

# Public Document Pack

## Cabinet

Tuesday, 20th June, 2017  
at 4.30 pm

### PLEASE NOTE TIME OF MEETING

Council Chamber - Civic Centre

This meeting is open to the public

#### Members

Councillor Simon Letts, Leader of the Council  
Councillor Mark Chaloner, Cabinet Member for Finance  
Councillor Satvir Kaur, Cabinet Member for Communities,  
Culture and Leisure  
Councillor Jacqui Rayment, Cabinet Member for  
Environment and Transport  
Councillor Dave Shields, Cabinet Member for Health and  
Sustainable Living  
Councillor Warwick Payne, Cabinet Member for Housing  
and Adult Care  
Councillor Christopher Hammond, Cabinet Member for  
Transformation Projects  
Councillor Paul Lewzey, Cabinet Member for Children's  
Social Care  
Councillor Dr Darren Paffey, Cabinet Member for  
Education and Skills

(QUORUM – 3)

#### Contacts

Cabinet Administrator

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## **BACKGROUND AND RELEVANT INFORMATION**

### **The Role of the Executive**

The Cabinet and individual Cabinet Members make executive decisions relating to services provided by the Council, except for those matters which are reserved for decision by the full Council and planning and licensing matters which are dealt with by specialist regulatory panels.

### **The Forward Plan**

The Forward Plan is published on a monthly basis and provides details of all the key executive decisions to be made in the four month period following its publication. The Forward Plan is available on request or on the Southampton City Council website, [www.southampton.gov.uk](http://www.southampton.gov.uk)

### **Implementation of Decisions**

Any Executive Decision may be “called-in” as part of the Council’s Overview and Scrutiny function for review and scrutiny. The relevant Overview and Scrutiny Panel may ask the Executive to reconsider a decision, but does not have the power to change the decision themselves.

**Mobile Telephones** – Please switch your mobile telephones to silent whilst in the meeting.

### **Use of Social Media**

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

By entering the meeting room you are consenting to being recorded and to the use of those images and recordings for broadcasting and or/training purposes. The meeting may be recorded by the press or members of the public. Any person or organisation filming, recording or broadcasting any meeting of the Council is responsible for any claims or other liability resulting from them doing so. Details of the Council’s Guidance on the recording of meetings is available on the Council’s website.

### **Southampton City Council’s Priorities:**

- Jobs for local people
- Prevention and early intervention
- Protecting vulnerable people
- Affordable housing
- Services for all
- City pride
- A sustainable Council

### **Executive Functions**

The specific functions for which the Cabinet and individual Cabinet Members are responsible are contained in Part 3 of the Council’s Constitution. Copies of the Constitution are available on request or from the City Council website, [www.southampton.gov.uk](http://www.southampton.gov.uk)

### **Key Decisions**

A Key Decision is an Executive Decision that is likely to have a significant:

- financial impact (£500,000 or more)
- impact on two or more wards
- impact on an identifiable community

### **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.

**Fire Procedure** – In the event of a fire or other emergency, a continuous alarm will sound and you will be advised, by officers of the Council, of what action to take.

**Smoking policy** – The Council operates a no-smoking policy in all civic buildings.

**Access** – Access is available for disabled people. Please contact the Cabinet Administrator who will help to make any necessary arrangements.

### **Municipal Year Dates (Tuesdays)**

<b>2017</b>	<b>2018</b>
20 June	16 January
18 July	13 February <b>(Budget)</b>
15 August	20 February
19 September	20 March
17 October	17 April
14 November	
19 December	

## **CONDUCT OF MEETING**

### **TERMS OF REFERENCE**

The terms of reference of the Cabinet, and its Executive Members, are set out in Part 3 of the Council's Constitution.

### **RULES OF PROCEDURE**

The meeting is governed by the Executive Procedure Rules as set out in Part 4 of the Council's Constitution.

### **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.

### **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 3.

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

To receive any apologies.

### 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.

## EXECUTIVE BUSINESS

### 3 STATEMENT FROM THE LEADER

### 4 RECORD OF THE PREVIOUS DECISION MAKING (Pages 1 - 2)

Record of the decision making held on 18th April, 2017, attached.

### 5 MATTERS REFERRED BY THE COUNCIL OR BY THE OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE FOR RECONSIDERATION (IF ANY)

There are no matters referred for reconsideration.

### 6 REPORTS FROM OVERVIEW AND SCRUTINY COMMITTEES (IF ANY)

There are no items for consideration

### 7 EXECUTIVE APPOINTMENTS (Pages 3 - 14)

Report of Service Director, Legal and Governance detailing the Executive Appointments for 2017/18, attached.

## ITEMS FOR DECISION BY CABINET

### 8 COMBATING LONELINESS IN SOUTHAMPTON – EXECUTIVE RESPONSE (Pages 15 - 76)

Report of the Cabinet Member for Health and Sustainable Living detailing the Executive's formal response to the recommendations from the "Combating Loneliness in Southampton" Scrutiny Inquiry in accordance with the Overview and Scrutiny Procedure Rules in Part 4 of the Council's Constitution, attached.

### 9 DFT ACCESS FUND (Pages 77 - 82)

To consider the report of the Cabinet Member for Environment and Transport seeking

approval of the receipt of funding from the Department for Transport's Access Fund in order to deliver the 'Southampton: Driving our cycling ambition into local towns, schools, colleges and workplaces' programme for three years up until 31st March 2020, attached.

**10 BRITISH CYCLING PARTNERSHIP AGREEMENT 2017-2025 (Pages 83 - 88)**

To consider the report of the Cabinet Member for Environment and Transport seeking approval in principle to proceed with signing an 8-year strategic partnership from 2017-2025 with British Cycling to promote and develop cycling opportunities in the City, attached.

**11 DECOMMISSIONING AND ACQUISITION POLICIES AND THE REGENERATION OF TOWNHILL PARK □ (Pages 89 - 142)**

To consider the report of the Leader of the Council seeking approval to consult on the draft Decommissioning of Housing Stock Policy and the draft Acquisition and Compulsory Purchase Order Policy and the commencement of the decommissioning process for the remainder of Townhill Park, attached.

**12 EXCLUSION OF THE PRESS AND PUBLIC - CONFIDENTIAL PAPERS INCLUDED IN THE FOLLOWING ITEM**

To move that in accordance with the Council's Constitution, specifically the Access to Information Procedure Rules contained within the Constitution, the press and public be excluded from the meeting in respect of any consideration of the confidential appendix to the following Item.

Confidential appendix 1 contains information deemed to be exempt from general publication based on Category 3 (financial and business affairs) of paragraph 10.4 of the Council's Access to Information procedure Rules as contained in the Council's Constitution. It is not in the public interest to disclose this information because the information to be withheld in the appendix to the main report, is considered to be commercially sensitive and has a direct link to the future contracts employed by the Council and the Council itself. Disclosure may prejudice any future tendering exercises to secure a partner to deliver the energy product and the terms of such agreement affecting the Council's opportunity to secure best value for the citizens of Southampton and beyond through the energy company project. It is therefore not in the public interest to disclose the contents of the appendix while a procurement process is anticipated to secure the delivery of the project as any benefit gained through increased transparency of the negotiation process would be directly exceeded by the commercial detriment to the Council's negotiating position.

**13 \*ESTABLISHMENT OF A SOUTHAMPTON ENERGY SERVICES COMPANY □ (Pages 143 - 156)**

To consider the report of the Cabinet Member for Health and Sustainable Living seeking approval to enable Southampton City Council to set up a branded energy supply company to provide cost effective energy to residents and businesses across the southern region, attached.

SOUTHAMPTON CITY COUNCIL  
EXECUTIVE DECISION MAKING

RECORD OF THE DECISION MAKING HELD ON 18 APRIL 2017

Present:

Councillor Kaur	Cabinet Member for Communities, Culture and Leisure
Councillor Rayment	Cabinet Member for Environment and Transport
Councillor Shields	Cabinet Member for Health and Sustainable Living
Councillor Payne	Cabinet Member for Housing and Adult Care
Councillor Hammond	Cabinet Member for Transformation Projects
Councillor Lewzey	Cabinet Member for Children's Social Care
Councillor Dr Paffey	Cabinet Member for Education and Skills

Apologies: Councillor Letts and Chaloner

**COUNCILLOR RAYMENT IN THE CHAIR**

50. GREAT OAKS SPECIAL SCHOOL EXPANSION

DECISION MADE: (CAB 16/17 18783)

On consideration of the report of the Cabinet Member for Education and Skills and having complied with paragraph 15 of the Council's Access to Information Procedure Rules, Cabinet agreed the following:

- (i) To approve the expansion of Great Oaks from an Approved Pupil Number (APN) of 178 to an APN of 212.
- (ii) To authorise the Service Director, Children and Families Services, in consultation with the Service Director - Finance & Commercialisation, to take any action necessary to give effect to aforementioned expansion.

51. ADOPTION SOUTH CENTRAL- REGIONAL ADOPTION AGENCY

DECISION MADE: (CAB 16/17 18649)

On consideration of the report of the Cabinet Member for Children's Social Care, Cabinet agreed the following:

- (i) To agree in principle that Southampton Adoption Service should transfer to the Adoption South Central Regional Adoption Agency (ASC RAA) on 1st April 2018, subject to recommendation (v) below.
- (ii) To agree in principle that ASC RAA will operate via a shared service model with Hampshire County Council operating as the host authority. All four local authorities will have equal executive representation in governance arrangements to be determined and agreed.
- (iii) To agree in principle to make a financial contribution to the operating cost of ASC RAA. Determination of the contribution will be based on two key principles:

- Authorities' financial contributions to the RAA will be calculated using a 'fair funding model' based on the level of service provided to each, and approved by each authority.
- Authorities' financial contributions to the RAA in the first two years will be capped and will not exceed the agreed budget spend of 2016/17 (including fee subsidy, Adoption Support Fund or other grants).
- (iv) The set up costs for the ASC RAA will not exceed the development grant allocated by the DfE for this purpose.
- (v) A further report setting out the financial, staffing and governance implications will be brought back to Cabinet for agreement prior to entering into any final arrangements to deliver the service through an RAA.

52. PROVISION OF AN INTEGRATED ADVICE, INFORMATION AND GUIDANCE SERVICE

DECISION MADE: (CAB 16/17 18649)

On consideration of the report of the Cabinet Member for Communities, Culture and Leisure, Cabinet agreed the following:

- (i) To approve the recommendation to proceed with a procurement of an integrated AIG (Advice, Information and Guidance) service.
- (ii) To delegate authority to the Director of Quality & Integration to carry out a procurement process for the provision for AIG (Advice, Information and Guidance) services as set out in this report and to enter into contracts in accordance with the Contract Procedure Rules.
- (iii) To delegate authority to the Director of Quality & Integration following consultation with the relevant Cabinet Members to decide on the final model of commissioned services for Advice, Information and Guidance (AIG) and all decision making in relation to this re-commissioning.
- (iv) To delegate to the Chief Strategy Officer, following consultation with relevant cabinet members and following an option appraisal, the authority to approve the inclusion of SID (Southampton Information Directory) in the appropriate procurement exercise.
- (v) To authorise the Director of Quality and Integration to take all necessary actions to implement the proposals contained in this report.

NOTE: Councillor Hammond declared a personal prejudicial interest and left the meeting taking no part in the decision.

<b>DECISION-MAKER:</b>	<b>CABINET</b>		
<b>SUBJECT:</b>	<b>EXECUTIVE APPOINTMENTS 2017/18</b>		
<b>DATE OF DECISION:</b>	<b>20 JUNE 2017</b>		
<b>REPORT OF:</b>	<b>SERVICE DIRECTOR, LEGAL AND GOVERNANCE</b>		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Pat Wood</b>	<b>Tel: 023 8083 2302</b>
	<b>E-mail:</b>	<b>Pat.wood@southampton.gov.uk</b>	
<b>Director</b>	<b>Name:</b>	<b>Dawn Baxendale</b>	<b>Tel: 023 8083 2966</b>
	<b>E-mail:</b>	<b>Dawn.baxendale@southampton.gov.uk</b>	

<b>STATEMENT OF CONFIDENTIALITY</b>	
None.	
<b>BRIEF SUMMARY</b>	
Under the City Council's democratic arrangements it is a requirement that appointments to all organisations and bodies which relate to executive functions are determined by the Executive.	
Although the work of the bodies/organisations listed in the Appointments Register covers all aspects of city life and Council activities and therefore affects all wards, the decision to appoint to them is of administrative affect only.	
<b>RECOMMENDATIONS:</b>	
(i)	That the executive appointments for the 2017/18 Municipal Year be approved as set out in the attached revised Register; and
(ii)	That all appointments be for one year save where the terms of reference and or constitution of the body or organisation concerned specify the duration of an appointment or where the decision on any nomination by the City Council to their membership is reserved to the body or organisation concerned to determine the appointment or continuation of appointments, in light of any changes in City Council Administration.
<b>REASONS FOR REPORT RECOMMENDATIONS</b>	
1.	Member appointments are required to a number of statutory and best practice bodies, as well as a number of external organisations with which the Council has links.
2.	Under the constitution or terms of reference in respect of some outside organisations appointments are in some cases specified as having a term of office/appointment longer than one year or are nominations, the final decision on appointment lying with the body itself. In such cases when a change of Administration occurs and the appointment term has not expired and is of significance to the incoming administration that member/appointee should be encouraged to step down in favour of a new appointee from the incoming administration but noting that the final decision in some cases lies with the

	organisation or outside body concerned.
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>	
3.	No other options are presented, it is a matter for the Cabinet to determine whether it wishes to approve the revised appointments and be represented on all the bodies set out in the attached revised Register of Appointments.
<b>DETAIL (Including consultation carried out)</b>	
4.	The executive appointments set out in the appendix to this report have been the subject of consultation and agreement with all political groups represented on the City Council.
5.	After Annual Council, numerous appointments to a variety of statutory, best practice and external organisations and bodies which require City Council Member representation need to be made by the Cabinet.
6.	The following appointments were made at the Annual Council on 17 May, 2017:- <ul style="list-style-type: none"> <li>• South East Employers;</li> <li>• Local Democracy Network for Councillors;</li> <li>• Hampshire Fire and Rescue Authority;</li> <li>• Partnership for Urban South Hampshire – Overview and Scrutiny Committee; and</li> <li>• Hampshire Police and Crime Panel</li> </ul>
7.	Appointments are categorised into groups developed by the Service Director, Legal and Governance as follows:- <ol style="list-style-type: none"> <li>a) Statutory Partnership;</li> <li>b) Non-Statutory Partnership;</li> <li>c) Informal Groups;</li> <li>d) Appointments and/or Financial Commitments to Outside Bodies;</li> <li>e) Commercial Partnerships;</li> <li>f) Commercial or Contractual Agreements; and</li> <li>g) Legally Defined Arrangements.</li> </ol>
<b>RESOURCE IMPLICATIONS</b>	
<b><u>Capital/Revenue</u></b>	
8.	The cost of travel and subsistence costs for Members meeting the commitment of serving as a representative on an executive appointment are met from existing budgets.
<b><u>Property/Other</u></b>	
9.	None.
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
10.	The Local Government Acts 1972 and 2000 and the Localism Act 2011.
<b><u>Other Legal Implications:</u></b>	

11.	None.
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
12.	Cabinet approval of the appointments listed in the Register of Appointments appended to this report are in line with the City Council's Policy Framework.

<b>KEY DECISION?</b>	No
<b>WARDS/COMMUNITIES AFFECTED:</b>	None

**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Revised Register of Appointments 2017/18
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**Documents In Members' Rooms**

1.	None.
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**Equality Impact Assessment**

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

Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
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**Other Background Documents**  
**Equality Impact Assessment and Other Background documents available for inspection at:**

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	None.
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REVISED REGISTER OF APPOINTMENTS 2017-2018

Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
A1	Cabinet	Joint Pension Fund Panel and Board	The Pension Fund Panel monitors the performance of the investment managers and advises the Audit Committee on matters requiring decisions in connection with the investment of the pension fund.  Shared seat with Portsmouth City Council. 2017/18 SCC will have the main seat with PCC as a deputy.	1	No	1 Yr	Chaloner	June 17	May 18	Mel Creighton (023 8083 4897)
A2	Cabinet	Health and Wellbeing Board	Council determines the number of places allocated to Elected Members on the Board.	5	Yes	1 Yr	Taggart Payne Lewzey Shields Paffey	June 17	May 18	Dr. Bob Coates (023 8083 3537)
A3	Cabinet	Learning Disabilities Partnership Board	Partnership Board established to take responsibility for local delivery of the Government's Valuing People White Paper, led by the Council with the active participation of all key stakeholders.	3	No		Payne Coombs Hecks	June 17	May 18	Jo Cassey (023 8091 7503)
A4	Cabinet	Safe City Partnership	The Partnership brings together senior representatives of all the local agencies involved in community safety and includes; Southampton City Council, Hampshire Constabulary, Hampshire Fire and Rescue Service, Youth Offending, Primary Care Trust and Hampshire Probation established 1998 as the primary vehicle for tackling crime and disorder issues in Southampton.	1	No	1 Yr	Rayment	June 17	May 18	Felicity Ridgway (023 8083 3310)
A5	Cabinet	Schools Forum	To receive information on and comment on LEA's school funding formula, other issues in connection with schools budgets and service contracts.	1	No	1 Yr	Keogh	June 17	May 18	Jo Cassey (023 8091 7503)

Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
A6	Cabinet	Southampton International Airport Consultative Committee	To act as the consultative body in relation to the Airport for the purposes of Section and of the Civil Aviation Act 1968, between the airport management, users, local authorities and local organisations and the county.	6	Yes	1 Yr	Barnes-Andrews Mintoff Vassiliou	June 17	May 18	Mitch Sanders (023 8083 3613)
A7	Cabinet	Southern Health NHS Foundation Trust	To set the strategic direction of the organisation within the priorities set by the government and NHS, to oversee delivery of planned targets and ensure effective financial stewardship.	1	No	1 Yr	Lewzey	June 17	May 18	Katie Bartolomeo (023 8083 4162)
A8	Cabinet	Clinical Commissioning Group	Clinical Commissioning Group (CCG) helping to meet the health and care needs of local people. They are allocated a budget of just over £350 million a year to achieve this and use it to plan and pay for (or 'commission') health and care services from a number of service providers (such as hospitals, mental health and community trusts).	1	No	1 Yr	Shields	June 17	May 18	Katie Bartolomeo (023 8083 4162)
A9	Cabinet	Southern Inshore Fisheries and Conservation Authority (IFCA) and Appeal and Scrutiny Sub Committee	To regulate sea fisheries within the Southern Sea Fisheries District, (coasts of Hampshire, Dorset and the Isle of Wight).	1	No	1 Yr	Savage	June 17	May 18	Sandra Westacott (023 8083 3992)
A10	Cabinet	Standing Advisory Council for Religious Education (S A C R E)	Constructed under the Education Reform Act 1998 to advise the Authority on matters connected with collective worship and the teaching of RE in City Schools.	4	Yes	1 Yr	J Baillie Laurent Payne Jordan	June 17	May 18	Jo Cassey (023 8091 7503)
A11	Cabinet	Port Health Consultative		2	Yes	1 Yr	Rayment Shields	June 17	May 18	Mitch Sanders (023 8083 3613)

Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
		Board								
A12	Cabinet	Business Improvement Board	Go! Southampton is an independent nonprofit Business Improvement District, businesses can influence the future of our City Centre and take the initiative on specific issues that businesses face.	1	Yes	1 Yr	Letts	June 17	May 18	Denise Edghill (023 8083 4095)
B1	Cabinet	ECO Partnership	The Partnership for Urban South Hampshire (PUSH) has been instrumental in developing a local authority Green Deal Scheme in Hampshire. To maximise the benefits of this scheme all Local Authorities in Hampshire have been invited to join at one of two levels. With the result that membership of the scheme is wider than PUSH authorities.	1	No.	1 Yr	Payne	June 17	May 18	Mitch Sanders (023 8083 3613)
B2	Cabinet	Hampshire Partnership	The Hampshire Partnership is a voluntary collaboration made up partner agencies across Hampshire to promote and facilitate better cross-agency working.	2	No	1 Yr	Letts Moulton	June 17	May 18	Dawn Baxendale (023 8083 2966)
B3	Cabinet	King Edward VI School	Governor	1	No	1 Yr	Chaloner	June 17	May 18	Jo Cassey (023 8091 7503)
B4	Cabinet	F.W. Smith Bequest Purchasing Committee	To provide/buy pictures for the Art Gallery principally from English artists from the income of the F.W. Smith Bequest.	2	No	1 Yr	Burke Parnell	June 17	May 18	Mike Harris (023 8083 2882)
B5	Cabinet	Solent NHS Trust	The Trust works closely with other trusts, primary care, social care providers and the voluntary sector to ensure care is joined-up and organised around individuals.	1	No	1 Yr	Payne	June 17	May 18	Donna Chapman (023 8029 6004)
B6	Cabinet	Solent Transport Board	To promote the sub regional transport agenda, implement schemes of a sub-regional nature and lobby and/or	1	No	1 Yr	Rayment	June 17	May 18	Pete Boustred (023 8083 4743)

Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
			influence on all other associated aspects of life within the TfSH Area.							
B7	Cabinet	Southampton Adult Mental Health Partnership Board	Objectives of the Board are: <ul style="list-style-type: none"> <li>to bring together a wide group of stakeholders to enable a joint approach to delivering the national strategy;</li> <li>to focus on practical work streams which have positive benefit in improving the mental health of the local population;</li> <li>to provide a focus for raising the profile of mental health issues within the City; and</li> <li>to contribute to needs assessment and other strategic work to ensure that mental health issues are included.</li> </ul>	1	No	1 Yr	Shields	June 17	May 18	Derek Law (023 8083 2743)
B8	Cabinet	Southampton Cultural Development Trust	To promote the educational and economic benefits of the cultural sector in the City	1	No	1 Yr	Burke	June 17	May 18	Mike Harris (023 8083 2882)
B9	Cabinet	Southampton Energy Partnership	The Energy Partnership brings together organisations and businesses in the City with high energy usage. To share information on best practice and local case studies the Partnership of organisations with the ability and commitment to take action to reduce energy needs and costs, and to reduce the carbon footprint of the City.	1	Yes	1 Yr	Shields	June 17	May 18	Neil Tuck (023 8083 3409)
B10	Cabinet	Southampton Housing Partnership	A multi-tenure forum that represents all housing interests in the city.	1	No	1 Yr	Payne	June 17	May 18	Mark Bradbury (023 8083 2261)
B11	Cabinet	Standing Conf on	To provide a more co-ordinated approach	1	No	1 Yr	Payne	June 17	May 18	Mitch Sanders

Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
		Problems Associated with The Coastline (SCOPAC)	to coastal engineering and related matters between authorities on the Central South coast - Lyme Bay to Worthing							(023 8083 3613)
B12	Cabinet	University Hospital Southampton NHS Foundation Trust	The principal purpose of the Trust is the provision of goods and services for the purposes of the health service in England.	1	No	1 Yr	Blatchford	June 17	May 18	Dr. Bob Coates (023 8083 3537)
B13	Cabinet	The Wulfris Educational Foundation	Provision of school clothing, books and equipment to the needy children resident in Southampton.	1	No	1 Yr	Hammond	June 17	May 18	Jo Cassey (023 8091 7503)
B14	Cabinet	Employment, Skills and Learning Partnership		1	No	1 Yr	Paffey	June 17	May 18	Denise Edghill (023 8083 4095)
C1	Cabinet	Corporate Parenting	The Council acting as a parent for children in care.	5	Yes	1 Yr	Savage Chaloner Paffey Morrell O'Neill	June 17	May 18	Jo Cassey (023 8091 7503)
D1	Cabinet	Hampshire British Legion Poppy Appeal	Armed Forces charity providing care and support to all members of the British Armed Forces past and present and their families, administering and supporting the delivery of welfare services and the membership and fundraising activities of the Legion's branches and clubs throughout Hampshire. It also acts as the national Custodian of Remembrance and safeguards the Military Covenant between the nation and its Armed Forces.	1	No	1 Yr	Burke	June 17	May 18	Judy Cordell (023 8083 2766)
D2	Cabinet	Nuffield Theatre - Southampton	As Board Members, the Councillor's role is to monitor the affairs of the Trust,	2	No	1 Yr	Burke Furnell	June 17	May 18	Lisa Shepherd (023 8083 4516)

Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
		Theatre Trust Ltd Board	oversee policy changes and development of the company.							
D3	Cabinet	Solent Skies - Board Of Directors	To preserve the aviation heritage of Southampton. (Conditional appointment subject to satisfactory conclusion of lease and management agreement).	1	No	1 Yr	Bogle	June 17	May 18	Mike Harris (023 8083 2882)
D4	Cabinet	Southampton Record Series	To represent the City at the Joint Committee of the Southampton Record Series with the University.	3	Yes	3 Yr	Bogle Fitzhenry Blatchford	June 17	May 18	Sue Woolgar (023 8083 2631)
D5	Cabinet	Southampton Solent University Board Of Governors	Co-opted external Governor to sit on the Southampton Solent University Board of Governors to form a link between the Council and the Institute as one of the providers of higher education in the City.	1	No	4 Yr	Kaur	June 17	May 18	Jo Cassey (023 8091 7503)
D6	Cabinet	Southampton Voluntary Services	To provide a focus for the voluntary sector activities in Southampton and to act as a local development agency for voluntary action.	2	No	1 Yr	Inglis Noon	June 17	May 18	Vanessa Shahani (023 8083 2599)
D7	Cabinet	Thorner's Homes	Almshouse Charity providing accommodation for women over 55 in limited financial circumstances.	1	No	1 Yr	Taggart	June 17	May 18	Mark Bradbury (023 8083 2261)
E1	Cabinet	Business South	To provide engagement between the private, public and voluntary sectors and promote Southampton City Region	1	No	1 Yr	Letts (Payne deputy)	June 17	May 18	Dawn Baxendale (023 8083 2996)
E2	Cabinet	Community Champion For Older Persons	To lead consultation with relevant groups at both local and city wide level.	1	No	1 Yr	Murphy	Sept 17	May 18	Derek Law (023 8083 2743)
E3	Cabinet	Community Champion for Armed Forces	To strengthen relationships between Southampton's Armed Forces community and the City Council through overseeing the Armed Forces Community Covenant.	1	No	1 Yr	Burke	June 17	May 18	Denise Edghill (023 8083 4095)
E4	Cabinet	Hampshire and Isle of Wight Joint	A Cross Council Panel monitoring the provision of Health Services.	1	No	1 Yr	White	June 17	May 18	Mark Pirnie (023 8083 3886)

Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
		Health Scrutiny Panel								
E5	Cabinet	Street Lighting PFI Network Board	The Board comprises of representatives of the Authority and Service Provider to secure a working relationship between those involved in meeting or contributing to the Authority's objectives with a view to ensuring that all decisions support the Authority's compliance with its duties.	1	No	1 Yr	Rayment	June 17	May 18	Mitch Sanders (023 8083 3613)
F1	Cabinet	Local Government Association	Pressure Group and lobbying organisation providing an overall national voice for local government in England with a view to promoting and protecting the interests of member councils by providing advice and support.	4	Yes	1 Yr	Payne Letts Moulton Whitbread	June 17	May 18	Suki Sitaram (023 8083 2060)
F2	Cabinet	Local Government Association City Regions Board		1	No	1 Yr	Letts	June 17	May 18	Dawn Baxendale (023 8083 2966)
F3	Cabinet	Local Government Information Unit	Independent research and information organisation with the principal aim of making the case for strong democratic Local Government together with information and support services to member authorities and individual councillors.	1	No	1 Yr	Paffey	June 17	May 18	Judy Cordell (023 8083 2766)
G1	Cabinet	Partnership for Urban South Hampshire (PUSH)	To promote sustainable, economic-led growth and development of South Hampshire supported by enhanced transport and other infrastructure and to lobby and/or influence on all other associated aspects of life within the PUSH Area.	1	No	1 Yr	Letts	June 17	May 18	Dawn Baxendale (023 8083 2966)
G2	Cabinet	Project Integra Strategic Board	Partnership body consisting of all Local Authorities in Hampshire to deal with waste management in the County.	2	No	1 Yr	Rayment  Lab Vacancy	June 17	May 18	Mitch Sanders (023 8083 3613)

Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
G3	Cabinet	Solent Local Enterprise Partnership	To provide a private sector led Local Enterprise Partnership to promote the economic wellbeing of South Hampshire and the Isle of Wight	1	No	1Yr	Letts	June 17	May 18	Dawn Baxendale (023 8083 2966)
G4	Cabinet	Southampton Admissions Forum	To advise the City Council on matters connected with the determination of admissions arrangements. Under the new arrangements set out in the School Admissions (Local Authority Reports and Admissions Forums) (England) Regulations 2008 two appointments to be made one representative from the majority group and one from the largest opposition group.	2	Yes	1 Yr	Letts Wilkinson	June 17	May 18	Ross Williams (023 8083 4048)



# Agenda Item 8

<b>DECISION-MAKER:</b>	<b>CABINET</b>		
<b>SUBJECT:</b>	<b>COMBATING LONELINESS IN SOUTHAMPTON – EXECUTIVE RESPONSE</b>		
<b>DATE OF DECISION:</b>	<b>20 JUNE 2017</b>		
<b>REPORT OF:</b>	<b>CABINET MEMBER FOR HEALTH AND SUSTAINABLE LIVING</b>		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Adrian Littlemore</b>	<b>Tel:</b> 023 80296022
	<b>E-mail:</b>	<a href="mailto:adrian.littlemore@southamptoncityccg.nhs.uk">adrian.littlemore@southamptoncityccg.nhs.uk</a>	
<b>Director</b>	<b>Name:</b>	<b>Stephanie Ramsey</b>	<b>Tel:</b> 023 8029 6941
	<b>E-mail:</b>	<a href="mailto:stephanie.ramsey@southampton.gov.uk">stephanie.ramsey@southampton.gov.uk</a>	

<b>STATEMENT OF CONFIDENTIALITY</b>	
None	
<b>BRIEF SUMMARY</b>	
<p>From September 2016 to March 2017 the Scrutiny Panel undertook an inquiry looking at the issue of Loneliness in Southampton. The final report of the Scrutiny Panel presented was presented to Cabinet in 26<sup>th</sup> March 2017. This report presents Cabinet's response to the recommendations contained within the Inquiry Panel report.</p>	
<b>RECOMMENDATIONS:</b>	
	(i) To receive and approve the proposed responses to the recommendations of the Scrutiny Inquiry Panel, attached as Appendix 1.
<b>REASONS FOR REPORT RECOMMENDATIONS</b>	
1.	The overview and scrutiny rules in part 4 of the Council's Constitution requires the Executive to consider all inquiry reports that have been endorsed by the Overview and Scrutiny Management Committee (OSMC), and to submit a formal response to the recommendations within them.
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>	
2.	None
<b>DETAIL (Including consultation carried out)</b>	

3.	<p>On 11th August 2017, the OSMC agreed the indicative terms of reference for an inquiry to review progress being made in Southampton to combat loneliness and to understand what is being done to reduce loneliness elsewhere, and what initiatives could work well in the City to help people make connections and improve their wellbeing.</p> <p>The set objectives of the Inquiry were:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> To review progress being made in Southampton to combat loneliness.</li> <li><input type="checkbox"/> To understand what is being done to reduce loneliness elsewhere.</li> <li>• To identify what initiatives could work well in the City to help people make connections and improve their wellbeing.</li> </ul>
4.	<p>The Scrutiny Inquiry Panel undertook the inquiry over 6 evidence gathering meetings and received information from a wide variety of organisations. The final report was approved by the OSMC on 16<sup>th</sup> March 2017 and is attached as Appendix 2.</p>
5.	<p>The recommendations contained within the final report are summarised as Appendix 1, with proposed actions set out against each recommendation.</p>
<b>RESOURCE IMPLICATIONS</b>	
<b><u>Capital/Revenue</u></b>	
6.	<p>The majority of the recommendations are based within existing work programmes. As such they are not considered likely to initially present any additional financial commitments. In practice future resource implications will be dependent upon whether, and how, each of the individual recommendations within the Inquiry report are progressed. In many cases progress will be dependent on identifying and securing appropriate grant funding, approval would be sought as required by financial procedure rules before any commitments are made.</p>
<b><u>Property/Other</u></b>	
7.	None
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
8.	Section 1 of the Localism Act 2011
<b><u>Other Legal Implications:</u></b>	
9.	None.
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
10.	<p>The outcome of the scrutiny review will contribute to the following priority within the draft Southampton City Council Strategy 2016-2020:</p> <ul style="list-style-type: none"> <li>• People in Southampton live safe, healthy, independent lives</li> </ul>

<b>KEY DECISION?</b>	Yes	
<b>WARDS/COMMUNITIES AFFECTED:</b>	All	
<b><u>SUPPORTING DOCUMENTATION</u></b>		
<b>Appendices</b>		
1.	Combating Loneliness in Southampton Scrutiny Inquiry – Summary of Recommendations and proposed responses	
2.	Combating Loneliness in Southampton – Final Report	
<b>Documents In Members’ Rooms</b>		
1.	None	
<b>Equality Impact Assessment</b>		
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out.		No
<b>Privacy Impact Assessment</b>		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		No
<b>Other Background Documents</b>		
<b>Equality Impact Assessment and Other Background documents available for inspection at:</b>		
Title of Background Paper(s)		Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	None	

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Combating Loneliness – Summary Of Recommendations

Recommendation	Accepted by Executive (Y/N)	How will the recommendation be achieved? (Key actions)	Responsible Officer	Target Date for Completion
<p><b>Foundation Services</b> Services to reach and understand the specific needs of those experiencing loneliness:</p> <p>1. Incorporating segmentation data from MOSAIC, build on existing data sources to develop a comprehensive local index of isolation and loneliness that will enable neighbourhoods which have a higher likelihood of having individuals that are socially isolated or lonely to be identified.</p>	Y	<ul style="list-style-type: none"> <li>Public Health to review all available data work with community organisations and local services to identify neighbourhoods and at risk populations.</li> </ul> <p>A social isolation index has been developed. This is primarily based on evidence from PHE and other sources and constrained by what data was available at the appropriate geographical level (LSOA). Further work to engage local community organisations is required.</p>	Amy McCullough Dan King	September 2017
<p>2. To increase the effectiveness of interventions share the index of isolation and loneliness with relevant organisations across Southampton, including the voluntary and community sector and the Council’s Digital Transformation Team. This should enable services and prevention activity to be targeted to groups and neighbourhoods that are particularly vulnerable to loneliness.</p>	Y	<ul style="list-style-type: none"> <li>To establish Local Solutions Groups in all Better Care Cluster areas.</li> <li>Public Health to support Local Solutions groups to interpret available data to identify opportunities to reach out to people who may be lonely.</li> </ul> <p>The Intelligence and Strategic Analysis team will make the social isolation briefing, index and associated maps available on the JSNA website for people to access.</p>	Adrian Littlemore  Amy McCullough Dan King	September 2017  September 2017

		<ul style="list-style-type: none"> <li>For Local Solutions Groups to be supported to map available resources which might assist someone who is experiencing loneliness.</li> </ul>	<b>Adrian Littlemore</b>	March 2018
3. Consideration should be given to the timely support and information that can be provided to residents experiencing these transitions and events to prevent and respond to loneliness	<b>Y</b>	<ul style="list-style-type: none"> <li>For the Council to work with partner agencies to review how individuals going through life changing events are supported to avoid and prevent loneliness. Review to include what information and services are available and how people are signposted to support.</li> </ul> <p>Groups to be covered include:</p> <ul style="list-style-type: none"> <li>New parents</li> <li>Recently bereaved</li> <li>Children and young people changing or leaving education <ul style="list-style-type: none"> <li>Pupils going through INYFA process</li> <li>Pupils who are permanently excluded</li> <li>Children who have previously been LAC but have returned home</li> <li>Pupils with SEND transitioning from Primary to secondary, post 16, post 19.</li> </ul> </li> </ul> <p>Additional Childrens Action</p> <p>Ensure combating loneliness is an outcome for all PEX pupils who start a new school by requesting peer mentoring/buddy system for</p>	<p>Tim Davies</p> <p>Chrissie Dawson</p> <p>Tim Davies/Jo Cassey</p> <p>Tim Davies/Jo Cassey</p>	<p>April 2018</p> <p>April 2018</p> <p>July 2018</p>

		<p>at least 6 weeks.</p> <p>The annual review process is being reviewed to develop it into a better PCP process from Year 9 onwards which will look to address loneliness within it.</p> <p>Signposting to be added to the Local Offer</p> <ul style="list-style-type: none"> <li>○ Recently separated/divorced or other relationship breakdown</li> <li>○ Individuals from ethnic minority group</li> <li>○ Individuals who are retiring from employment</li> </ul>	<p>Tim Davies/Jo Cassey</p> <p>Tim Davies/Jo Cassey Amy McCullough</p> <p>Amy McCullough</p> <p>Amy McCullough/ Catherine Rankin</p>	<p>Dec 2017</p> <p>April 2018</p> <p>July 2018</p>
<p><b>Understanding and supporting lonely individuals to make meaningful connections:</b></p> <p>4. A co-ordinated approach needs to be developed that results in either improvements to the existing Southampton Information Directory (SID) so that it is fit for purpose or the purchasing of an additional platform to meet the needs of the city.</p>	Y	<ul style="list-style-type: none"> <li>● SCC review underway involving a range of community organisations. Options appraisal underdevelopment for consideration.</li> <li>● Development of SID or procurement of new system to be undertaken</li> </ul>	<p>Rosanna Copen/ Emma Lewis</p> <p>Rosanna Copen/ Emma Lewis</p>	<p>September 2017</p> <p>September 2018</p>
<p>5. Commission and roll out the Community Navigation Scheme across Southampton to support residents to find the most appropriate support (utilising and updating the S.I.D) and to</p>	Y	<ul style="list-style-type: none"> <li>● Procurement of Community Navigation is underway lead by the Integrated Commissioning Unit. Specifications to</li> </ul>	<p>Adrian Littlemore</p>	<p>New Service to commence</p>

<p>act as a link between lonely residents, local Community Solutions Groups and statutory services, including GP's.</p>		<p>cover generic provision with targeted support for people with dementia, adults with mental health problems, older people with housing related support needs and potentially adults with a learning disability</p>		<p>April 2018</p>
<p>6. Develop a plan to implement the GENIE tool across Southampton using trained volunteers and the improved S.I.D</p>	<p>Y</p>	<ul style="list-style-type: none"> <li>• Southampton City Council and Southampton City Clinical Commissioning Group to consider funding of Genie license from Southampton University.</li> <li>• Included within Community Navigators service specification role of training and supporting local organisations to utilize.</li> <li>• SID to establish a regular data exchange to share available community resources with the Genie tool.</li> <li>• Community Solutions Group to take over oversight of implementation of Genie in the City and undertake a review</li> </ul>	<p>Stephanie Ramsey</p> <p>Adrian Littlemore</p> <p>Emma Lewis/ Rosanna Copen</p> <p>Adrian Littlemore</p>	<p>September 2017</p> <p>June 2017</p> <p>March 2018</p> <p>April 2019</p>
<p>7. A Communications Plan is developed to improve awareness of loneliness, both among professionals and older people themselves, and to identify appropriate methods to communicate with lonely people</p>	<p>Y</p>	<ul style="list-style-type: none"> <li>• The Integration Board works with the Community Solutions Group to develop a communications strategy for the City, identifying cross agency opportunities and resources to support delivery.</li> </ul>	<p>Stephanie Ramsey</p>	<p>September 2017</p>



<p><b>Direct Interventions</b> A menu of services that directly improve the number or quality of relationships people have:</p> <p>8. Consideration be given to identifying opportunities to increase capacity for the much valued befriending and peer support schemes in Southampton.</p>	Y	<ul style="list-style-type: none"> <li>• Need to increase the numbers of people volunteering in the City to be included as part of the Community Development procurement underway.</li> <li>• As part of the Older Persons Offer the service model to include the development of peer support</li> </ul>	<p>Moraig Forrest Charde</p> <p>Donna Chapman</p>	<p>June 2018</p> <p>August 2017</p>
<p>9. The Council co-ordinates its' approach with partners across the city to support digital inclusion, reduce duplication and target support effectively, utilising the index of social isolation and loneliness, including digital support for communities whose first language is not English.</p>	Y	<ul style="list-style-type: none"> <li>• Southampton Connect to the lead the development of a digital strategy for the City to incorporate local authority, health, education and other statutory providers</li> </ul>	<p>Emma Lewis</p>	<p>April 2018 (To be Confirmed)</p>
<p>10. If the business planning by the University of Southampton identifies the transport approaches being developed by the Community Solutions Sub-group are achievable and sustainable, the Council and partners should consider the support that they can offer to help the proposals come to fruition.</p>	Y	<ul style="list-style-type: none"> <li>• Community Solutions Group to complete the gathering of evidence of need</li> <li>• Community Solutions Group to coproduce an options paper with local community organisations, supported by Southampton University, and regulation officers in the Council</li> <li>• For SCC to include local community organisations within the scope of a wider transport review for the City.</li> <li>• For an options paper to be considered by the Commissioning Partnership Board and Cabinet member for Transport</li> </ul>	<p>Adrian Littlemore</p> <p>Adrian Littlemore</p> <p>Mike Harris</p> <p>Mike Harris</p>	<p>October 2017</p> <p>December 2018</p> <p>September 2017</p> <p>March 2018</p>

