be delivered with a phased approach. 56 homes have already been completed on plot 1. The aim is to get a contractor working on the plot 2 project during 2020 with works to take place on site before the end of the year. A draft programme for Townhill Park has been developed which was presented to the SO18 Big Local meeting in January 2020 for feedback. This was positively received by the community and they accepted the approach in principle, however as a result of this engagement there will be further involvement with the community regarding the ordering of the decommissioning programme and this has the potential to widen the programme.</p>
13.	<p>The homes developed at Townhill Park will be predominantly one and three bedroom homes as these are the homes for which there is the greatest demand on the housing register. There will be a mix of social rent, affordable rent, and also shared ownership to assist those who feel able to take the first step on the housing ladder. The mix of homes proposed for each site will be dependent on the size and location of the site. There will also be significant engagement with local residents and with key stakeholders in the area going forward and a communication plan is currently being developed. There is also an intention to involve SO18 Big Local in discussions about the design of these new homes.</p>
14.	<p>Progress has been made with the public realm project which is being funded by the Housing and Infrastructure Fund grant of £3.75M that the council was successful in securing from Homes England. Balfour Beatty has been appointed to take forward this work and they held a successful public consultation event in November 2019 about the works and programme. The project involves traffic calming measures along Meggeson Avenue and the creation of the new local park in the centre of the area, both of which were identified as priorities by residents. The local community has been involved in the design of these improvements through extensive public consultation and engagement and there will be further engagement on the final proposals for the open space/play area.</p>
RESOURCE IMPLICATIONS	

<u>Capital/Revenue</u>	
15.	A task and finish group was set up to explore the opportunities created by the lifting of the borrowing cap. So as not to impact negatively on the finances of the Housing Revenue Account it was recommended that future programmes of housing development should demonstrate financial viability.
16.	Financial appraisals are being developed which include assumptions in relation to construction, management and maintenance costs. These also take into account income including right to buy, land value, any grants, contributions from shared ownership and also rental income. The financial appraisal then determines what can be afforded.
17.	The full Townhill Park programme will need further capital funding approval to deliver on all sites.
<u>Property/Other</u>	
18.	There is work ongoing to refine the council's requirements for future homes as part of the 1000 council homes programme. This is being developed in consultation with a number of teams across the council to ensure that properties will meet client group needs, with a quality specification which is easily maintained and that reflect the council's green aspirations.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
19.	The legislation that allows the council to build and acquire homes is Section 9 and 17 of the Housing Act 1985.
20.	Specific legal advice is obtained on a project by project basis. This can involve for example: <ul style="list-style-type: none"> • The Use of Right to buy Receipts - Section 11(6) of the Local Government Act 2003 relates to the Council's ability to retain and use Right- to- Buy receipts to fund affordable housing. • Helping to identify appropriate procurement methods for each project or programme. • Appropriation of land - The legislation that allows the council to appropriate the land into the Housing Revenue Account from the General Fund is Section 19 Housing Act 1985.
<u>Other Legal Implications:</u>	
21.	None
RISK MANAGEMENT IMPLICATIONS	
22.	A risk register will be developed for each site and programme as part of the delivery of 1000 council owned homes.
POLICY FRAMEWORK IMPLICATIONS	
23.	The project to deliver new affordable quality council homes in Townhill Park is in line with the Southampton City Council Housing Strategy 2016-2025, they will also contribute towards the targets in the Core Strategy. The Southampton City Council Core Strategy Adopted version January 2010 in policy CS4 outlines the target to provide an additional 16,300 homes to be provided between 2006 and 2026, this will be revised in the New Emerging Local Plan

KEY DECISION?	No	
WARDS/COMMUNITIES AFFECTED:	Bitterne Park and Harefield	
<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	2017 Approved Decommissioning Programme for Townhill Park	
2.	Decommissioning To Be Completed	
Documents In Members' Rooms		
1.	None	
Equality Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out?		No
Data Protection Impact Assessment		
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out?		No
Other Background Documents		
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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Approved Decommissioning Plan for Townhill Park Regeneration Scheme

January 2018 is the current estimated start date of Phase 1 of the decommissioning

Council tenants, leaseholders and leaseholder tenants will be give detailed information in advance of the need to move

Note that the order of these phases and sections may be subject to change. They will be under review as the regeneration progresses, and may have to be adjusted in order to deliver the most efficient decommissioning and building programme. The Council will keep residents informed as and when any changes have been decided upon.