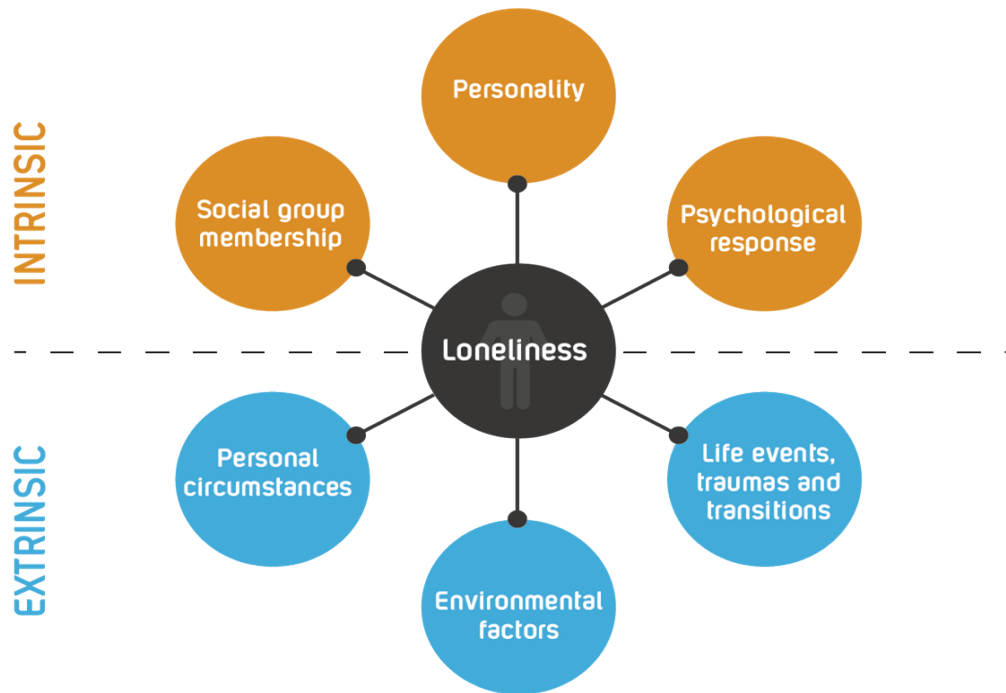
<p><b>Structural Enablers</b> Create the right structures and conditions in a local environment to reduce those affected by, or at risk of, loneliness:</p> <p>11. Seek to engage BME communities and new communities in the local community solutions groups.</p>	<p>Y</p>	<ul style="list-style-type: none"> <li>• Community Solutions Group to map groups and links to BME communities.</li> <li>• To coproduce with those communities now best to improve their engagement</li> <li>• To produce an engagement plan to improve engagement of BME communities in emerging community development opportunities.</li> </ul>	<p>Adrian Littlemore</p> <p>Adrian Littlemore</p> <p>Adrian Littlemore</p>	<p>October 2017</p> <p>October 2017</p> <p>March 2018</p>
<p>12. Councillors can be key catalysts in bringing communities together. It is recommended that Southampton City Councillors lead by example, alongside local community solutions groups, by actively promoting neighbourliness and community action in their wards.</p>	<p>Y</p>	<ul style="list-style-type: none"> <li>• Councillors to be kept aware of the development of community solutions groups and invited to participate/contribute as appropriate</li> </ul>	<p>Adrian Littlemore</p>	<p>October 2017</p>
<p>13. To help solve the problems of affordable accommodation for young people and loneliness, particularly among house owning 'empty nesters' or bereaved, explore opportunities to encourage the creation of an organisation that pairs older people with students in Southampton, similar to the <a href="#">Homeshare</a> scheme operating in Paris.</p>	<p>Y</p>	<ul style="list-style-type: none"> <li>• Adult Social Care to include the proposal for consideration of future development of the Shared Lives Scheme operated by the Council</li> </ul>	<p>Paul Juan</p>	<p>March 2018</p>
<p>14. Consider creating 'City Makers', similar to the 'Games Makers' scheme developed for the London Olympics.</p>	<p>Y</p>	<ul style="list-style-type: none"> <li>• As part of the implementation of the Community Development Procurement, the new provider will consider through a process of coproduction with local organisations and people the idea of creating a "City Maker" scheme.</li> </ul>	<p>Moraig Forrest Charde</p>	<p>October 2018</p>

<p><b>Strategic Direction</b></p> <p>15. Develop an overarching plan to combat loneliness in Southampton. It is recommended that the plan is owned by the Health and Wellbeing Board, delivered in partnership with the Community Solutions Groups, and linked to Better Care.</p>	<p>Y</p>	<ul style="list-style-type: none"> <li>• The Integration Board and Community Solutions Group to develop a Loneliness Plan for consideration and approval by the Health &amp; Wellbeing Board</li> <li>• The plan to include potential key performance indicators to measure improvements within target groups.</li> </ul>	<p>Stephanie Ramsey /Jason Horsley</p> <p>Stephanie Ramsey /Jason Horsley</p>	<p>December 2017</p> <p>March 2018</p>
<p>16. It is recommended that the Council explores the steps required to become accredited and, if deemed achievable and desirable, commits Southampton to becoming Age Friendly.</p>	<p>Y</p>	<ul style="list-style-type: none"> <li>• The integration Board to review the benefits of potential sign up to becoming an Age Friendly City.</li> <li>• Integration Board to make recommendation to the Health &amp; Wellbeing Board</li> </ul>	<p>Stephanie Ramsey</p> <p>Stephanie Ramsey</p>	<p>October 2018</p> <p>December 2017</p>
<p>17. The potential to deliver the step change in outcomes through the use of Social Impact Bonds is explored by the Council if progress combating loneliness in Southampton is not being made at the pace required.</p>	<p>Y</p>	<ul style="list-style-type: none"> <li>• As part of the Community Development implementation opportunities to utilise additional funding streams are actively pursued, with consideration by all stakeholders in the City of the use of Social Impact Bonds</li> </ul>	<p>Carole Binns</p>	<p>March 2018</p>

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# Combating Loneliness in Southampton Scrutiny Inquiry - Draft

“The most terrible poverty is loneliness” - Mother Teresa



## PANEL MEMBERSHIP

Councillor Furnell (Chair)  
Councillor Coombs (Vice Chair)  
Councillor Burke  
Councillor Laurent  
Councillor Murphy  
Councillor Parnell  
Councillor T Thomas

Scrutiny Manager – Mark Pirnie  
[mark.pirnie@southampton.gov.uk](mailto:mark.pirnie@southampton.gov.uk)

023 8083 3886



**SOUTHAMPTON**  
CITY COUNCIL

## Contents

1

**Contents****Page**

Chair's Introduction

The Aim of the Inquiry

Introduction and Background

Conclusions and Recommendations

Appendices

Appendix 1 – Terms of Reference

Appendix 2 – Inquiry Plan

Appendix 3 - Summary of Key Evidence

Appendix 4 – Findings

# Chair's Introduction

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**Councillor Furnell - Chair of the Combating Loneliness Inquiry Panel (2016/17)**

## Combating Loneliness in Southampton

### The Aim of the Inquiry

1. Loneliness is a significant and growing issue. Acute loneliness has been consistently estimated to affect around 10-13 per cent of older people<sup>1</sup> but it is recognised that loneliness affects all age groups.
2. Professor Kevin Fenton, Public Health England National Director for Health and Wellbeing, stated that:  
*'The devastating impact loneliness can have on our mental and physical health makes it an issue we can ill-afford to ignore.'*<sup>2</sup>
3. Loneliness is amenable to a number of effective interventions and the Campaign to End Loneliness, working with Age UK, have developed a framework which sets out a series of practical interventions to address loneliness.
4. Taking action to reduce loneliness can benefit residents, communities and reduce the need for health and care services in the future.
5. In recognition of the importance of this issue, and the potential to make a significant difference for residents and communities across Southampton, the Overview and Scrutiny Management Committee, at its meeting on 11<sup>th</sup> August 2016, requested that the Scrutiny Inquiry Panel undertake an inquiry looking at combating loneliness in Southampton.
6. The set objectives of the Inquiry were:
  - a. To review progress being made in Southampton to combat loneliness.
  - b. To understand what is being done to reduce loneliness elsewhere.
  - c. To identify what initiatives could work well in the City to help people make connections and improve their wellbeing.
7. The full terms of reference for the Inquiry, agreed by the Overview and Scrutiny Management Committee, are shown in Appendix 1.

### **How the inquiry was conducted**

8. The Scrutiny Inquiry Panel undertook the inquiry over 5 evidence gathering meetings and received information from a wide variety of organisations. This included health professionals, charitable and voluntary organisations, volunteers, commissioners, academics and lonely residents in receipt of support. A list of witnesses that provided evidence to the Inquiry is detailed in Appendix 2.
9. To deliver the set objectives the agreed project plan identified that each evidence gathering meeting of the inquiry would focus on an aspect of the framework for loneliness.

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<sup>1</sup> LGA, Combating Loneliness: A guide for local authorities, Jan 2016, Foreword

<sup>2</sup> Campaign to End Loneliness & Age UK, Promising Approaches to reducing loneliness and isolation in later life, Jan 2015, Foreword



10. At each meeting guests were invited to inform the Panel of the impact loneliness is having in Southampton, outline activities being delivered and to identify gaps and issues. This enabled the Panel to undertake a mini audit of the strengths and weaknesses/opportunities in the city and to recommend key actions that, if implemented, would help Southampton combat loneliness.
11. In undertaking this inquiry the Panel were made aware that combating loneliness was a complex and cross cutting issue and that councils, working in partnership with others, are well placed to lead on this ambition.
12. The key findings, conclusions and recommendations from the inquiry are detailed succinctly later in this report.

### **Consultation**

13. The inquiry has sought to engage with lonely people and to ensure that their views are reflected. At meeting two the Panel heard from clients and volunteers engaged in the befriending service run by Communicare; at meeting 3 case studies from Age UK Southampton service users were presented to the Panel; additional consultation was also undertaken by officers to get a BME perspective on loneliness, this included a visit by the Scrutiny Manager to the Milan Group, an older Asian women's group in Southampton supported by WEA at the Clovelly Centre.
14. Members of the Panel would like to thank all those who have assisted with the development of this review, in particular Adrian Littlemore, Senior Commissioner within the Integrated Commissioning Unit, who has provided the Panel with invaluable advice throughout the inquiry.

## **Introduction and Background**

### **Loneliness and social isolation**

15. Although these two issues are often considered to be the same thing there are important distinctions between loneliness and social isolation. It is possible to be isolated and not lonely and vice-versa.
16. Isolation is objective and is a measure of the number of contacts or interactions; loneliness is subjective and was described to the Panel by the Interim Director of the Campaign to End Loneliness as:

*“The unwelcome feeling of a gap between the social connections we want and the ones we have.”*

### **How many people are lonely? – National Data**

17. There are a number of different statistics that have been published that seek to quantify the prevalence of loneliness in the UK.
18. The Local Government Association’s guide to combating loneliness identifies that acute loneliness has been consistently estimated to affect around 10-13 % of older people. Indeed recent estimates place the number of people aged 65 who are often or always lonely at over one million.<sup>3</sup>
19. The number of people who feel chronically lonely is expected to increase as our population ages as studies show that the likelihood of experiencing loneliness increases with age.
20. To provide context to the statistics The Campaign to End Loneliness have published the following findings from research conducted:
  - 17% of older people are in contact with family, friends, neighbours less than once a week, 11% are in contact less than once a month (Victor et al, 2003)
  - Over half (51%) of all people aged 75 and over live alone (ONS, 2010)
  - Two fifths all older people (about 3.9 million) say the television is their main company (Age UK, 2014).
21. The above findings reflect loneliness amongst older people, however loneliness can be felt by people of all ages. The Campaign to End Loneliness website provides links to research that shows that loneliness in the UK peaks at two points in our lives; those aged 25 years and under and those aged over 65 years tend to experience the highest levels of loneliness.
22. However, to emphasise the point that loneliness can be felt by all ages, research commissioned to assess the changing face of social interaction in the UK by the ‘Big Lunch’ found that two-thirds of adults have experienced loneliness at some point and the ONS Opinions and Lifestyle Survey 2014/15 reported that, whilst the figure was higher for over 80’s (29.2%), 15.4% of all residents surveyed experienced high levels of loneliness in their daily lives.

### **How many people are lonely in Southampton?**

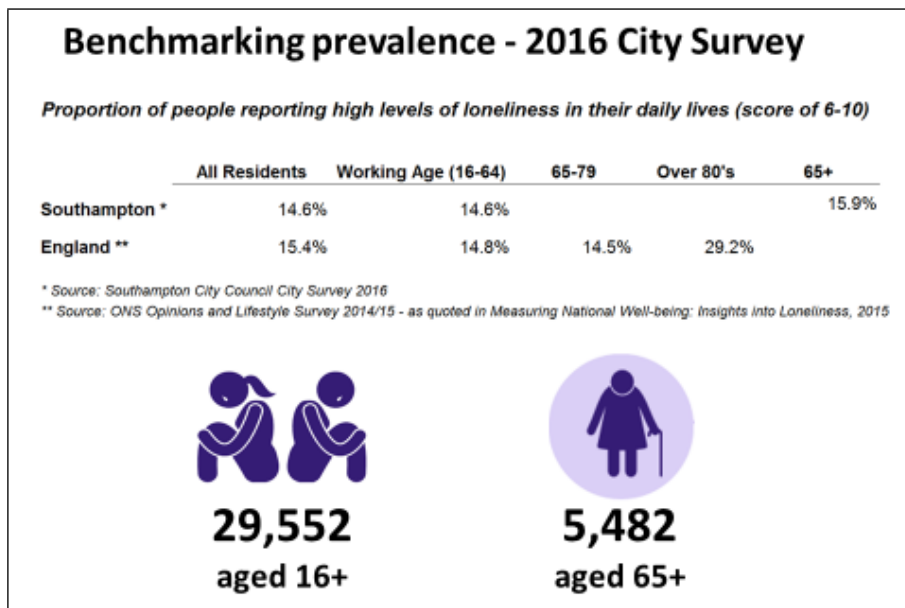
23. The 2016 Southampton City Council City Survey asked residents (aged 16+) a question about the extent they felt lonely in their daily life. The findings largely

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<sup>3</sup> LGA, Combating Loneliness: A guide for local authorities, Jan 2016, Foreword

reflected the national data with 14.6% of all residents responding that they experienced high levels of loneliness, the figure was 15.9% for over 65's.

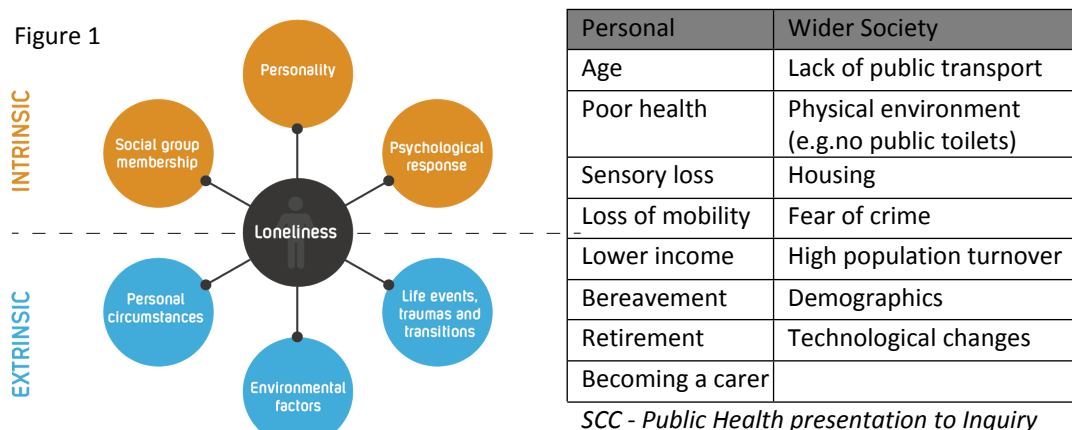
24. Extrapolating this data indicates that there could be approximately 30,000 residents aged 16+ who are experiencing loneliness in Southampton. A breakdown of the data is shown in the table below.



25. The above statistics relate to people aged over 16. Whilst no accurate statistics were available reflecting loneliness for children and young people aged under 16 in Southampton, the Panel were informed that, of the 5,865 young people No Limits offered information and support to in 2015/16, 21% discussed feelings of loneliness or difficulty relating to others.

**Risk factors for loneliness**

26. Loneliness is a deeply personal experience, its causes and consequences are unique to every individual. Loneliness stems from a combination of personal, community and UK wide factors rather than the product of one event or change in circumstances.
27. Whilst loneliness is unique a number of risk factors have been identified that increase the likelihood of experiencing feelings of loneliness. The diagram below from the Campaign to End Loneliness divides the risk factors into intrinsic and extrinsic factors, the table into personal and wider societal factors:



28. Given the risk factors detailed on the previous page it has been possible to identify groups who are at particular risk of isolation and loneliness. The presentation to the Panel by the City Council's Public Health Consultant identified the following at risk groups:
- Mothers of young children / Teenage mothers
  - Children and young people who do not conform to local norms of appearance, language or behaviour
  - Young people and adults who care for others
  - Lesbian, gay, bisexual and transgender people
  - People in ethnic minority groups
  - People with long-term conditions and disability
  - Young people not in education, employment or training (NEET)
  - People who are unemployed
  - Working-age men
  - People who suffer from addiction
  - Homeless people.
29. The recently published report, '*Trapped in a bubble – An investigation into triggers for loneliness in the UK*', added to understanding of risk by identifying key life events or transitions that are risk factors for loneliness. Research showed that 73% of people surveyed who stated that they were always / often lonely fell within one of the following six groups:<sup>4</sup>
- Young new mums (aged 18-24)
  - Individuals with mobility limitations
  - Individuals with health issues
  - Individuals who are recently divorced or separated
  - Individuals living without children at home (empty nesters)
  - Retirees.
30. This research appears to corroborate the information provided to the Panel by the service users who are being supported by Communicare's befriending service when they identified the causes for their loneliness; feedback from the Community Navigator pilot and from Dr Ros Simpson, Southampton GP.

### **What is the impact of loneliness?**

31. The report '*Trapped in a bubble – An investigation into triggers for loneliness in the UK*' concludes that:
- 'Loneliness can have serious consequences and negative impacts at both a personal and community level. Loneliness can cause and, at times, worsen existing personal problems (psychological, social, and behavioural) and community level issues (fewer social connections, lack of confidence to leave the home). Loneliness also has serious consequences for isolated individuals including increased morbidity, lower life satisfaction, and a predisposition

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<sup>4</sup> Kantar Public, *Trapped in a bubble – An investigation into triggers for loneliness in the UK*, 2016, p6

towards low mental and physical health. It can affect all aspects of their life, including an impact on other social relationships and behaviours.<sup>5</sup>

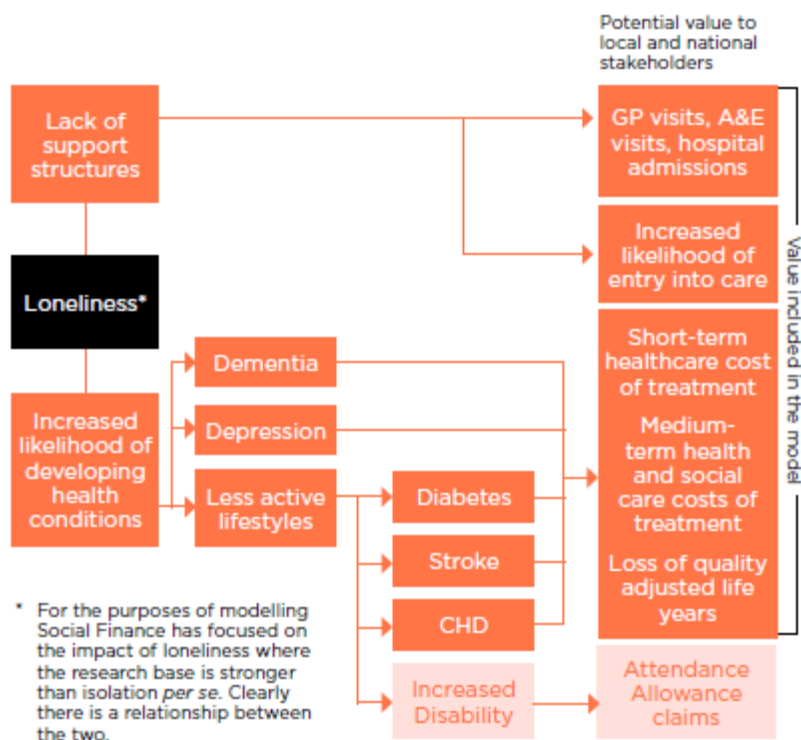
### Physical Health and Mental Health

- 32. Research presented by the Campaign to End Loneliness shows that loneliness, as well as being a deeply painful experience, is harmful to our health: lacking social connections is a comparable risk factor for early death as smoking 15 cigarettes a day, and is worse for us than well-known risk factors such as obesity and physical inactivity. Loneliness increases the likelihood of mortality by 26%.
- 33. Lonely people are more likely to smoke and drink alcohol; more likely to be overweight and have poor diets; more likely to skip medication.
- 34. Loneliness is linked to the development of depression; can delay the recovery time from illness; can predict the suicidal behaviours in older age. More details on the impact of loneliness on health is available at: <http://www.campaigntoendloneliness.org/about-loneliness>

### Costs to Public Services

- 35. There is strong evidence that loneliness can increase the pressure on a wide range of local authority and health services. It can be a tipping point for referral to adult social care and can be the cause of a significant number of attendances at GP Surgeries. This is outlined in Figure 2 below.

Figure 2: The impact of loneliness on public sector resources



- 36. A study by Social Finance assessed the average ‘cost’ of being chronically lonely to the public sector. Using national averages for baseline service usage of older people, they estimated that increases in service usage by

<sup>5</sup> Kantar Public, Trapped in a bubble – An investigation into triggers for loneliness in the UK, 2016, p49

chronically lonely people creates a cost to the public sector of on average c.£12,000 per person over the medium term (15 years).<sup>6</sup>

### The impact of loneliness - Southampton

37. Throughout the inquiry the Panel has sought to evidence the impact of loneliness in Southampton. Focusing on a number of high risk groups identified previously the Panel were able to develop their understanding of the issue within the city.
38. Given the scale and prevalence of loneliness it has not been possible to hear from each ‘at risk’ group during the inquiry. The information presented below, through quotes and statistics, therefore does not pretend to provide a comprehensive reflection of loneliness in Southampton. It a snapshot that attempts to provide an insight into the impact loneliness is having on the emotional, physical, mental and social wellbeing of the city.

<h4>Older People</h4> <ul style="list-style-type: none"> <li>Estimated 5,482 people aged over 65 lonely in Southampton.</li> <li><i>"When I got severe arthritis I had to quit my job and then I nursed my very ill father for seven years. During this period my social life was not very good, as I could not go out."</i> – Janet, Age UK Southampton service user</li> </ul> <div style="border: 1px solid blue; padding: 5px; margin-left: 20px;"> <p><i>"Evenings and weekends are the most challenging times"</i> - Communicare service user</p> </div>	
<div style="border: 1px solid blue; padding: 5px; margin-left: 20px;"> <p><i>"I didn't feel isolated while I was able to go out to work and do caring. Once I tried to be a carer here full-time, I felt totally isolated because your whole network's gone. People come round for a while but not for long."</i> - Alone in the Crowd</p> </div>	<ul style="list-style-type: none"> <li>Estimated 36,000 carers in Southampton.</li> <li>Carers slide into invisibility, lose support networks and often lose or give up jobs, friends and families – Phil Lee, Carers in Southampton</li> </ul>
<h4>Young Carers</h4> <ul style="list-style-type: none"> <li>Southampton Young Carers Project is currently supporting over 150 children and young people at any one time.</li> <li>The impact on these children and young people's lives is profound. They become <b>isolated, marginalised, lacking in confidence, they have low self-esteem and they are unable to go out to play with their peers.</b></li> </ul>	
<h4>Minority Ethnic Communities</h4> <ul style="list-style-type: none"> <li>Feedback identified older members of the community; young mothers; those who have recently arrived in the UK and those with limited incomes as those most likely to experience loneliness.</li> <li><b>Inability to speak fluent English can limited ability to integrate, communicate, socialise and can lead to isolation.</b></li> </ul>	

<sup>6</sup> Social Finance, Investing to Tackle Loneliness – A discussion paper, June 2015, p10 inc Figure 2  
10

- Within some communities shame and dignity may discourage people from seeking help, especially issues around isolation and depression.

### Mental Health

*“My anxiety and depression isolate me from people, stop me from being able to do the things I’d like to do so socially it cuts me off.” – Solent Mind service user*

- Loneliness was a factor in a number of suicides in Southampton
- **Case Study – Male, lived halls of residence, Two years + studying. No known mental health issues or other health conditions. Committed suicide. No one seemed to know him.**

### Children and Young Adults

- 1,245 young people discussed feelings of loneliness or difficulty relating to others (No Limits – Information and support data)
- Find it hard to trust people therefore find it difficult to make friends – (Care Leavers - Youth Options)
- Although students often have a reputation for partying, for many the experience of going away to university can be lonely, and have an impact on their mental health.

*“Going to bed or thinking about what others are doing tends to emphasise the loneliness.” – Solent Mind service user (impact of social media)*

### Working Men

- Loneliness amongst working men is a real issue. **Stress and pressure to be successful can leave people isolated** – Mandy Harding, Southampton Street Pastors
- A number of ‘hidden’ people living on estates that do not come out and are isolated – Mandy Harding, Southampton Street Pastors

### Homeless

- Loneliness is inherent in the state of homelessness, usually the complex trauma experienced by people who find themselves sleeping on the streets or lodged in a hostel or other temporary accommodation has likely been extreme enough to divest them of any social capital they may have had.
- **High rates of completed suicide amongst people who find themselves homeless owes a great deal to the social isolation they experience.** - Pamela Campbell, Consultant Nurse Homelessness and Health Inequalities, Southampton

### Health and Care System

- **“Loneliness is a big problem in Southampton, not just for the elderly, with a significant impact on the health system”** – Dr Ros Simpson, Brook House Surgery

39. Further details on the impact of loneliness in Southampton is identified in the summary of key evidence for each meeting attached as Appendix 3, and all

presentations delivered to the Inquiry Panel are available at:  
<http://www.southampton.gov.uk/modernGov/ieListMeetings.aspx?Committeeld=660>

### **A Framework for Addressing Loneliness**

40. As previously identified loneliness is a deeply personal experience, unique to each individual, a problem with different causes and consequences for every one of us.
41. This is what makes addressing loneliness so complex. There has been a knowledge gap about what really works to tackle loneliness. To fill this gap in 2015 the Campaign to End Loneliness and Age UK produced '*Promising Approaches to reducing loneliness and isolation in later life*'. In this report, they asked the question 'What works?' and identified a large number of different sorts of services where there was some evidence that they had reduced loneliness.
42. A framework, shown below, was developed that identifies the full range of interventions needed in a local area to support people experiencing, or at risk of experiencing loneliness. This framework formed the structure for each inquiry meeting enabling comparison with support available in Southampton.



## A new framework for loneliness

- **Foundation services**

Services to reach and understand the specific needs of those experiencing loneliness.

- **Direct Interventions**

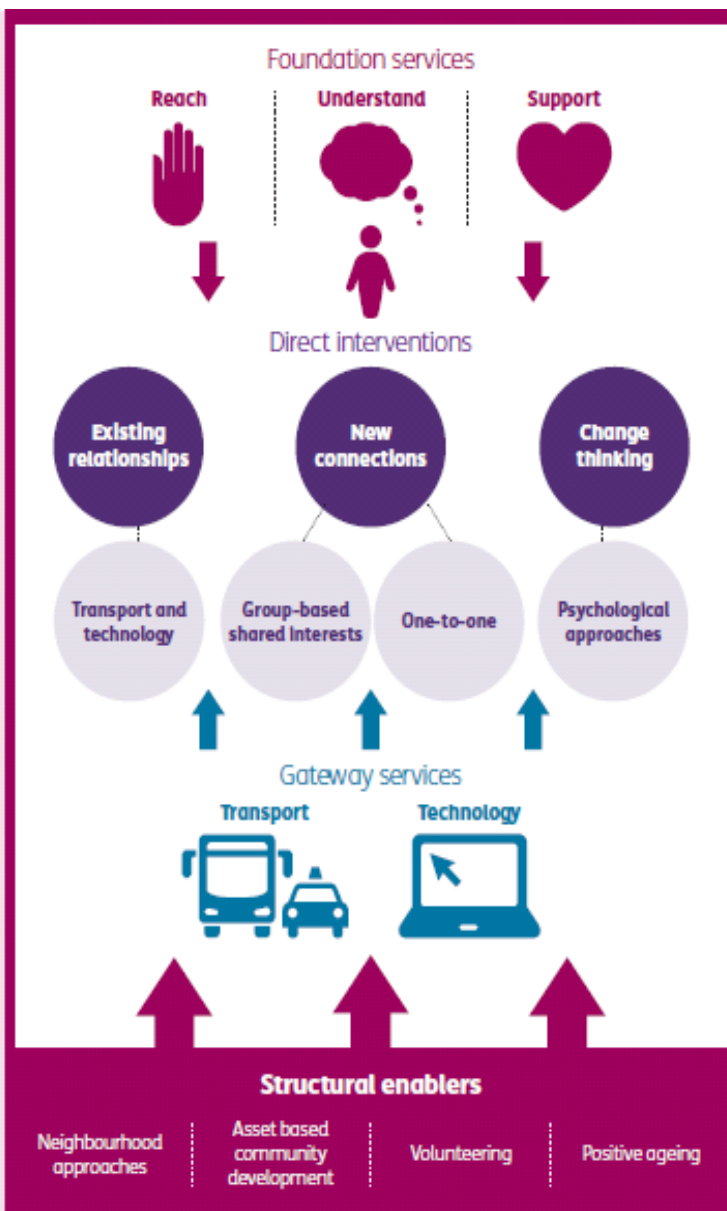
A menu of services that directly improve the number or quality of relationships older people have.

- **Gateway services**

Improving transport and technology provision to help retain connections and independence in later life.

- **Structural enablers**

Create the right structures and conditions in a local community to reduce the numbers of older people experiencing, or at risk of, loneliness.



\*Diagram adapted from 'No one should have no one' – Age UK

## **Conclusions and Recommendations**

43. A summary of the key evidence presented at each of the inquiry meetings is attached as Appendix 3. In addition a summary of findings for Southampton against the framework for loneliness is attached as Appendix 4. Conclusions were drawn from each meeting and disseminated to the Panel. All of the reports, presentations and minutes from the inquiry meetings can be found here:

<http://www.southampton.gov.uk/modernGov/ieListMeetings.aspx?Committeeld=660>

### **Conclusions**

- The inquiry has clearly demonstrated to the Panel that loneliness is a significant issue in Southampton that has devastating and costly impacts for numerous residents, communities and the city as a whole.
- Loneliness is amenable to a number of effective interventions and there are clear incentives, as well as a moral obligation, to take action to address loneliness as combating loneliness can reduce the need for health and care services in the future.
- The Panel were encouraged by the progress made in Southampton to reduce and prevent loneliness, and the variety and diversity of activities and support currently being delivered, predominantly through the voluntary and community sector and the band of volunteers who work tirelessly to support vulnerable residents, to help make connections and bring communities together.
- The Panel are aware that a considerable number of the Loneliness Framework interventions needed in a local area to support people experiencing, or at risk of loneliness, are now in place or are in development, and that when a number of the new initiatives become established and rolled out across the city outcomes will improve.
- The area where the Panel felt most passionately about was the importance of strengthening neighbourhoods. Strong communities, looking out and supporting each other will inevitably reduce isolation and loneliness as well as providing numerous other benefits.
- The Panel support the development of the Community Solutions Groups, the proposals to develop a community development service to support voluntary and community organisations, reduce duplication and improve co-ordination, and to increase grant funding available for neighbourhood groups to encourage community led initiatives. Community led solutions offer significant potential to combat loneliness.
- However, Southampton can and must do more to combat loneliness and changes can be made that improve the timeliness of support offered to lonely people and help to prevent vulnerable people from becoming lonely, particularly acutely lonely, in the future.
- A priority must be to reach out more effectively to those who are most isolated and lonely, using and developing the data available and understanding of what causes loneliness, and which transition points can

make people vulnerable, to promote services and target appropriate support when it is required.

- Additionally there is a clear requirement to improve the provision of community focussed information, advice and guidance provided to lonely people and the co-ordination of effort and activity to encourage digital inclusion in Southampton.
- Examples of good practice exist nationally and it is advisable that the Council takes up the invitation from the Campaign to End Loneliness to provide support as Southampton seeks to combat loneliness.
- It is essential that in the drive to combat loneliness the views and opinions of lonely people must be at the heart of any decisions and that consideration should be given to hearing the voice of lonely people throughout the process.
- The findings and recommendations identified during the inquiry are reflected within Southampton Better Care vision; which is to join up care and support for each and every unique person in our city needing our care.

### **Recommendations**

44. Reflecting the key findings and conclusions the following actions are recommended to combat loneliness in Southampton:

#### **Foundation Services**

1. **Southampton index of isolation and loneliness** – Incorporating segmentation data from MOSAIC, build on existing data sources to develop a comprehensive local index of isolation and loneliness that will enable neighbourhoods which have a higher likelihood of having individuals that are socially isolated or lonely to be identified.
2. **Data sharing and targeting support** – To increase the effectiveness of interventions share the index of isolation and loneliness with relevant organisations across Southampton, including the voluntary and community sector and the Council’s Digital Transformation Team. This should enable services and prevention activity to be targeted to groups and neighbourhoods that are particularly vulnerable to loneliness.
3. **Transitions and key life events** – There is growing awareness that certain transitions and key life events such as bereavement, motherhood or retirement are risk factors for loneliness. Consideration should be given to the timely support and information that can be provided to residents experiencing these transitions and events to prevent and respond to loneliness.
4. **Southampton Information Directory (S.I.D)** – To maximise the potential of a citywide, but community focussed, information directory, a co-ordinated approach needs to be developed that results in either improvements to the existing Southampton Improvement Directory so that it is fit for purpose, or the purchasing of an additional platform to meet the needs of the city.

5. **Community Navigation** - Dependent upon the evaluation of the pilot scheme, commission and roll out the Community Navigation Scheme across Southampton to support residents to find the most appropriate support (utilising and updating the S.I.D) and to act as a link between lonely residents, local Community Solutions Groups and statutory services, including GP's.
6. **GENIE** – To help lonely people make new connections and reduce demand for health and care services, develop a plan to implement the GENIE tool across Southampton using trained volunteers and the improved S.I.D.
7. **Communications** – Develop a Communications Plan to improve awareness of loneliness, both among professionals and older people themselves, and to identify appropriate methods to communicate with lonely people.

### **Direct Interventions**

8. **Befriending Services and Peer Support** – The Panel were informed of the lengthy waiting list for befriending services and peer support in Southampton. Linked to the development in the city to support prevention and early intervention it is recommended that consideration be given to identifying opportunities to increase capacity for the much valued befriending and peer support schemes in Southampton.

### **Gateway Services**

9. **Digital Inclusion** – A Digital Strategy for the Council is currently in development. The Panel recommends that the Council co-ordinates its' approach with partners across the city to support digital inclusion, reduce duplication and target support effectively, utilising the index of social isolation and loneliness, including digital support for communities whose first language is not English.
10. **Community Transport** - The Community Solutions Sub-group are actively considering innovative approaches to the transport needs of people who cannot or find it difficult to use public transport. It is recommended that, if the business planning by the University of Southampton identifies the solution is achievable and sustainable, the Council and partners consider the support that they can offer to help the proposals come to fruition.

### **Structural Enablers**

11. **BME Engagement in Community Solutions Groups** - Seek to engage BME communities and new communities in the local community solutions groups.
12. **Role of Councillors** – Councillors can be key catalysts in bringing communities together. It is recommended that Southampton City Councillors

lead by example, alongside local community solutions groups, by actively promoting neighbourliness and community action in their wards.

13. **Matching Students with Lonely Householders in Southampton** - To help solve the problems of affordable accommodation for young people and loneliness, particularly among house owning 'empty nesters' or bereaved, explore opportunities to encourage the creation of an organisation that pairs older people with students in Southampton, similar to the [Homeshare](#) scheme operating in Paris.
14. **City Makers** - To encourage more civic pride and volunteers, consideration be given to the idea proposed by Love Southampton of creating 'City Makers', similar to the 'Games Makers' scheme developed for the London Olympics.

### **Strategic Direction**

15. **Combating Loneliness Plan** - The initiatives and recommendations proposed in this report are more likely to be effective if they are built into an overarching plan to combat loneliness in Southampton. It is recommended that the plan is owned by the Health and Wellbeing Board and linked to Better Care.
16. **Age Friendly Southampton** – It is evident that Southampton has the potential to become a recognised 'Age Friendly City'. It is recommended that the Council explores the steps required to become accredited and, if deemed achievable and desirable, commits Southampton to becoming Age Friendly.
17. **Social Impact Bonds** – If progress combating loneliness in Southampton is not being made at the pace required by the Better Care Scheme, it is recommended that the potential to deliver the step change in outcomes through the use of Social Impact Bonds is explored by the Council.

## **Appendices**

Appendix 1 –Inquiry Terms of Reference

Appendix 2 – Inquiry Plan

Appendix 3 – Summary of Key Evidence

Appendix 4 – Summary of Findings

## Appendix 1 – Terms of Reference

### Combating Loneliness in Southampton Terms of Reference and Inquiry Plan

#### **1. Scrutiny Panel membership:**

- a. Councillor Furnell (Chair)
- b. Councillor Coombs (Vice Chair)
- c. Councillor Burke
- d. Councillor Laurent
- e. Councillor Murphy
- f. Councillor Parnell
- g. Councillor T Thomas

#### **2. Purpose:**

To review progress being made in Southampton to combat loneliness and to understand what is being done to reduce loneliness elsewhere, and what initiatives could work well in the City to help people make connections and improve their wellbeing.

#### **3. Background:**

- i. Loneliness is a significant and growing issue. Acute loneliness has been consistently estimated to affect around 10-13 per cent of older people but it is recognised that loneliness can affect all age groups.
- ii. Its impacts are devastating and costly – with comparable health impacts to smoking and obesity.
- iii. Loneliness is amenable to a number of effective interventions. Taking action to reduce loneliness can reduce the need for health and care services in the future
- iv. The Campaign to End Loneliness and Age UK have developed a framework which sets out a series of practical interventions to address isolation.
- v. Loneliness has been identified by the Better Care Programme as a major issue for people living in Southampton and work, co-ordinated by the Integrated Commissioning Unit, is underway to produce a plan to tackle loneliness in the City.

#### **4. Objectives:**

- a. To review progress being made in Southampton to combat loneliness.
- b. To understand what is being done to reduce loneliness elsewhere.
- c. To identify what initiatives could work well in the City to help people make connections and improve their wellbeing.

#### **5. Methodology:**

- a. Benchmarking our current progress against framework
- b. Seek stakeholder views

- c. Undertake desktop research
- d. Identify best practice

## **6. Proposed Timetable:**

Six meetings between September 2015 and March 2016.

## **7. Draft Inquiry Plan** (subject to the availability of speakers)

### **Meeting 1: 8 September 2016**

- Introduction, context and background
  - What is loneliness / social isolation?
  - What are the issues faced and impact on individuals and local services?
  - What groups are at risk and what are the risk/trigger factors?
  - Types of support we need to consider having in place
- Overview of current position in Southampton.

#### To be invited:

- Cabinet Member for Health and Sustainable Living
- Representative from The Campaign to End Loneliness

### **Meeting 2: 6 October**

Issue – How do we identify people who are lonely?

- Raising awareness
- Using data

#### To be invited:

- To be confirmed

### **Meeting 3: 17 November 2016**

Issue – What works effectively to combat loneliness for **older people** and how can we help?

#### To be invited:

- To be confirmed

### **Meeting 4: 8 December 2016**

Issue - What works effectively to combat loneliness for **children and young people** and **working age adults** and how can we help?

#### To be invited:

- To be confirmed



**Meeting 5: 19 January 2017**

Issue – Identifying the Gateway services and blockages

To be invited:

- To be confirmed

**Meeting 6: 2 March 2017**

To approve the final report of the inquiry and recommendations.

## Appendix 2 - Inquiry Plan

DATE	MEETING THEME	TOPIC DETAIL	EVIDENCE PROVIDED BY
08/09/16	<b>Agree Terms of Reference and introduction to the Inquiry</b>	Introduction, context and background.	<ul style="list-style-type: none"> <li>• Councillor Shields (Cabinet Member for Health and Sustainable Living)</li> <li>• Marcus Rand (Interim Director, Campaign to End Loneliness)</li> <li>• Adrian Littlemore (Senior Commissioner, Southampton Integrated Commissioning Unit)</li> </ul>
06/10/16	<b>Foundation Services</b>	To develop an understanding of the current position in Southampton and best practice.	<ul style="list-style-type: none"> <li>• Annie Clewlow (Chief Executive), Barry Worth (Trustee) and service users and befrienders - Communicare</li> <li>• Dan King (Service Lead, Intelligence and Strategic Analysis, SCC)</li> <li>• Sarah Weld (Public Health Consultant, SCC)</li> <li>• Dr Ros Simpson (GP Brook House Surgery)</li> <li>• Ian Loynes (Chief Executive, Spectrum CIL)</li> <li>• Samia Stubbs (Senior Community Navigator, Spectrum CIL)</li> <li>• Dawn Buck (Head of Stakeholder Relations and Engagement, NHS Southampton CCG)</li> </ul>
17/11/16	<b>Direct Services – Combating Loneliness for older people</b>	To develop an understanding of the current position in Southampton and best practice.	<ul style="list-style-type: none"> <li>• Phil Williams (Health &amp; Wellbeing Development Officer, Age UK Southampton)</li> <li>• Paul Hedges (Senior Project Officer, Saints Foundation)</li> <li>• Rev Erica Roberts (City Chaplain for Older People)</li> <li>• Professor Anne Kennedy (Principal Research Fellow, Faculty of Health Sciences, University of Southampton)</li> <li>• Professor Anne Rogers (Professor of Health Systems Implementation in the Faculty of Health Sciences, University of Southampton and Research Director of the NIHR CLAHRC Wessex)</li> <li>• Jean Brown (Service Lead, Wellbeing and Prevention, SCC)</li> </ul>

DATE	MEETING THEME	TOPIC DETAIL	EVIDENCE PROVIDED BY
			– Jean’s presentation on Housing Services work to combat loneliness was delivered by Adrian Littlemore
08/12/16	<b>Direct Services – Combating Loneliness for children and young people and working age adults</b>	To develop an understanding of the current position in Southampton and best practice.	<ul style="list-style-type: none"> <li>• Sally Denley (Public Health Development Manager, SCC)</li> <li>• Clare Grant (Peer Support Officer, Solent Mind)</li> <li>• Julie Marron (Project Officer, Southampton Young Carers)</li> <li>• Phil Lee (Project Manager, Carers in Southampton)</li> <li>• Debbie Burns (Deputy Chief Executive, Youth Options)</li> <li>• Alison Ward (Operations Manager, No Limits)</li> <li>• Mandy Harding (Southampton Street Pastors Co-ordinator and Love Southampton)</li> <li>• Pamela Campbell (Consultant Nurse Homelessness and Health Inequalities, Solent NHS Trust)</li> </ul>
19/01/17	<b>Gateway Services – Technology and Transport and Structural Enablers</b>	To develop an understanding of the current position in Southampton and best practice.	<ul style="list-style-type: none"> <li>• Rebecca Ayres (Transformation Programme Manager, SCC)</li> <li>• Beverley Smith (Business and Account Manager, IT and Customer Service, SCC)</li> <li>• Adrian Littlemore (Senior Commissioner, Southampton Integrated Commissioning Unit)</li> <li>• Carole Binns (Interim Director of Adult Social Services, SCC)</li> <li>• Councillor Lewzey (Chair - Community Solutions Group)</li> </ul>
02/03/17	<b>Agree final report</b>	Approve report for submission to OSMC	N/A

The minutes for each meeting, the evidence submitted to the Scrutiny Inquiry Panel and presentations delivered at each meeting is available at: - <http://www.southampton.gov.uk/modernGov/ieListMeetings.aspx?CommitteeId=660>

## Appendix 3 – Summary of Key Evidence

### Scrutiny Inquiry Panel – Combating Loneliness in Southampton

#### Inquiry Meeting – 8 September 2016

Introduction to the inquiry

#### Summary of information provided:

#### Cabinet Member for Health and Sustainable Living, SCC – Councillor Shields

- Welcomes the inquiry. Recognition that loneliness presents a significant health risk that impacts on all ages, even in urban areas.
- Issues such as poverty, new communities and transient housing exacerbate the problem in Southampton.
- Opportunity to make a real difference in Southampton.

#### Interim Director, Campaign to End Loneliness – Marcus Rand

- A [presentation](#) was delivered by Marcus Rand – Campaign to End Loneliness
- The Campaign to End Loneliness are keen to work with Southampton to help the city become a world leader in combating loneliness (Manchester is the only UK age friendly city).