Phase of Decommissioning	Development Plot Number see Master Plan drawing	Address	Estimated length of Decommissioning	Estimated Start Date of Decommissioning	Estimated Completion Date of Decommissioning
1	10	17-47 Copse Road	6 months	May 2018	Oct 2018
2	8	185-205 Meggeson Avenue 207-227 Meggeson Avenue 1-21 Ozier Road	8 months	July 2018	Feb 2019
3	9	1 to 131 Rowlands Walk 3 blocks	20 months	March 2019	Oct 2020
4(a)	5	2-32 Benhams Road 34-64 Benhams Road 144-164 Meggeson Avenue	12 months	Nov 2020	Oct 2021
4(b)	5	166-186 Meggeson Avenue 1-21 Hallett Close	6 months	Nov 2021	April 2022

Phase	Development Plot Number see Master Plan drawing	Address	Estimated length Decommissioning	Estimated Start Date	Estimated Completion Date
5	13	289-309 Meggeson Avenue 311-331 Meggeson Avenue	6 months	May 2022	Oct 2022
6	12	254–274 Meggeson Avenue 276–296 Meggeson Avenue 298–318 Meggeson Avenue	8 months	Nov 2022	June 2023
7	6	107-125 Meggeson Avenue Including row of shops	2 months	July 2023	Aug 2023
8	7	1-21 Kingsdown Way 23-43 Kingsdown Way 45-65 Kingsdown Way 67-87 Kingsdown Way	10 months	Sept 2023	June 2024

Number of Council tenancies 255

Number of leaseholders 27

Total **282**

There are an additional number of private tenants of leaseholders

November 2017

Approved Decommissioning Timescales

2020	2021	2022	2023	2024	2025	2026	2027	2028
Plot 9						03/2019-10/2020		
	Plot 5					11/2020-10/2021		
		5				11/2021-04/2022		
			13			05/2022-10/2022		
				12		11/2022-06/2023		
					6	07/2023-08/2023		
				Plot 7		09/2023-06/2024		

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Agenda Item 9

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE		
DATE OF DECISION:	6 FEBRUARY 2020		
REPORT OF:	DIRECTOR - LEGAL AND GOVERNANCE		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail:	Mark.pirnie@southampton.gov.uk	
Director	Name:	Richard Ivory	Tel: 023 8083 2794
	E-mail:	Richard.ivory@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
None			
BRIEF SUMMARY			
This item enables the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings.			
RECOMMENDATIONS:			
	(i)	That the Committee considers the responses from Cabinet Members to recommendations from previous meetings and provides feedback.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	To assist the Committee in assessing the impact and consequence of recommendations made at previous meetings.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
3.	Appendix 1 of the report sets out the recommendations made to Cabinet Members at previous meetings of the Overview and Scrutiny Management Committee. It also contains summaries of any action taken by Cabinet Members in response to the recommendations.		
4.	The progress status for each recommendation is indicated and if the Overview and Scrutiny Management Committee confirms acceptance of the items marked as completed they will be removed from the list. In cases where action on the recommendation is outstanding or the Committee does not accept the matter has been adequately completed, it will be kept on the list and reported back to the next meeting. It will remain on the list until such time as the Committee accepts the recommendation as completed. Rejected recommendations will only be removed from the list after being reported to the Overview and Scrutiny Management Committee.		

RESOURCE IMPLICATIONS		
<u>Capital/Revenue</u>		
5.	None.	
<u>Property/Other</u>		
6.	None.	
LEGAL IMPLICATIONS		
<u>Statutory power to undertake proposals in the report:</u>		
7.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.	
<u>Other Legal Implications:</u>		
8.	None	
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 – 6 February 2020	
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
Data Protection Impact Assessment		
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) 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 – 6 February 2020

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
16/01/20	Healthier & Safer City	Safe City Partnership Annual Review	1) That the Council's Executive considers how the Housing Revenue Account and staff working across Housing Services could be utilised more effectively to help support community safety outcomes in the city.	The Safe City Partnership will be considering this recommendation at the next meeting on 20 February 2020 and will respond to OSMC formally following that date.	
			2) That, to raise awareness of the Partnership, the Partnership reflects on how it promotes itself and how residents and community groups can engage with it.	The Safe City Partnership will be considering this recommendation at the next meeting on 20 February 2020 and will respond to OSMC formally following that date.	
			3) When developing priorities for the next iteration of the Southampton Safe City Strategy consideration be given to opportunities to improve upon existing mechanisms by which residents can communicate with the police and community safety partners.	Safe City welcomes this recommendation and will take note of this when developing the new strategy.	
			4) That, whilst recognising the difficulty in condensing a significant amount of complex data into a succinct summary report for the OSMC, the next Safe City Partnership Annual Review to the Committee includes reference to emerging trends impacting on community safety in Southampton.	A chapter on emerging themes is included in the full strategic assessment report which members can access via the Southampton Data Observatory (page 127): https://data.southampton.gov.uk/images/southampton-safe-city-strategic-assessment-2018-19_tcm71-423758.pdf In future reports for OSMC, the Partnership will ensure a paragraph is pulled out of the full report to reflect this chapter.	
			5) That the Committee are provided with a breakdown of hate crime statistics in Southampton and how this compares to the national position.	This data is being obtained from the Police and will be shared with the Committee once we have this information.	

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