#### **Prevalence:**

- Studies since the 1940s have shown that approximately 6 – 13% of people aged 65 and over feel lonely all or most of the time (so this hasn't changed in over 50 years – it's not getting worse, but it's not getting better either...)
- However – the number of people who feel chronically lonely will increase as our population ages.
- Research – including from academics, Office for National Statistics, Public Health England – all consistently show that likelihood of experiencing loneliness increases with age.
- Additionally: A recent Campaign to End Loneliness survey of over 1200 people revealed that 20% of people who experience loneliness feel they have no-one that they can turn to.
- There are a number of things that increase our vulnerability to loneliness. Loneliness can happen at any age but the risk factors are more likely to increase and converge, and our resilience to them reduces, as we age.
- National organisations such as the NSPCC, Ageing Without Children, Movember and CALM (Campaign Against Living Miserably) are all actively seeking to address loneliness in younger people.

#### **Impact:**

- Evidence presented identified the link between loneliness and physical and mental health. Evidence is also emerging of the cost to society caused by loneliness and the UK Parliament is launching a Commission on Loneliness in January 2017.
- The cost of being chronically lonely to the public sector on average is around £12,000 per person.

- The health service is a place where lonely people are frequently presenting. It has a significant impact on health and care systems.

**Good Practice:**

- Preventing loneliness can boost independence and reduce costs. It is a complex problem to solve and no one-size fits all.
- It is a challenge for society to solve. Individuals can all do something, the council's challenge is to empower people to help and develop opportunities that give meaning to lives.
- The Campaign to End Loneliness seeks to offer some practical answers to that big question, 'what works in tackling loneliness?' The Campaign to End Loneliness has identified good practice to combat loneliness in older age, published in the '[Promising Approaches](#)' report.
- A [Framework](#) has been developed, drawn from the Campaign's online guidance for local authorities, and highlights the full range of interventions needed from stakeholders across the community to support older people experiencing, or at risk of experiencing, loneliness. These are **Foundation Services, Direct Interventions, Gateway Services and Structural Enablers**.
- Key to success is to build on existing services and partnerships such as the data sharing agreement between Cheshire Fire and Rescue Service and Age UK Cheshire to find lonely people.

**Senior Commissioner, Southampton Integrated Commissioning Unit – Adrian Littlemore**

- A [presentation](#) was delivered by Adrian Littlemore providing an overview of the work being undertaken in Southampton to combat loneliness.
- Better Care has been a catalyst for change through focussing on early intervention and support to prevent health issues, and increasing emphasis on self-management and independence.
- Through the Community Solutions process Better Care Community Cluster Action Planning Groups identified needs and priorities in each of the 6 clusters in the city.
- Each cluster identified the same 3 priorities:
  - Loneliness and social isolation
  - Access and support to use available information
  - Access to community transport for those unable to use public transport

**Loneliness and social isolation**

- A workshop on combating loneliness, led by the Campaign to End Loneliness, was held in May and a workshop to engage businesses is scheduled for October.
- Vision to have a good neighbour and leader on every street as well as rolling out national examples of good practice such as Men in Sheds, expand the Time Bank scheme and using the GENIE tool in Southampton. More will be identified in future meetings.
- Work is progressing - For example the Integrated Commissioning Unit is engaging with the Co-op to potentially link those recently bereaved to referral partners.

- Work being undertaken to address the 'Access and support to use available information' and the 'Access to community transport for those unable to use public transport' priorities is also helping to combat loneliness in Southampton.
- There is a need to recognise the value of the people who volunteer in the community.
- A priority for the city must be to help prevent people from becoming lonely in the first place as well as help those who are lonely.

#### **Conclusions from meeting:**

- Loneliness presents a significant health risk in Southampton that impacts on all ages.
- It is a complex problem to solve and no one-size fits all but good practice exists and there is a framework that helps support the process.
- Southampton is already taking steps to address the issue of loneliness.
- To maximise the benefits across the city the focus in Southampton must be about preventing loneliness as well as supporting those who are lonely.
- There is an opportunity for Southampton to be a leading city in combating loneliness.

#### **Inquiry Meeting – 6 October 2016**

Foundation Services – Reaching lonely individuals

#### **Summary of information provided:**

**Representatives from Communicare's befriending service – Annie Clewlow (Manager), Barrie Worth (Trustee), Gary Collett, David Rogers, Jean Petersen, Vera Lowman, Karen Mitchell, Dorothy Perkin**

- The Panel were informed by the invited guests of the various reasons they had become lonely. The following contributory factors were identified:
  - Bereavement
  - Retirement
  - Poor Health / Inability to get out of house to socialise / Caring for partner
  - Moved to a new city
- Evenings and weekends were the most challenging times
- Volunteers are often lonely as well and can benefit from increased social interaction.
- Communicare's befriending service provides positive support and is highly valued.
- Demand on service is increasing. They help approximately 360 people during a year. There is currently a waiting list of 170. There is a need for more capacity, resources and volunteers.

**Service Lead, Intelligence and Strategic Analysis, SCC – Dan King**  
**Public Health Consultant, SCC – Sarah Weld**

- A [presentation](#) was delivered by Sarah Weld and Dan King that provided an overview of opportunities for using data to identify loneliness and the work that we are doing now in Southampton, or have planned, to reach lonely individuals.
- The Joint Strategic Needs Assessment acknowledges social isolation and loneliness, but there is a gap around data specifically measuring this issue.
- The 2016 City Survey asked residents questions about social isolation, including the extent to which they felt lonely in their daily life. 1 in 7 (14.6%) of residents aged 16+ in Southampton say they feel lonely in their daily life.
- Analysis of this data and extrapolating the information estimates that in Southampton there are approximately 29,552 lonely people aged over 16 (**14.6%**) and 5,482 aged over 65 (**15.9%**). The survey did not survey those under 16.
- The presentation identified key risk factors for loneliness some of which can be measured using routine data:

Personal	Wider Society
Age Poor health Sensory loss Loss of mobility Lower income Bereavement Retirement Becoming a carer	Lack of public transport Physical environment (e.g.no public toilets or benches) Housing Fear of crime High population turnover Demographics Technological changes

- The following groups were identified as being at greatest risk:
  - Mothers of young children
  - Children and young people who do not conform to local norms of appearance, language or behaviour
  - Young people and adults who care for others
  - Teenage mothers
  - Lesbian, gay, bisexual and transgender people
  - People in ethnic minority groups
  - People with long-term conditions and disability
  - Young people NEET
  - People who are unemployed
  - Working-age men
  - People who suffer from addiction
  - Homeless people
- Social isolation and loneliness analysis planned for 2016/17. Further investigation is required into how need is identified and sources of information. Opportunity to work with academics on this.
- Possible to map many of the indicators of loneliness, but individually they do not robustly identify people who are lonely.
- Age UK have mapped relative risk of loneliness across England, including Southampton. Only applicable to over 65's.
- Further work is needed to refine this locally, reflecting wider population and risk factors. Opportunity to use the MOSAIC market segmentation tool to identify neighbourhoods which have a higher likelihood of having individuals that are socially isolated.
- This data would then need to be used intelligently by agencies to target support and prevention activity.

- Currently working with Hampshire Fire and Rescue Services (commissioned through Public Health England) to undertake targeted home safety checks. This includes checks for loneliness. This is a [scheme](#) being delivered throughout England.
- Data tools should be seen alongside the GENIE tool that will be discussed at the next meeting of the Panel.

### **GP, Brook House Surgery – Ros Simpson**

- Experience as a GP enables Dr Simpson to identify loneliness as a big problem in Southampton, not just for the elderly, with a significant impact on the health system.
- Lonely people often present at GP surgeries. They need somewhere to go. Possibly a reflection on a generation of people who are more insecure without emotional stability as they grow up.
- The lonely people attending the surgery can be categorised as presenting with the following:
  - Young Men with mental health issues (including ADHD and autism)
  - Women with mental health issues presenting with anxiety, sometimes linked to domestic violence. Often agoraphobic preventing making friends.
  - The bereaved who lack strong family support – Regular visitors to A&E
  - Carers – This role can make people isolated, lonely and depressed.
  - Housebound
- In Millbrook a lot of people are fearful of going out after dark. This limits activity, volunteering and people are scared to socialise and ask for help.
- Dr Simpson identified the following solutions to the problems identified:
  - Whole person approach adopted by health and care professionals – Expand cluster working and prioritise loneliness
  - More patient and doctor friendly information that can signpost individuals to services and activities
  - Value and support for carers
  - More specific over 75's nurses – Help the housebound and prevent issues
  - Greater focus in primary care on mental health
  - More safe volunteering opportunities
  - Support to organisations that deliver the befriending services and community navigation.

### **Chief Executive, Spectrum CIL – Ian Loynes**

#### **Senior Community Navigator, Spectrum CIL - Samia Stubbs**

- Spectrum CIL are currently delivering a community navigator pilot in parts of Southampton. The pilot commenced 18 months ago.
- GPs and social care staff in the city regularly see people who find it difficult to access the health, social care and voluntary services they need and who would benefit from extra help and support. In several areas across the country, including the pilot in Southampton, community navigator type roles have been created to help with this, focussing on tackling emerging health and wellbeing issues early and promoting continued independence.



- Knowledge of local services is key. It is also advantageous that the pilot is being delivered by a voluntary sector provider as this increases the likelihood that people will engage with the service.
- Difficulty keeping track of services being provided. Some reluctance for providers in voluntary sector to work together.
- Community Navigators Pilot: The story so far – 300 referrals, majority from health and care professionals. 93 referrals concerning social isolation / loneliness, the majority relate to older people. The lonely people referred to the community navigators can be categorised as presenting with the following:
  - Housebound – Feeling isolated and lonely
  - Mental health issues – Anxiety and depression. Fear of leaving house.
  - Single parents
- The following barriers to accessing support have been identified:
  - Lack of co-ordination between agencies
  - Accessing transport to place of activity and sometimes supporting people in and out of vehicles
  - Capacity within befriending services (waiting lists at Communicare and Age UK)
  - Cultural differences – Activity outside traditional community can stigmatise and isolate individuals
  - IT and new technology – Positive if you can master it but alienating if not
  - Criminal background – Limits opportunities for volunteering
  - Hoarding behaviour – Embarrassed to let people into their home
- Adrian Littlemore informed the Panel that additional financial support is available from the Clinical Commissioning Group (CCG) to support community navigators. However, at present there is duplication as similar role being performed by other service providers, including SCC Housing. Keen to remove duplication, redesign and roll out a single community navigator scheme for Southampton.
- The Integrated Commissioning Unit is keen to support good neighbourly work across Southampton to help combat loneliness. Held 'Good Neighbours Workshop' on 5<sup>th</sup> October with resident association and neighbourhood watch co-ordinators invited. Local Community Solutions Groups are being established to help encourage closer working across neighbourhoods.
- The Community Solutions Group in Cluster 5 is starting to map groups in the area. The plan is to add this info to the Southampton Information Directory so that people can identify and access local resources/activity.

### **Head of Stakeholder Relations and Engagement, NHS Southampton CCG – Dawn Buck**

- Dawn offered the following to help improve awareness of loneliness in Southampton:
  - To use our existing engagement networks to raise awareness about the issues of loneliness and isolation and to help identify those who are lonely and/or isolated.
  - Include loneliness and isolation as a topic in our health roadshows. These are planned to take place in the coming financial year.
  - Agree some key messages with other agencies to raise awareness

- Explore some innovative ways to tackle issues of loneliness with younger people
- Support initiatives such as ‘the Big Cuppa’.
- Map all the available support services to enable effective signposting for patients/ public and health professionals.

#### **Conclusions from meeting:**

- The Panel recognised the invaluable work being undertaken by volunteers across Southampton to combat loneliness.
- Southampton’s Joint Strategic Needs Assessment acknowledges social isolation and loneliness, but there is a gap around data specifically measuring this issue.
- Social isolation and loneliness data analysis is planned for 2016/17. Age UK have mapped relative risk of loneliness across England, including Southampton. Further work is needed to refine this locally, reflecting wider population and risk factors. There is an opportunity to use the MOSAIC market segmentation tool to identify neighbourhoods which have a higher likelihood of having individuals that are socially isolated. This data would then need to be used intelligently by agencies to target support and prevention activity.
- Loneliness has a significant impact on health services in Southampton. Lonely people often present at GP surgeries with a plethora of reasons for attendance.
- Additional resources are being provided to increase the support for people to access the health, social care and voluntary services they need. The community navigator pilot has seen some promising results. There is an opportunity to remove duplication, redesign and roll out a single community navigator scheme for Southampton.

#### **Inquiry Meeting – 17 November 2016**

Direct Services – Combating Loneliness for older people

#### **Summary of information provided:**

#### **Health & Wellbeing Development Officer, Age UK Southampton – Phil Williams**

- The Panel were informed about the national [initiative](#), being delivered in Southampton, between Age UK and the Fire and Rescue Services to target preventative services at the most vulnerable over 65s.
- AGE UK Southampton currently deliver a number of services to combat loneliness amongst older people, including lunch clubs, exercise classes, computer clubs and a befriending service, as well as working with numerous partners.
- It can be difficult for users to get to activities but once they have overcome the communication and transport barrier the benefits become evident. Need to support people to come to the initial activity. Difficult to make them financially self-sufficient.

- Groups can become support networks and participants often socialise outside the activity sessions.
- Age UK Southampton are currently focussing on advice services, service navigation, and befriending services. Would like to do more early intervention work but increasingly clients of Age UK have existing complex and multiple needs. New services can be started quickly.
- Keen to develop the work undertaken with SCC Housing Services to use communal facilities in housing complexes as hubs for Age UK and other services. This would maximise use of facilities and encourage integration between residents in the accommodation and the wider population, strengthening the community.
- Transport and effectively communicating information on available activities are barriers to reducing loneliness in Southampton.
- We need a multi-dimensional and collaborative approach, working in partnership with multiple organisations who at any one time may have access to a lonely or isolated person. Engagement is sensitive and is best tackled with a partner who can act as an “introducer” to ease the building of the relationship and trust.
- We also must consider “capacity” meaning the resource available in our city to support people. The way in which we manage this is critical if we are avoid being overwhelmed by demand. For example the growing number of requests for our befriending service means we are always running with a waiting list.
- [Age UK Southampton case studies](#)

#### **Senior Project Officer, Saints Foundation – Paul Hedges**

- A [presentation](#) on the Generation Gains project was delivered by Paul Hedges. Recognition of the important role exercise can play in improving outcomes for older people, especially in reducing falls that can lead to a reduction in confidence in going out.
- Ethos of celebrating the fact, not bemoaning it, that more people are living longer and maximise the opportunity’s for older people to continue to contribute to society.
- Some sessions are seeking to bridge the inter-generational gap connecting older people with school children.
- Working with Solent University on their volunteering programme for 2<sup>nd</sup> and 3<sup>rd</sup> year students.
- Looking to expand sessions, more can be done. Working with SCC to bring sessions to supported housing communal facilities. Keen to hold sessions in facilities across Southampton reflecting the transport barriers identified and difficulties getting information out to communities.
- Bath University have been commissioned to evaluate the effectiveness of the project. The evaluation will be shared with commissioners to help inform decision making.

#### **City Chaplain for Older People – Rev Erica Roberts**

- Spiritually supporting older people in Southampton and working in partnership with others, including Age UK and Saints Foundation, to bring resources and communities together. Partnership working is essential.

- Love Southampton is a collaboration project between all the churches in the city, working in partnership with Southampton City Council to find new and innovative ways to serve the city. Keen to reach out with partners to support most vulnerable people in community, including lonely older people.
- Church leaders undertook a resource audit in city. Fewer resources on east of city.
- Engaged in Community Solutions Group and keen for a Chaplain to be represented in each cluster group.
- Older people are a resource. We need to encourage them to get involved.

**Principal Research Fellow, Faculty of Health Sciences, University of Southampton – Professor Anne Kennedy & Professor of Health Systems Implementation in the Faculty of Health Sciences, University of Southampton and Research Director of the NIHR CLAHRC Wessex - Professor Anne Rogers**

- A [presentation](#) on GENIE was delivered by Professor Kennedy and Professor Rogers.
- The tool works by following 3 steps:
  - Map personal community of support in circle diagram with a facilitator
  - Complete on-line preference questionnaire
  - Link interests to database and Google map of local activities and resources
- Outcomes from case study on the Isle of Wight:
  - People took up, on average, 3 new activities or resources over a year following the GENIE intervention.
  - Healthcare workers have integrated GENIE into their work with evidence of use in 200 cases.
  - This study provided greater understanding of how GENIE works in producing a positive health effect.
- Expectation that this will lead to cost savings nationally for public services as people become less reliant on medical help.
- Key to success are:
  - the visual maps of networks and support options;
  - Guided help to assist engagement and constructive discussion of support and preferences for activities;
  - a reliable database, tailored preferences, option reduction for ease of use.
- NHS England are keen to roll GENIE out nationally. There is a willingness amongst all partners to pilot implementation in Southampton.
- The Community Solutions Group is currently identifying volunteers to undertake the GENIE facilitators training with a view to commencing training in the New Year.
- The proposal is for the Southampton Information Directory (SID) to be the database of local, activities. Community Navigators are being lined up to be responsible for updating the SID ensuring it is a live directory. This is key to the success of GENIE.

**Senior Commissioner, Integrated Commissioning Unit – Adrian Littlemore**

- Adrian provided the Panel with an overview of the key issues from Jean Brown's [presentation](#) on how Housing Services are supporting the drive, in partnership with others, to combat loneliness in Southampton.

- Encouraging SCC age related housing to be vibrant hubs – Socialising, volunteering, contributing, learning, active.
- Extra Care schemes are being developed with the intention that they will be hubs for a community. Looking to build more Extra Care accommodation, especially in the east of the city.
- There is some overlap with other services with regards to community navigation – linking people with services in the area. There is a need to look at services that overlap, provide greater alignment, reduce duplication and clearer access routes.
- Currently considering how Day Services can be re-configured to encourage more people to remain active and to support more activities to operate in Southampton.

#### **Conclusions from meeting:**

- The Panel recognise that a number of activities are being delivered by different service providers, often in partnership, across Southampton to combat loneliness experienced by older people.
- Barriers such as transport and communicating the activities to the target market exist and can inhibit further initiatives and attendances.
- Panel welcome developments designed to increase vibrancy of SCC communal housing hubs. It is essential that communities come together to build bridges and reduce loneliness. The Community Solutions Group and developing Local Community Solutions Groups are integral to this.
- Need to review services to provide greater alignment, reduce duplication and clearer access routes.
- The approach to communicating and co-ordinating messages about living well in later life is piecemeal. Need to be clearer about what is available locally. Start early and it is never too late.
- GENIE could be a valuable tool to help combat loneliness and all reasonable steps should be taken to ensure that Southampton is at the forefront of the development and implementation of GENIE.

#### **Inquiry Meeting – 8 December 2016**

Direct Services – Combating Loneliness for children and young people and working age adults.

#### **Summary of information provided: Loneliness and Mental Health**

**Public Health Development Manager, SCC – Sally Denley and Peer Support Officer, Solent Mind – Clare Grant**

- [Presentations](#) (presentations and additional information) outlining the links between loneliness and mental health were delivered by Sally Denley and Clare Grant.
- Loneliness is both a cause and an effect of mental distress. When the person isolates more they face more mental distress. With more mental distress they

may isolate themselves more. Those with severe mental illness are the most isolated.

- Loneliness was a factor in a number of suicides in Southampton.
- Social contact is a recognised key contributor to good mental wellbeing. *'My anxiety and depression isolate me from people, stop me from being able to do the things I'd like to do so socially it cuts me off.'*
- Social media can add to loneliness for young people.
- Difficulty is accessing those who need the services most as they are often the hardest to reach. Making the first move is hard for people with mental health problems. That is why Solent Mind started delivering 1-1 peer support, developing friendships and relationships. Elefriends is Mind's online support network.
- Solent Mind have about 40 volunteers. Many of them have been service users previously and want to give something back. Volunteers even catch the bus with service users to develop confidence in going out.
- There is often an emphasis on isolation in older people, but surveys suggest that the issue is even more prevalent among young people. Student Minds engages with universities, including a suicide prevention group. Halls of residence wardens are becoming befrienders keeping an eye out for students. Need to engage private companies who run student accommodation.
- Solent Mind have done some engagement with new communities and BME communities. Slower to engage BME communities.
- People are falling through the gaps in SCC provision, especially at key transition points. Would like to undertake more preventative work to stop people's conditions developing.

### **Summary of information provided: Loneliness and Carers**

#### **Project Officer, Southampton Young Carers – Julie Marron**

- The Southampton Young Carers Project (SYCP) provides specialist support, respite and activities to children and young people (aged 6 to 24) who are caring for a family member in their home. SCC directly funds support for 6-16 year olds.
- Due to their caring role they may not be able to access the opportunities their peers can. They can suffer with issues around confidence and self-esteem and their caring role may impact significantly on their school attendance and educational attainment and ability to sustain friendships.
- SYCP is currently supporting over 150 children and young people at any one time and supports over 200 young carers per year. Demand is rising.
- The impact on these children and young people's lives is profound. They become isolated, marginalised, lacking in confidence, they have low self-esteem and they are unable to go out to play with their peers.
- The SYCP provides an opportunity to give back some of their childhood. Activities and support offered are identified [here](#) (Presentations - P37/38).

#### **Project Manager, Carers in Southampton - Phil Lee**

- There are an estimated 36,000 carers living in Southampton. All of us will be a carer or need the support of a carer in our lives.

- Loneliness is a significant issue for carers. Carers often slide into invisibility losing their support network or giving up jobs, friends and family.
- Carers can withdraw from social networks and before they know it they are restricted and lonely and no one wants to ask them about how they are, the focus is always on who they care for.
- In Southampton the Council and CCG commissioned the service for carers 2 years ago. Carers in Southampton have sought to engage with carers providing support and signposting to services and seek to make Southampton more carer friendly and raise profile of carers. Progress has been made but there is a lot more to do.
- Southampton Strategy for Unpaid Carers and Young Carers has been published and Carers in Southampton have launched a carers card to aid identification and recognition for carers. It is hoped that this card, and the discounts it offers, will help to access isolated carers.
- They provide a number of interventions to support and identify lonely carers. This includes a listening service, phoning and contacting people pro-actively, and engaging lonely carers where they can, including some home visits.

### **Summary of information provided: Loneliness and Children and young people**

#### **Deputy Chief Executive, Youth Options – Debbie Burns and Operations Manager, No Limits – Alison Ward**

- Debbie and Alison delivered a [presentation](#) (p29) on aspects of loneliness and children.
- Youth Options run the 'next steps' project for children in care and care leavers in Southampton. Programmes are also delivered for young people who are NEET, unemployed or excluded from school.
- Of the 5,865 young people No Limits offered information and support to in 2015/16 21% discussed feeling of loneliness or difficulty relating to others.
- Pressure from social media, the press and mainstream media can lead to young people becoming isolated and anxious.
- Schools are struggling – The education system is putting considerable pressure on young people with less time for creative lessons or wellbeing as the focus is on attainment, especially in Maths, English and Science.
- No Limits does deliver emotional health and wellbeing work within schools. Referrals are overwhelming. Family navigators work with families but not enough capacity to deliver 1-1 support. Schools funding for developing wellbeing is under pressure.
- No Limits have established Safe Houses, activity based support groups for people who are in similar situations that enable mutual support networks to be formed.
- Lack of youth clubs and activities for young people was identified as an issue in Southampton. More activity for young people would help to reduce loneliness.



## Summary of information provided: Loneliness and men / homeless

### Southampton Street Pastors Co-ordinator and Love Southampton – Mandy Harding and written evidence from Consultant Nurse Homelessness and Health Inequalities, Solent NHS Trust – Pamela Campbell

- Street Pastors started in Southampton 7 years ago to help decrease violence and aggression within the night time economy. They provide 7,000 ‘helps’ a year. Most support is simply listening to people. It is often a time when people are ready to talk and they talk to Street Pastors because they wear a uniform but are not from a statutory service. Men do talk but at the right time and place for them.
- Loneliness amongst working men is a real issue. Stress and pressure to be successful can leave people isolated.
- A number of ‘hidden’ people living on estates that do not come out and are isolated.
- The Safer Students Forum could be more effective at tackling loneliness amongst students, especially in Freshers’ Week. Especially an issue for students who choose not to drink alcohol and can be marginalised for this decision, and foreign students.
- The voluntary sector is strong in Southampton and partnership working is effective but Street Pastors are seeing a drop in resilience and wellbeing across the city. Men are being worn down and are reaching a tipping point.
- Street Pastors are now running patrols in evening and early evening across different parts of the city, including Millbrook, city centre and Hoglands Park.
- Need to build resilience and develop social skills in Southampton.
- To encourage more civic pride and volunteers the idea of creating ‘City Makers’, similar to the ‘Games Makers’ scheme developed for the London Olympics, was recommended.
- Pamela Campbell provided [written evidence](#) (p39) to the Inquiry Panel outlining the inherent problem of loneliness experienced by homeless people.

#### Conclusions from meeting:

- The Panel were informed that, although much less attention has been paid to how loneliness affects other age groups, it is evident that loneliness is prevalent amongst the wider population.
- Some groups have a higher risk of loneliness and isolation. Innovative work is being undertaken in Southampton, often led by the voluntary sector, to help identify and support lonely people through initiatives such as peer support, counselling and befriending.
- Social media bring gives us more ways to connect with other people than ever, in some cases it can actually add to loneliness, particularly for young people.
- Need to review services to provide greater alignment, reduce duplication and clearer access routes.
- The voluntary sector and partnership working was identified as a strength in Southampton. Opportunities need to be considered to further strengthen the resilience and community mindedness of Southampton.



## Inquiry Meeting – 19 January 2017

Gateway Services – Technology and Transport

### Summary of information provided: Digital Transformation

#### Programme Manager - Transformation, SCC – Rebecca Ayres

- A [presentation](#) (presentations and additional information) on the work being undertaken by Southampton City Council to remove barriers preventing people from getting on-line was delivered by Rebecca Ayres.
- Key principle behind the Council's approach – To make sure that we are meeting the needs of the people who *can't* get online while continuing to work to change the behaviour of the people *who choose* not to transact with us online.
- The Council have used our insight capability to identify the three main digitally vulnerable groups: Older people; Low income households; Residents with either a learning or physical impairment.
- Using MOSAIC we are able to map where these residents are most likely to be located in the city and can also identify which services they are most likely to be using.
- There are approximately 13,000 digitally vulnerable households in Southampton as characterised by the 'do the least digitally' Mosaic segment. Of which up to 78% already use the internet for utilities or banking.
- A subset of the "Do the least Digital" group will also have a higher probability of experiencing social isolation. These households represent around 5% of Southampton and may create a double barrier by potentially being harder for the council to reach out to and channel shift.
- The National Digital Inclusion strategy identifies 4 main kinds of challenges that people face to going online:
  - **Access** - the ability to actually go online and connect to the internet
  - **Skills** - to be able to use the internet
  - **Motivation** - knowing the reasons why using the internet is a good thing
  - **Trust** - a fear of crime, or not knowing where to start to go online
- The Panel were informed about a number of initiatives that the Council and partners were working on to overcome the barriers including targeted activities to support older people, people on low incomes and people with disabilities.
- A Digital Strategy for the Council is currently in development. There is a need to co-ordinate the approach with partners across the city to support digital inclusion, reduce duplication and target support effectively.

### Summary of information provided: Southampton Information Directory

#### Business and Account Manager, IT and Customer Service, SCC – Beverley Smith

- The Southampton Information Directory (S.I.D) contains information and support for adults, carers, families and children and young people with special educational needs. It is accessed via the SCC website.

- The site was well received when it launched in 2015 and currently receives 20,000 visits a month. It involved a lot of SCC officer resource to establish and populate. Assessed community groups are responsible for updating their information. The directory is not comprehensive and there is an opportunity to add further information.
- It is recognised that effective early support and signposting by a comprehensive directory can aid prevention, and could help reduce loneliness by informing people about local events and activities and could work with the GENIE tool.
- Officers recognise that the S.I.D is functional but has limitations. To increase the effective of the directory it needs to be up to date, easy to use and visual. The Council is considering whether it is possible to keep the S.I.D and develop it so that becomes a community focussed information, advice and guidance tool or whether another model is required and 2 systems are operated. The Council's Management Team is looking at this.
- The Inquiry Panel were informed about the [Leeds Directory](#) as an example of good practice. The Council needs a more co-ordinated approach to providing information.

### **Summary of information provided: Community Transport**

#### **Senior Commissioner, Integrated Commissioning Unit – Adrian Littlemore**

- A number of issues have resulted in concerns with regards to accessing transport. These include – Fear of crime, changing bus timetable and routes, cost of taxis, limited dial-a-ride service that is difficult to build a social network around.
- A sub group of the Community Solutions Group, comprising representatives from key community, statutory and voluntary groups and transport providers has been meeting for a number of months to try to resolve these issues.
- The group has been mapping community needs and wants. A questionnaire is going to be distributed across the city to establish what the barriers to transport are and what community needs there are. A separate questionnaire is going to organisations that have access to transport to identify if it is being used to capacity.
- The expectation is that the transport resource in the city could be used more effectively if organisations would support a more collective / community approach to transport provision.
- There are clearly difficulties associated with this approach as organisations need re-assurance that their transport will be accessible to them when they need it. It is potentially easier to deliver community transport solutions in rural areas where the target market is clearer to define.
- Looking at possibly starting with a pilot scheme in a specific location. Scale and the number of partners are barriers.
- The Joint Strategic Needs Assessment (JSNA) and MOSAIC are being utilised to identify where car ownership is low and there are high levels of disability etc to help target services.
- The University of Southampton is supporting the approach by developing a business plan for the new model for community transport.

- If it can be delivered the initiative offers a potential solution to a barrier that contributes to loneliness for a number of people in Southampton.
- The Community Solutions Sub-Group is also in support of the Communicare idea of having volunteer conductors on certain bus routes to support people on the bus and give confidence to people about using busses again.
- The Community Cluster and Community Hubs approach is also hoping to reduce transport barriers by providing key services in accessible locations within local community hubs.

### Structural Enablers

#### **Summary of information provided: Working with the Voluntary Sector**

##### **Interim Director of Adult Social Services, SCC – Carole Binns**

- The Panel were informed about the approach of the Council and CCG to support prevention and early intervention to enable people to remain active and independent for as long as possible. People living independently in communities can help to reduce loneliness by enabling people to maintain existing social and support networks.
- There are a lot of voluntary organisations providing services in the city, both large national bodies and small local organisations. At present activity is not co-ordinated and there are barriers (resources, time and capability) preventing some organisations from scaling up and doing more. The focus of commissioners is on reducing these barriers within the limited resources available. Two key elements (subject to the outcomes of consultation):
  - To support more participatory budgeting to give communities a greater say on where money is spent and increase the level of small grant funding available, via the Community Chest Scheme, from £50k to £100k. This funding supports the development of neighbourhood and street level groups. Good outcomes for small outlay, supporting community groups to run local services and help more people locally. This clearly could have a positive impact on reducing loneliness and reflects the findings from the consultation with BME communities on small grant funding initiatives.
  - Commission a community development service to support voluntary and community orgs develop by writing funding proposals, support DBS checks on individuals, help recruit volunteers and improving co-ordination across the city.

#### **Summary of information provided: The Community Solutions Approach**

##### **Chair of the Community Solutions Group – Cllr Lewzey**

- Community Solutions initiative is linked to Better Care. There is a need to look at things from the perspective of where people live and their neighbourhoods instead of just seeing people's health and service needs. Build on the strong networks in existence in the city.
- At the Itchen to Bridge the Gap Community Solutions Group various faith, voluntary, community, housing, health and care groups are represented and

attend monthly meetings to network and look at how the statutory sector can be supported.

- The community navigator for the cluster is involved and is key. They know what is happening locally and are developing a database of local resources. A directory to underpin the work is key – something that everybody can use.
- Neighbourhood watch groups are encouraged to become more active and to do more for their communities, including keeping an eye on lonely and vulnerable people.
- Building communities and neighbourhoods is incredibly important. This approach, seen alongside the developments outlined by Carole Binns, is a small step to re-building communities and can help to prevent loneliness and support people who are lonely.
- Need to link the 500+ groups in Southampton more effectively from faith to neighbourhood watch to tenants and residents associations.
- Street parties, arts events, sports events, inter-generational activity etc help to bring communities together. Councillors are useful catalysts for this.
- Recognition that more effort needs to be made to engage BME communities within the community solutions cluster groups.
- Need to see lonely people as an asset. They have skills to offer.

#### **Conclusions from meeting:**

- The Panel were informed that initiatives are being delivered to reduce digital exclusion in the city. More can be done to co-ordinate activity. A Digital Strategy is in development.
- The Southampton Information Directory provides some valuable information on groups and activities in the city. A new approach is required to maximise the potential of a citywide, but community focussed, information directory. The Council needs a more co-ordinated approach to providing information.
- The Community Solutions Sub-group are considering innovative approaches to the transport needs of people who cannot or find it difficult to use public transport. This work needs to be supported if business planning identifies the solution is achievable and sustainable.
- A number of approaches are being developed to strengthen and develop neighbourhoods and community cohesion. Community led solutions offer significant potential to combat loneliness.

## Appendix 4 – Summary of Findings

Framework for Loneliness	Positive Developments in Southampton (based on evidence provided to the Panel)	Weaknesses / Opportunities for Southampton (based on evidence provided to the Panel)	Recommendations
<p><b>Foundation Services</b> (Services to reach and understand the specific needs of those experiencing loneliness)</p>	<p><b>Reaching lonely individuals:</b></p> <ul style="list-style-type: none"> <li>• Data – The Council is developing a statistical understanding of loneliness in Southampton, including recognition of key risk factors.</li> <li>• Data – Utilising the Age UK loneliness heat map for Southampton.</li> <li>• Data – Improving analysis of loneliness is a priority for 2017.</li> <li>• Transitions – The Integrated Commissioning Unit (ICU) is engaging with funeral directors to link those recently bereaved to referral partners.</li> <li>• Targeting action – Hampshire Fire and Rescue Services, in partnership with Age UK and the ICU, are using intelligence (including loneliness data) to target preventative services at the most vulnerable older people in Southampton.</li> <li>• Voluntary/Community/Faith services – Recognition that a number of groups and organisations across the city help to reach out to lonely people including chaplaincy, neighbourhood watch, Carers in Southampton, Street Pastors, resident associations.</li> </ul>	<p><b>Reaching lonely individuals:</b></p> <ul style="list-style-type: none"> <li>• Data – Gap around data within the Joint Strategic Needs Assessment.</li> <li>• Data – Further work needed to understand local situation.</li> <li>• Data – Opportunity to use MOSAIC market segmentation tool, alongside other data sources to develop a comprehensive Southampton Index of loneliness and isolation.</li> <li>• Data – Opportunity to share the index with relevant organisations across Southampton, including the voluntary and community sector and the Council’s Digital Transformation Team to improve targeting of activity.</li> <li>• Transitions – There is awareness of the link between certain transitions and life events to loneliness. Opportunity for Southampton to be more proactive and target support to individuals experiencing these transitions.</li> </ul> <p><b>Understanding and supporting lonely individuals to make meaningful</b></p>	<p><b>Reaching lonely individuals:</b></p> <ol style="list-style-type: none"> <li>1. Incorporating segmentation data from MOSAIC, build on existing data sources to develop a comprehensive local index of isolation and loneliness that will enable neighbourhoods which have a higher likelihood of having individuals that are socially isolated or lonely to be identified.</li> <li>2. To increase the effectiveness of interventions share the index of isolation and loneliness with relevant organisations across Southampton, including the voluntary and community sector and the Council’s Digital Transformation Team. This should enable services and prevention activity to be targeted to groups and neighbourhoods that are particularly vulnerable to loneliness.</li> <li>3. Consideration should be given to the timely support and information that can be provided to residents experiencing these transitions and events to prevent and respond to loneliness.</li> </ol> <p><b>Understanding and supporting lonely</b></p>

Framework for Loneliness	Positive Developments in Southampton (based on evidence provided to the Panel)	Weaknesses / Opportunities for Southampton (based on evidence provided to the Panel)	Recommendations
	<p><b>Understanding and supporting lonely individuals to make meaningful connections:</b></p> <ul style="list-style-type: none"> <li>• S.I.D - A Southampton Information Directory (S.I.D) has been developed that contains information and support for adults, carers, families and children and young people with special educational needs in the city. It is accessed via the SCC website and contains helpful information for lonely people to make new connections.</li> <li>• Community Navigators - Spectrum CIL are delivering a community navigator pilot in parts of Southampton. A community navigator is someone that helps people to find their way through the services available so they get the right service to meet their needs. They also help people develop a plan that works for them and link people with community resources to support them in taking action to improve their health and wellbeing, including loneliness. Promising results so far.</li> <li>• Communication – Engagement networks exist in Southampton to help raise awareness of health issues.</li> </ul>	<p><b>connections:</b></p> <ul style="list-style-type: none"> <li>• S.I.D – The S.I.D is functional but has limitations. It is not comprehensive or intuitive, needs updating and re-designing to maximise the potential of a citywide but community focussed information directory. Examples of good practice, such as the Leeds Directory, were circulated to the Panel.</li> <li>• Community Navigators – Opportunity to roll out the scheme across the city, subject to evaluation of the pilot. Potential for community navigators to update the information directory.</li> <li>• GENIE - The University of Southampton have developed an interactive tool called GENIE. The tool is designed to engage and link people to social activities and support they value and find useful. Outcomes have been positive on the Isle of Wight where on average people took up 3 new activities or resources following the GENIE intervention. Potential to link with the information directory.</li> <li>• Communication – Opportunity to use existing networks to raise awareness</li> </ul>	<p><b>individuals to make meaningful connections:</b></p> <ol style="list-style-type: none"> <li>4. A co-ordinated approach needs to be developed that results in either improvements to the existing Southampton Improvement Directory so that it is fit for purpose, or the purchasing of an additional platform to meet the needs of the city.</li> <li>5. Commission and roll out the Community Navigation Scheme across Southampton to support residents to find the most appropriate support (utilising and updating the S.I.D) and to act as a link between lonely residents, local Community Solutions Groups and statutory services, including GP’s.</li> <li>6. Develop a plan to implement the GENIE tool across Southampton using trained volunteers and the improved S.I.D</li> <li>7. A Communications Plan is developed to improve awareness of loneliness, both among professionals and older people themselves, and to identify appropriate methods to communicate with lonely people.</li> </ol>

Framework for Loneliness	Positive Developments in Southampton (based on evidence provided to the Panel)	Weaknesses / Opportunities for Southampton (based on evidence provided to the Panel)	Recommendations
		of loneliness; include loneliness as a topic for health roadshows; explore innovative ways to communicate with lonely people utilising data from Southampton index of isolation.	
<b>Direct Interventions</b> (A menu of services that directly improve the number or quality of relationships people have)	It is evident that Southampton has a wealth of services and organisations supporting new connections. Information provided to the Panel, and gathered during a loneliness workshop in May 2016, identified a number of services but there is recognition that not all are services are identified below: <ul style="list-style-type: none"> <li>• <b>Group Based Shared Interests:</b></li> <li>• Generation Gains – Saints Foundation</li> <li>• Solent Mind Peer Support</li> <li>• Next Steps – Youth Options</li> <li>• Safe House – No Limits</li> <li>• Southampton Young Carers Project</li> <li>• Milan (older Asian Women) – WEA</li> <li>• Asian Elders</li> <li>• SIGN (Southampton Intergenerational Network)</li> <li>• Lunch clubs</li> <li>• Exercise classes</li> <li>• Good Companions</li> <li>• Surestart</li> </ul>	<b>One to One Support:</b> <ul style="list-style-type: none"> <li>• Apparent that demand for some support services in Southampton exceeds capacity. This was evident when considering demand for much valued befriending and peer support services in Southampton where there are waiting lists for Communicare and Age UK befriending services in the city.</li> </ul>	8. Consideration be given to identifying opportunities to increase capacity for the much valued befriending and peer support schemes in Southampton.

Framework for Loneliness	Positive Developments in Southampton (based on evidence provided to the Panel)	Weaknesses / Opportunities for Southampton (based on evidence provided to the Panel)	Recommendations
	<ul style="list-style-type: none"> <li>• Groundswell</li> <li>• Dementia friendly Fridays</li> <li>• Activities at 5cc and 60plus housing complexes</li> <li>• Over 60s Club, Sholing</li> <li>• Timebank</li> <li>• Library Reading Group, Portswood</li> <li>• Community allotment at Weston</li> <li>• Communicare</li> <li>• Dementia Action Group, Portswood</li> <li>• Leisure clubs</li> <li>• Intergeneration project, Oasis Academy</li> <li>• Depression Alliance</li> <li>• City of Sanctuary</li> <li>• Men's Sheds</li> <li>• Community Workshop Freemantle</li> <li>• Dads and Lads, SJRMC</li>   <li><b>One to One Support:</b></li> <li>• Solent Mind Peer Support</li> <li>• Street Pastors</li> <li>• Communicare - Befriending</li> <li>• AGE UK Southampton – Befriending</li> <li>• Carers in Southampton</li> <li>• Southampton Young Carers Project</li> <li>• Citizens Advice</li> <li><b>Psychological Approaches:</b></li> <li>• Cognitive Behaviour Therapy (IAPT)</li> </ul>		



<b>Framework for Loneliness</b>	<b>Positive Developments in Southampton</b> (based on evidence provided to the Panel)	<b>Weaknesses / Opportunities for Southampton</b> (based on evidence provided to the Panel)	<b>Recommendations</b>
	Service NHS) <ul style="list-style-type: none"> <li>Emotional health and wellbeing – No Limits deliver this in schools</li> </ul>		
<b>Gateway Services</b> (Improving transport and technology provision to help retain connections and independence)	<b>Technology:</b> <ul style="list-style-type: none"> <li>Frequent and multiple training courses: 19 locations that provide workshops and courses around Southampton</li> <li>16 amenities available where customers can access online facilities within the vicinity of Southampton</li> <li>Multiple (Over 100) access points onto public WiFi including free options</li> <li>IT support sessions provided to SCC housing tenants</li> <li>IT sessions provided at libraries</li> <li>Third party training courses specific for those with disabilities; Southampton Sight IT Support</li> <li>Housing association workshops</li> <li>Jobseekers workshops</li> <li>CLEAR project- Providing IT skills for refugees and asylum seekers</li> <li>Telecare &amp; emergency alarm services</li> <li>Southampton Information Directory</li> <li>A Digital Strategy for the Council is currently in development.</li> </ul> <b>Transport:</b> <ul style="list-style-type: none"> <li>The Community Solutions Sub-group</li> </ul>	<b>Technology:</b> <ul style="list-style-type: none"> <li>There is limited evidence of co-ordination across sectors to target IT support to digitally vulnerable households.</li> <li>Opportunity - IT support in different languages and in community settings to support uptake in BME and new communities.</li> </ul> <b>Transport:</b> <ul style="list-style-type: none"> <li>CommuniCare has proposed the introduction of volunteer conductors on certain bus routes to support and give confidence to users (discussed at Community Solutions Sub-group).</li> <li>Opportunity - The Community Solutions Sub-group are actively considering innovative approaches to the transport needs of people who cannot or find it difficult to use public transport and will be reporting findings in due course.</li> </ul>	9. The Council co-ordinates its' approach with partners across the city to support digital inclusion, reduce duplication and target support effectively, utilising the index of social isolation and loneliness, including digital support for communities whose first language is not English.  10. If the business planning by the University of Southampton identifies the transport approaches being developed by the Community Solutions Sub-group are achievable and sustainable, the Council and partners should consider the support that they can offer to help the proposals come to fruition.

Framework for Loneliness	Positive Developments in Southampton (based on evidence provided to the Panel)	Weaknesses / Opportunities for Southampton (based on evidence provided to the Panel)	Recommendations
	<p>are actively considering innovative approaches to the transport needs of people who cannot or find it difficult to use public transport.</p> <ul style="list-style-type: none"> <li>• SCA Community Transport / Dial-a-ride</li> <li>• SVS Shopmobility</li> <li>• Taxi operators</li> <li>• Train and bus services</li> </ul>		
<p><b>Structural Enablers</b> (Create the right structures and conditions in a local environment to reduce those affected by, or at risk of, loneliness)</p>	<p>Evidence provided to the Panel reinforced the view that creating supportive communities is fundamental to preventing loneliness as well as helping lonely people.</p> <p><b>Better Care vision:</b> As part of the Better Care programme the City Council and Clinical Commissioning Group (CCG) has been working with neighbourhood, community and faith groups as well as voluntary sector providers and local business to build the capacity of the community to support people in need in their communities, forming the Community Solutions Group (CSG). The CSG organised a series of workshops in the 6 Cluster areas of the City to identify local priorities and produce a joint plan between communities and statutory services to address need and</p>	<p><b>Neighbourhood Approaches:</b></p> <ul style="list-style-type: none"> <li>• There are a lot of voluntary organisations providing services in the city, both large national bodies and small local organisations. At present activity is not always co-ordinated, there is duplication and there are barriers (resources, time and capability) preventing some organisations from scaling up and doing more.</li> <li>• Opportunity – Subject to consultation the Council is proposing to reduce these barriers within the limited resources available by: <ul style="list-style-type: none"> <li>a. Supporting more participatory budgeting to give communities a greater say on where money is spent, and increase the level of small grant funding available, via the Community</li> </ul> </li> </ul>	<ol style="list-style-type: none"> <li>11. Seek to engage BME communities and new communities in the local community solutions groups.</li> <li>12. Councillors can be key catalysts in bringing communities together. It is recommended that Southampton City Councillors lead by example, alongside local community solutions groups, by actively promoting neighbourliness and community action in their wards.</li> <li>13. To help solve the problems of affordable accommodation for young people and loneliness, particularly among house owning ‘empty nesters’ or bereaved, explore opportunities to encourage the creation of an organisation that pairs older people with students in Southampton, similar to the <a href="#">Homeshare</a> scheme operating in Paris.</li> </ol>

Framework for Loneliness	Positive Developments in Southampton (based on evidence provided to the Panel)	Weaknesses / Opportunities for Southampton (based on evidence provided to the Panel)	Recommendations
	<p>gaps in support.</p> <p><b>Neighbourhood Approaches:</b></p> <ul style="list-style-type: none"> <li>• Common Solutions Group and Local Community Solutions Groups.</li> <li>• Held good neighbours workshop with neighbourhood watch co-ordinators and residents associations.</li> </ul> <p><b>Asset Based Community Development:</b></p> <ul style="list-style-type: none"> <li>• SCC Housing - Activity Co-ordinators promoting social inclusion within SCC housing complexes.</li> <li>• SCC Housing - Community facilities within SCC housing complexes encouraging usage from wider local elderly population.</li> <li>• SCC Housing - New complexes (Extra Care) designed to bring communities together and encourage social interaction.</li> </ul> <p><b>Volunteering:</b></p> <ul style="list-style-type: none"> <li>• Southampton has a strong and committed voluntary and community sector and the contribution made by volunteers in Southampton is immense.</li> </ul> <p><b>Positive ageing:</b></p> <ul style="list-style-type: none"> <li>• Progressing towards becoming</li> </ul>	<p>Chest Scheme, from £50k to £100k. This funding supports the development of neighbourhood and street level groups.</p> <p>b. Commission a community development service to support voluntary and community organisations develop by writing funding proposals, support DBS checks on individuals, help recruit volunteers and improving co-ordination across the city.</p> <ul style="list-style-type: none"> <li>• Community led solutions offer significant potential to combat loneliness. Opportunity to engage with BME and new communities in the local community solutions groups.</li> <li>• Opportunity – For City Councillors to act as catalysts to bring communities together.</li> </ul> <p><b>Asset Based Community Development:</b></p> <ul style="list-style-type: none"> <li>• Opportunity - In Southampton the Panel noted the request by Itchen College for <a href="#">Homestay Hosts</a> paying homeowners to allow a student to live in their home. If such initiatives could link students with lonely home owning residents it could help resolve</li> </ul>	<p>14. Consider creating 'City Makers', similar to the 'Games Makers' scheme developed for the London Olympics.</p>

Framework for Loneliness	Positive Developments in Southampton (based on evidence provided to the Panel)	Weaknesses / Opportunities for Southampton (based on evidence provided to the Panel)	Recommendations
	Dementia Friendly Southampton	<p>two issues, loneliness and affordable accommodation.</p> <p><b>Volunteers:</b></p> <ul style="list-style-type: none"> <li>• Opportunity – To encourage more civic pride and volunteering Love Southampton proposed the idea of ‘City Makers’ for Southampton, similar to the concept of ‘Games Makers’ employed by the London Olympics.</li> </ul>	
<b>Strategic Direction</b>	<ul style="list-style-type: none"> <li>• The Joint Strategic Needs Assessment acknowledges social isolation and loneliness is an issue in Southampton.</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunity for Southampton City Council to take the lead in ensuring a coherent and consistent strategy and action plan for tackling loneliness.</li> <li>• Opportunity - The concept of an ‘age-friendly city’ was developed by the World Health Organisation (WHO) and the term refers to a city that enables and encourages people to age well according to their needs, desires and capacities. WHO has established a global network of 287 age-friendly cities and communities across 28 countries. Twelve are in the UK.</li> <li>• Opportunity - A report from the Social Finance, <i>Investing to tackle loneliness</i>, has been produced that identifies the</li> </ul>	<p>15. Develop an overarching plan to combat loneliness in Southampton. It is recommended that the plan is owned by the Health and Wellbeing Board, delivered in partnership with the Community Solutions Groups, and linked to Better Care.</p> <p>16. It is recommended that the Council explores the steps required to become accredited and, if deemed achievable and desirable, commits Southampton to becoming Age Friendly.</p> <p>17. The potential to deliver the step change in outcomes through the use of Social Impact Bonds is explored by the Council</p>

<b>Framework for Loneliness</b>	<b>Positive Developments in Southampton</b> (based on evidence provided to the Panel)	<b>Weaknesses / Opportunities for Southampton</b> (based on evidence provided to the Panel)	<b>Recommendations</b>
		<p>potential to use Social Impact Bonds as a mechanism to fund and test innovative ways of identifying and supporting those suffering from loneliness.</p> <p>A Social Impact Bond is a financial mechanism in which investors pay for a set of interventions to improve a social outcome that is of social and/or financial interest to a government commissioner. If the social outcome improves, the government commissioner repays the investors for their initial investment plus a return for the financial risks they took. If the social outcomes are not achieved, the investors stand to lose their investment. Social Impact Bonds provide investment to address social problems and look to fund preventative interventions. As such, they present an opportunity to provide support to reduce the strain on acute services.</p>	<p>if progress combating loneliness in Southampton is not being made at the pace required.</p>



<b>DECISION-MAKER:</b>	<b>CABINET COUNCIL</b>			
<b>SUBJECT:</b>	<b>DEPARTMENT FOR TRANSPORT ACCESS FUND</b>			
<b>DATE OF DECISION:</b>	<b>20 JUNE 2017 19 JULY 2017</b>			
<b>REPORT OF:</b>	<b>CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT</b>			
<b><u>CONTACT DETAILS</u></b>				
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<b>STATEMENT OF CONFIDENTIALITY</b>
Not applicable
<b>BRIEF SUMMARY</b>
To consider the report of the Cabinet Member for Environment and Transport seeking approval of the receipt of £2,294,000 of funding from the Department for Transport's Access Fund in order to deliver the 'Southampton: Driving our cycling ambition into local towns, schools, colleges and workplaces' programme for three years up until 31 <sup>st</sup> March 2020.
Key strategic partners including Hampshire County Council (HCC), Eastleigh Borough Council (EBC), HCC Public Health, British Cycling, Cycling UK and the University of Southampton have committed to match fund the project. They will contribute revenue funding at a total of £423,300. This will be coupled with £90,000 revenue contribution from Southampton City Council's Transport Policy revenue budget (over three years) and £18,000 HCC capital funding. Further approval is required for the use of £300,000 Local Transport Plan (LTP) capital funding (over three years) being used to match fund 12.5% of the project total. This will be allocated from the Integrated Transport Capital budget.
This project will deliver: <ul style="list-style-type: none"> <li>• Travel advice to 600 long-term unemployed taking part in the City Deal Solent Jobs Programme;</li> <li>• Travel advice, training and e-bikes to domiciliary care workers;</li> <li>• Tailored travel advice, resources, activities and cycle support services to employers within the city including the Port of Southampton and West Quay South;</li> <li>• Expansion of the city's Travel Plan Network;</li> <li>• A Clean Air Schools Challenge;</li> <li>• Intensive engagement with 38 key schools per year in the Travel to Work Area, including delivery of the Bike-It programme, Modeshift STARS (the national schools awards scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling and walking), voluntary</li> </ul>

<p>School Travel Plans and other initiatives to promote active travel;</p> <ul style="list-style-type: none"> <li>• 31.7km of a new Legible Cycle Network;</li> <li>• Bike-2-Bus infrastructure;</li> <li>• A Southampton Cycle Festival including a mass participation cycle event, a Big Bike Race, led rides, commuter challenges, mini cycle festivals, and supporting events/promotions;</li> <li>• A community cycle clubs programme to resource local community groups who organise and participate in regular cycling activities;</li> <li>• An expanded network of community cycle hubs known as 'Bike Kitchens';</li> <li>• An annual package of marketing and promotion.</li> </ul>
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**RECOMMENDATIONS:**

**CABINET:**

	(i)	To recommend that Council approve the receipt of Access Funds, totalling £2,294,000, awarded by the Department for Transport for 2017/18 through to 2019/20.
	(ii)	To recommend that Council approve the addition of £816,000 to the Environment & Transport Portfolio's revenue budget for 2017/18 and to note that the remaining £1,478,000 of the Access Fund award will need to be added to the revenue budgets for 2018/19 and 2019/20.
	(iii)	To recommend that Council approve the allocation of Local Transport Plan funds, totalling £300,000, from the Sustainable Travel and Integrated Transport budgets, within the approved Environment & Transport Portfolio Capital Programme, in order to match fund the grant at approximately 12.5% of the total.

**COUNCIL:**

	(i)	To approve the receipt of Access Funds, totalling £2,294,000, awarded by the Department for Transport for 2017/18 through to 2019/20.
	(ii)	To approve the addition of £816,000 to the Environment & Transport Portfolio's revenue budget for 2017/18 and to note that the remaining £1,478,000 of the Access Fund award will need to be added to the revenue budgets for 2018/19 and 2019/20.
	(iii)	To approve the allocation of Local Transport Plan funds, totalling £300,000, from the Sustainable Travel and Integrated Transport budgets, within the approved Environment & Transport Portfolio Capital Programme, in order to match fund the grant at approximately 12.5% of the total.

**REASONS FOR REPORT RECOMMENDATIONS**

1.	Financial Procedure Rules require that when a bid is successful, relevant amendments are made to the appropriate capital and revenue budgets, and that all necessary capital and revenue approvals are obtained before any expenditure is incurred or any commitment is made.
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**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

2.	An option is not to approve the receipt of grant funding from the DfT. This would result in not being able to carry out the proposed project as outlined in
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	the associated bid document.
<b>DETAIL (Including consultation carried out)</b>	
3.	The Department for Transport (DfT) invited local authorities in England to apply for Access Fund grants for the period 2017/18 through to 2019/20 to deliver sustainable travel initiatives which support the local economy by improving sustainable access to new and existing employment, education and training.
4.	Southampton City Council (SCC), in partnership with Hampshire County Council, put forward a bid that would underpin a bold ambition for sustainable economic growth, supported through an increase in active travel. The bid builds on the award winning “My Journey” branded behaviour change programme to deliver a core element of Southampton’s cycling ambition as set out in the Cycle Strategy. The Access Fund programme will deliver revenue projects promoting cycling and walking in the city, and wider Travel to Work area, supported by planned capital investments focussed on 3 strategic cycle corridors. The ambition is to create a cycling and walking culture that enriches people’s lives and provides them with realistic travel choices to access work, education, enhance skills, get more active and tackle the pressing air quality problem across the Southampton area.
5.	Southampton has shown it can deliver sustainable travel programmes of this scale year on year on time and on budget through the LSTF and was awarded the Transport City of the Year (National Transport Awards 2013) for its “ambitious transport vision” and successful delivery of transport schemes, and highly commended for the same award in 2015.
6.	Cycling is becoming increasingly popular in Southampton, as it is across other parts of the country, with annual events such as SkyRide in June 2016 attracting over 11,000 people on bikes onto the streets of the city. Of the daily journeys to work 4.6% are made by bike <sup>1</sup> , which is above the national average (2.8%); and between the 2001 and 2011 censuses the number of these journeys increased by almost a quarter. On the main roads entering the city centre, during the AM peak (7-9am), around 800 people a day cycle – approximately 2.5% of traffic. The number of bikes on the roads of Southampton continues to grow year on year with just over 15% <sup>2</sup> more people cycling in 2015 compared to 2010. Away from journeys to work, 17% of Southampton’s population cycles for any purpose at least once a month <sup>3</sup> .
7.	The Cycle Strategy sets out a clear statement for how the City Council can continue to grow cycling in Southampton and becoming a cycling city. It sets out the policy approach to meet the rising demand for cycling, and an implementation plan of where SCC is planning to invest in the proposed improvements to the network and initiatives required to make Southampton a liveable and cycleable city.
8.	The Cycle Strategy outlines 3 key themes: 1. <u>Better Cycling</u> : a connected and safe Cycling City – delivery of the Southampton Cycle Network to link people’s journeys from door to

<sup>1</sup> 2011 Census – Method of Journey to Work

<sup>2</sup> Southampton City Council Cycle Counts 2010-2015

<sup>3</sup> 2015 Sport England Active People Survey

	<p>door along a network of cycle routes and facilities;</p> <p>2. <b>Simple Cycling:</b> making cycling easy, legible and recognised – ensuring cycling is efficiently and effectively integrated into Southampton with other modes of transport, developing a legible cycling brand, helping people on the go, making access to a bike easy and support community led schemes;</p> <p>3. <b>Attractive Cycling:</b> marketing and promoting cycling – with a clear message to showcase cycling, support cycle events that raise cycling’s profile, work with local businesses, schools and residents to encourage more trips by bike, and support cycle training and security initiatives.</p> <p>The Access Fund delivers initiatives that will contribute towards each of these three themes.</p>
9.	<p>The Access Fund bid was a package of projects organised into 3 core elements;</p> <p><b>Element 1: Getting into Work and Training</b> - using cycling as a means of getting into employment and training, with a focus on reducing transport barriers for long term unemployed people who are seeking a job or training, and working with employers to enable more staff to cycle and walk to work;</p> <p><b>Element 2: The Cool Route to School</b> – delivery of projects which engage with pupils and parents to build awareness, skills and confidence making travel to school by bike and on foot cool; And,</p> <p><b>Element 3: Developing a Cycling and Walking Culture</b> – Increasing cycling and walking through a totally new and much anticipated Legible Cycle Network, a week long Cycle Festival and grass roots support with targeted community groups designed to overcome barriers to physical activity. These activities will add benefit to the planned capital investment in cycle and walking infrastructure.</p>
10.	<p>The bid was put together through full open consultation with a number of key partners within the City of Southampton and with neighbouring authorities and the award of funding was through open competition.</p>
11.	<p>There will be a signed Memorandum of Understanding between the City Council, Hampshire County Council, Sustrans, Cycling UK and the University of Southampton securing the commitment of all five organisations to work collectively to deliver sustainable travel policy objectives in the city and Travel to Work Area (TtWA) focusing on reducing the need to travel (reduce reliance on private car and shift to sustainable modes), maximising the use of existing infrastructure and delivering targeted improvements along the three core corridors identified in the bid. This agreement will underpin partnership working for the bid period as a result of the funding award.</p>
12.	<p>The Access Fund programme for 2017/18 through to 2019/20 will be governed by the Centre for Sustainable Travel Choices Board which has representation from all five organisations.</p>
<b>RESOURCE IMPLICATIONS</b>	
<b><u>Capital/Revenue</u></b>	
13.	<p>The revenue resource over the three year period 2017/18 to 2019/20 will be made up of £2,294,000 grant funding from the Department for Transport, £90,000 revenue contribution from Southampton City Council’s Transport</p>

	Policy revenue budget and £423,300 external match funding from key partners. This report recommends that grant funding of £816,000 is added to the Environment & Transport Portfolio's revenue budget for 2017/18. The remaining funding of £1,478,000 will need to be added to the revenue budgets for 2018/19 and 2019/20.
14.	The capital resource over the three year period 2017/18 to 2019/20 will be made up of £300,000 from LTP funds allocated through the Integrated Transport budget and an £18,000 contribution from HCC. Schemes funded through the LTP have already been added to the Environment & Transport Portfolio Capital Programme with approval to spend. It is recommended that priority is given to allocating LTP funding of £100,000 per annum to match fund this project over the period 2017/18 to 2019/20.
<b><u>Property/Other</u></b>	
15.	No conflict.
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
16.	The project will be delivered in accordance with s.1 Localism Act 2011 and a variety of Highways and Environmental legislation, including but not limited to the Highways Act 1980, Road traffic Regulation Act 1994 and the Traffic Management Act 2004.
<b><u>Other Legal Implications:</u></b>	
17.	None.
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
18.	The City Council is a Local Transport Authority as prescribed in the Transport Act 2000 and the Council's relevant Policy Framework is the City of Southampton Local Transport Plan (LTP4).
19.	The project is compatible with the objectives of the Cycle Strategy, Clean Air Strategy, Health & Wellbeing Strategy and City Council Strategy.

<b>KEY DECISION?</b>	Yes
<b>WARDS/COMMUNITIES AFFECTED:</b>	All wards

**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Access Fund bid document: <i>'Southampton: Driving our Cycling Ambition into Towns, Schools, Colleges and Workplaces'</i>
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**Documents In Members' Rooms**

1.	None.
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**Equality Impact Assessment**

<b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b>	<b>Yes/No</b>
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<b>Privacy Impact Assessment</b>		
<b>Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.</b>		<b>Yes/No</b>
<b>Other Background Documents</b> <b>Other Background documents available for inspection at:</b>		
<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)</b>	
<b>1.</b>		
<b>2.</b>		



# Southampton

Agenda Item 9  
Appendix 1

Driving our cycling ambition into local towns, schools, colleges and work places

9 September 2016



## Access Fund for Sustainable Travel Revenue Competition - Application Form



Department  
for Transport

Bids should be no more than 30 pages long (excluding the cover page, S151 officer signature page, and any supporting documents listed as exempt in the [guidance document](#)).

### **Applicant Information**

**Local transport authority name(s):**

Southampton City Council (Lead Authority)  
Hampshire County Council

**Bid Manager Name and position:**

Neil Tuck, Programme Manager, Southampton City Council

**Contact telephone number: 02380833409**

**Email address:** [neil.tuck@southampton.gov.uk](mailto:neil.tuck@southampton.gov.uk)

**Postal address:** Southampton City Council  
Civic Centre  
Southampton  
SO14 7LY

**Website address for published bid:** <http://southampton.gov.uk/roads-parking/transport-policy/transport-funding-bids.aspx>

*When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.*

## **SECTION A - Project description and funding profile**

**A1. Project name:** Southampton: Driving our Cycling Ambition into Local Towns, Schools, Colleges and Workplaces

### **A2. Headline description:**

The bid aims to deliver a bold ambition for sustainable economic growth, supported through an increase in active travel. The bid will build on the award winning “My Journey” behaviour change programme to deliver Southampton’s Cycling ambition. A corridor focussed programme of revenue projects will promote cycling and walking in the city and wider Travel to Work area and will be supported by planned capital investments. The ambition is to create a cycling and walking culture that enriches people’s lives and provides them with realistic travel choices to access work, education, enhance skills, get more active and tackle the pressing air quality problem across the Southampton area.

### **A3. Type of bid**

a) This bid is:

**Revenue & Capital**, and I confirm we have sourced the capital funding locally and have made provisions for a minimum additional 10% matched contribution.

b) If your bid is reliant on capital funding, please select one of the following options:

**Contains Local Growth Fund contribution, but not reliant on it.** This bid contains a local contribution from the Local Growth Fund, but the work can still progress as planned if LGF funding is not secured.

**A4. Total package cost (£):** £3,125,455

**A5. Total DfT revenue funding contribution sought (£):** £2,294,155

**A6. Local contribution (£):** £831,300

Source	Revenue (£)	Capital (£)	Details	Letter attached
SCC		390,000		S151
HCC		18,000		Partner
EBC	86,000			Yes
HCC PH	32,300			Yes
Uni of Soton	50,000			Yes
City Deal	30,000			Yes
Cycling UK	30,000			Yes
British Cycling	195,000			Yes
<b>TOTAL</b>	<b>423,300</b>	<b>408,000</b>		

### **A7. Equality Analysis**

Has any Equality Analysis been undertaken in line with the Equality Duty?

Yes  No



**A8. Partnership bodies:** Letters for support have been received from the following organisations and businesses, and are included in Appendix 1.

**Hampshire County Council:** Partner to SCC in this joint bid, Hampshire County Council will be responsible for delivery of the bid proposals alongside SCC.

**Solent LEP:** Responsible for overseeing the Strategic Economic Plan for Solent and has identified transport investments to support long term economic growth.

**Watermark West Quay:** Major retailer in the City, which will soon open is new leisure complex that will support economic growth and job creation.

**ABP Southampton:** Operator of the Port of Southampton, a major local employer (5,000 in Southampton, 15,000 across Solent). We will work with through workplace Travel Plan network and improving cycling and walking infrastructure within the Port estate.

**City Deal:** Key delivery partner. Over the next 2 years they will be working with 600 long term unemployed people with health conditions and 250 NEET young people across the Southampton Travel to Work Area to support them into work and training.

**Southampton Businesses:** Local businesses/organisations that have benefitted from the workplaces support package in the LSTF programme and will act as ambassadors. These include Ordnance Survey, West Quay, Red Funnel, and Carnival UK.

**Hampshire Chamber of Commerce:** Independent voice for business; representing 4,000 local businesses in the South Hampshire region.

**Sustrans:** Leading sustainable transport charity and partner in Southampton's Centre for Sustainable Travel Choices programme.

**British Cycling:** National cycling organisation and partner with SCC, delivering led rides, training and support for SkyRide.

**Public Health Southampton:** Delivery partner and board member in the Centre for Sustainable Travel Choices programme.

**University of Southampton:** The University continues to invest in sustainable transport solutions to support the high number of students that live in the City.

**Eastleigh College:** Receiving Local Growth Deal support to expand opportunities for apprenticeships. This bid will support those seeking to access Eastleigh College.

**Transport Research Group, University of Southampton** – a nationally acclaimed department within one of the UK's leading research Universities, responsible for monitoring and evaluation of this project.

**Solent Transport:** Partnership body between Hampshire County Council, Portsmouth and Southampton City Councils and Isle of Wight Council.

**Eastleigh Borough Council:** Within Hampshire County Council covering a significant part of the journey to work area for Southampton.

**New Forest District Council:** A District Council within Hampshire County Council covering a key part of the journey to work area for Southampton and a key supporter of the bid.

**Test Valley Borough Council:** Within Hampshire County Council covering a key part of the journey to work area for Southampton and a key supporter of the bid.

**Highways England** - Highways England support better quality sustainable transport solutions. Their latest proposals for Redbridge Roundabout and the A3024 demonstrate their commitment to these ideas within the Southampton area.

**Regulatory Services, SCC:** Air quality management team, board member in the Centre for Sustainable Travel Choices programme and delivery partner.



## **SECTION B – The Business Case**

### **B1. Project Summary**

Following investment in cycling infrastructure and behaviour change (funded by LSTF) we have initiated the beginnings of a cycle culture within Southampton and the surrounding area. This has seen cycling rise to 7% along our three targeted corridors. We are now so confident that this is the right thing for the city that Southampton City Council and Hampshire County Council, with support of other organisations are planning to invest over £19m towards new cycle and walking infrastructure in the city and surrounding Hampshire towns by 2020. This activity is focused on three key corridors where evidence suggests there is latent demand. We are now asking for just over £2m to support a range of promotional activities whilst we undertake this investment. Our target is to increase the mode share of cycling on our three key corridors to 15%.

The strategic case shows that the city has all the right conditions to create a cycling culture in terms of very short commuting distances, busy road networks, flat topography and a well-established behaviour change brand – My Journey. In addition we also have a proven track record of delivery and in achieving successful outcomes. These are recognised through marketing awards for the My Journey campaign and through Southampton being Transport City of the Year in 2014 and runner up in 2015. This should give DfT the confidence that Access funding will be spent on behaviour change activity that will and have a real impact.

There are other reasons to invest Access funding in Southampton. We have a new air quality designation because we have been identified as having one of the highest levels of air pollution in the country leading to premature mortality, we are also one of the most socially excluded areas in the country and this gap is widening. The interventions included in this proposal have a direct positive impact on both these issues.

This Bid will focus on delivering cycling and walking revenue projects that are supported by capital infrastructure investments within the Southampton Travel to Work (TtW) area. This will directly support the primary Access Fund objectives by providing local people with realistic travel choices to access work, education, enhance skills, get them active and tackle the pressing air quality problem for the Southampton area with the ambition to make cycling the social norm. The Bid is a package of projects organised into three elements:

**Element 1: Getting into Work and Training** - using cycling as a means of getting into employment and training, with a focus on reducing transport barriers for long term unemployed people who are seeking a job or training, and working with employers to enable more staff to cycle and walk to work;

**Element 2: The Cool Route to School** – delivery of projects which engage with pupils and parents to build awareness, skills and confidence making travel to school by bike and on foot cool.

**Element 3: Developing a Cycling and Walking Culture** – Increasing cycling and walking through a totally new and much anticipated Legible Cycle Network, a week long Cycle Festival and grass roots support with targeted community groups designed to overcome barriers to physical activity. These activities will add benefit to the planned capital investment in cycle and walking infrastructure.

The revenue components of the Bid will complement capital investment in cycle and walking infrastructure targeted along three key corridors that connect to major employment, training and education sites. This planned investment is being delivered by the local authorities, Local Growth Deal, Highways England and partners including University of Southampton and ABP port of Southampton totalling £19.1m over the period 2016 to 2020. This ensures that the benefit of investing in the infrastructure can be maximised through the added value

derived from the package of behaviour change activities in this Bid. The £19.1m of supporting Infrastructure Schemes with cycling and walking elements due to be delivered 2016-2020 are:

#### **Western Corridor**

- Cycle infrastructure schemes in Totton, Romsey and Southampton along the corridor (SCC/HCC), Redbridge Roundabout including enhanced pedestrian and cycle facilities (Highways England)
- Millbrook Roundabout enhanced pedestrian and cycle facilities (SCC/Solent LEP), and
- Walking and cycling access and infrastructure in the Port of Southampton (ABP).

#### **Northern Corridor**

- Cycle infrastructure schemes in Eastleigh, Chandlers Ford and Southampton along the corridor (SCC/HCC), and
- Sustainable transport infrastructure and projects at the University of Southampton.

#### **Eastern Corridor**

- Cycle infrastructure schemes in Hedge End, Botley and Southampton along the corridor (SCC/HCC),
- Botley Bypass including a pedestrian and cycle facility (HCC),
- Solent Gateways scheme – relocation of Red Funnel Isle of Wight ferry terminal with cycling and pedestrian facilities, and
- M27 Southampton Junctions Project including new and enhanced cycle and pedestrian facilities along the corridor and replacement of sub-standard Northam Rail Bridge (Highways England/SCC).

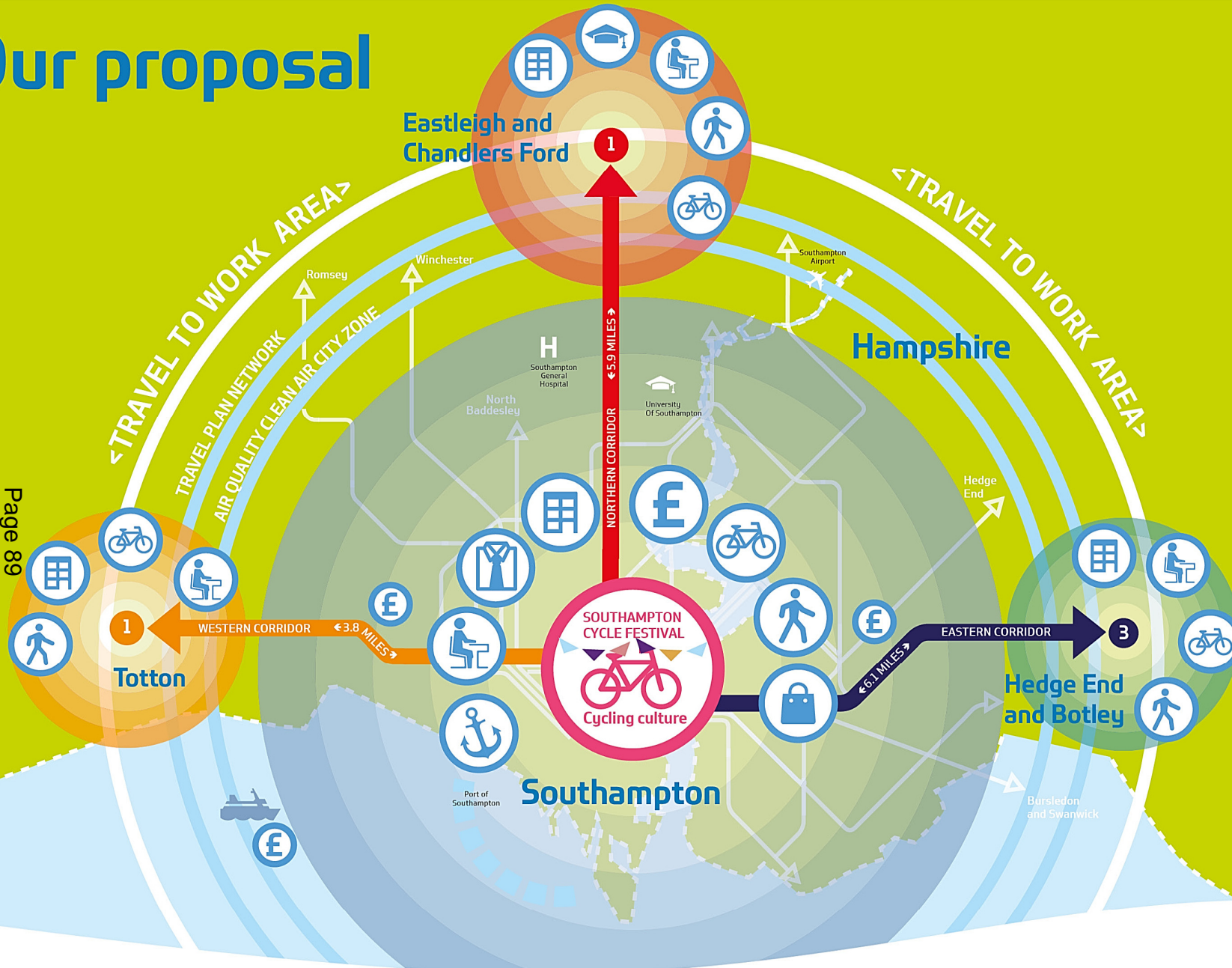
The Bid also complements LGD funding of £9m at Eastleigh College to improve its teaching accommodation as part of a skills improvement programme, £7.78m at Centenary Quay, Woolston delivering 342 new homes and public realm improvements, and recently completed LGD funded £7m Station Quarter North public realm and multi modal transport interchange at Southampton Central Station.

#### **Headline Programme Outputs**

- Double the mode share for cycling from the current 7.2% to 15% along the three corridors will mean an additional 1,572,120 cycle stages resulting in 6.6m car miles will be saved annually by 2020,
- An additional 2.6m journeys to and from work by bike and 2.7m miles walked to and from work by 2020,
- An additional 5,899 regular cyclists on the network through the workplaces and schools schemes,
- Support completion of £19.1m worth of cycling and walking infrastructure investment along the three corridors totalling 31.7km,
- Support the Southampton Clean Air Strategy targets to reduce levels of recorded NOx in the city's AQMAs and reduce the fraction of mortality attributable to poor air quality,
- Provide bespoke travel advice to 600 long-term unemployed people as they find active ways of getting back into work, with specific goals for the care industry.
- Support 500 new members of staff getting employed at Watermark West Quay,
- Doubling the number of businesses and employees engaged through an expanded Travel Plan Network from a current base of 53 businesses.
- Engaging with over 15,000 students at 38 schools to increase mode share for the number of pupils cycling, walking and scooting to school to 74%,
- Delivery of Legible Cycle Network wayfinding information signs along the three corridors, and
- Over 15,000 people engaged in active travel events each year.

# Our proposal

Page 89



## The Bid

### ELEMENT 1 Getting into Work and Training

- Solent Jobs - pilot
- Port of Southampton
- Watermark WestQuay
- Eastleigh College
- Work place engagement and tool kits

### ELEMENT 2 The Cool Route to School

- School travel planning
- Clean air school's challenge
- Bikelt

### ELEMENT 3 Developing a Cycling and Walking Culture

- Showcasing cycling with My Journey
- Legible Cycle Network
- Showcasing walking with My Journey
- Cycling Festival

### Supporting Walking and Cycle Capital Infrastructure

- Local Growth Deal Funding
- Capital Infrastructure
- Highways England Funding

## Description of Bid Package

A description of the bid package and what it will deliver is below, the rationale for why this is the best approach for Southampton Travel to Work area is expanded on in the Strategic Case (B2).

### **Element 1 – Getting into Work and Training**

#### **Key Outputs:**

- Providing bespoke travel advice to 600 long-term unemployed people as they find active ways of getting back into work,
- Support 500 new members of staff getting employed at Watermark West Quay,
- From current engagement with 53 businesses, double the number of businesses and employees engaged through an expanded Travel Plan Network.

Who is it for: Residents, Job-Seekers, Commuters, Businesses and Visitors

Strategic Case support: Access to new and existing Employment, Skills & Training; Increasing Cycling & Walking, Air Quality, Tackling Traffic Congestion.

**Element 1** consists of three projects focussed on using cycling as a means of supporting the Southampton TtW economy. The projects will reduce the commonly stated transport barriers for people not pursuing a job or training opportunity and work with existing employees from some of the area's largest workplaces to promote journeys that are cycle-able. To have the greatest impact on long term behaviour change, these projects will have a geographic focus along the three transport corridors where supporting walking and cycling infrastructure is being built and where there is areas of high employment density.

#### *i) Solent Jobs Pilot*

- A dedicated Travel Advisor (0.6x FTE) and resources will be provided over a two year period (2017-2019) to integrate travel support and advice in the Solent Jobs Pilot programme, working with 600 of the very long-term unemployed<sup>1</sup> as part of the Southampton-Portsmouth City Deal;
- A specific focus for this support through the City Deal will be for the care industry, where lots of job opportunities exist but can't be filled as employees are reliant on driving between appointments where care is required and also struggle to get there on time and find parking. Active travel options can help to eliminate some of these barriers so carers can travel direct to client appointments without the need for a car or parking. Active travel modes offer more control over journey times, reduce congestion, pollution, fuel and parking costs;
- The Advisor will provide tailored travel planning support and advice advocating affordable and active travel alternatives to the private car, such as Wheels 2 Work, to overcome the transport barriers such as placements in shift work where public transport does not run.

#### *ii) Travel Assistance Points*

A Workplace Travel Plan Advisor (1x FTE) and resources will provide tailored travel advice and cycle support services with three employment and training providers, listed below, within the TtW area to make active travel a habit from day one of their employment or training. The advice will be targeted for those seeking to work, start apprenticeships or attending college. Research has shown that intensive engagement at 'transition points' represent the best opportunities for embedding active travel behaviours.

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<sup>1</sup> NEETs who were not successful in getting a placement through the City Deal Work Programme and not working for a minimum of 24 months



- Port of Southampton – one of the biggest employers (5,000 in Southampton and supporting 15,000 jobs across the Solent) adjacent to investment being made in the Western Cycle Corridor and a significant contributor to NOx and CO2 emissions;
- Watermark West Quay – a major £85m leisure-led development (cinema, bowling alley, 200 residential units and 20 restaurants) in Southampton city centre where the three cycle corridors meet is due for completion over the next 12 months providing 500 new jobs;
- Eastleigh College – provides education and skills training to 18,000 students covering standard 16-19 years olds in full-time education, 2,000 apprenticeships, employee development, and adult education. Located close to Eastleigh town centre on the Northern Cycle Corridor. It has been provisionally awarded £9m Local Growth Fund funding by the Solent LEP to renovate and expand its campus buildings to provide skills and knowledge that local employers require.

*iii) Workplace Travel Plan Network*

- A Workplace Travel Plan Advisor (1x FTE) will work closely and more intensely with major employers located along the three key cycle corridors by expanding the existing successful Southampton Travel Plan Network (TPN). This will have an emphasis on cycling activities and incentives designed to increase the number of people walking and cycling to work. The current TPN has 53 business engaged primarily in Southampton city centre, and we will expand the TPN to businesses in the wider Travel to Work area including the Port of Southampton, University of Southampton, and businesses in Chandlers Ford/Eastleigh, Totton/Waterside and Hedge End/Botley/Hamble;
- We will provide a tailored package of resources, initiatives, activities and incentives targeted at workplaces keen to work with us. Initiatives will include a toolkit for self-promotion made up of template promotional materials, induction packs for new starters, promotional events to launch and support cycle initiatives, cycle support services and grants for improved facilities for cyclists (cycle parking, changing facilities, information) matched by SCC/HCC and the business;
- Participating members will sign up to a 'Cycle Charter' through the STARS initiative to target, measure and sustain good practice - with an emphasis on increasing the number of cyclists;
- By 2020 the TPN will be self-sustaining and working proactively with the Solent LEP in identifying transport improvements within the area that lead to significant economic development.

**Element 2 – The Cool Route to School**

**Key Outputs:** Engage with over 15,000 students at 38 schools to increase mode share for the number of pupils cycling, walking and scooting to school to 74%,

Who is it for: Residents and Schools.

Strategic Case support: Access to Education; Increasing Cycling and Walking, improving Air Quality and Tackling Traffic Congestion.

**Element 2** consists of four projects and looks to promote sustainable access to education in the Southampton Travel to Work area. Daily school run traffic places considerable demand on the transport network at peak times, causing localised congestion and delays that negatively affect businesses, freight/delivery operations and air quality. We will work closely with schools on four projects to influence travel behaviour of pupils and parents by promoting the benefits of active travel to school and influencing parents everyday travel choices.. Partnership working between Sustrans, SCC and HCC has already established a well-supported core programme for schools of Bike-It and STARS. Of the 144 schools within the target area, 38 schools will be prioritised for intensive engagement against criteria of proximity to the main key corridors and associated promotable infrastructure, levels of

previous engagement with the school, Bikeit engagement, proximity to Air Quality Management Areas (AQMAs) and levels of car mode share. The four school projects are:

*i) Clean Air Schools Challenge*

- In response to DEFRA identifying the Southampton area as one of the five UK cities that are predicted to exceed limit values for NO<sub>x</sub> in 2020, funding will support development, training and delivery of a Clean Air Schools Challenge & Exhibition. This will visit five schools a year in the Southampton TtW area to raise awareness of the air quality issues and provide information on how cycling and walking can help tackle the problem.
- This new activity will build on the success of a pilot scheme run in 2015. During the summer holidays the exhibition will be a temporary exhibition at Southampton's Sea City Museum and The Point in Eastleigh to further promote the issue and demonstrate how everyone can play their part in improving air quality.

*ii) Bikelt*

- We will continue the well-received Bikelt programme engaging with schools that has operated in the Southampton TtW area over the past four years. It will provide for 1xFTE covering Southampton, for which funding is currently secured until spring 2017, and 1x FTE covering Hampshire (Eastleigh/Chandlers Ford, Totton & Hedge End), plus resources to deliver activities in schools. The Bikelt programme has engaged with 32 primary and secondary schools and over 9,000 children and this project will engage with a further 38 schools and potentially 15,300 pupils, plus staff and parents.

*iii) School Travel Planning*

- We will continue in-depth support for schools through the Modeshift STARS programme to achieve modal shift to cycling and walking. We will provide for 1.8xFTE School Travel Plan Officers to coordinate the Bikelt sessions and STARS accreditation, managing the core activity programme and stakeholder engagement. The successful bid would support 1 FTE covering Southampton (an increase in provision from the current 0.6 FTE, for which funding is secured till spring 2017), and 0.8 FTE covering Hampshire. (Eastleigh/Chandlers Ford, Totton & Hedge End) with resources to deliver activities and events. In the Bid area, 32 schools are already on the STARS programme and this project will continue that engagement and increase it to 38 plus capital funding support to deliver local infrastructure in and around the schools (e.g. cycle/scooter parking, cycle routes and DIY Play Streets).

*iv) Core Programme Activity*

- To maintain and grow these levels of active travel to school and make everyday cycling cool, we will the core programme of activities, using the successful initiatives 'Walk to School Week', Road Safety Training and The Big Pedal at 38 schools over the Bid period.

**Element 3 - Developing a Cycling and Walking Culture**

**Key Outputs:** Delivery of Legible Cycle Network wayfinding information signs along the three corridors, and over 15,000 people taking part in active travel events each year

Who is it for: Residents, Commuters, Businesses Visitors and Schools

Strategic Case support: Access to Employment, Skills & Training, Access to Education; Increasing Cycling & Walking, improving Air Quality and Tackling Traffic Congestion.

**Element 3** consists of three projects and is focused on supporting the increases in people walking and cycling, whether this is to work, school or for fun. It is centred on developing a vibe and culture for cycling by promoting new and existing infrastructure, raising the profile of cycling where everyone can take part, making it easy to get back into cycling. This is an essential part of the Bid as it is aimed at widening people's active travel choices so that the

Southampton area can grow sustainably and meet its challenges around air quality, physical inactivity and sustainable economic growth.

*i) Legible Cycle Network*

- We will develop a consistent Legible Cycle Network for signing and information to continue to raise the profile of cycling and increase awareness of the three cycle corridors (total of 31.7km) where cycling infrastructure is being invested. This will also give new and future users the ability to navigate the best cycle routes confidently and tackle barriers around people's knowledge about the cycle routes and connections;
- Funding will be for phase 3 and 4 of the project, builds on the previously funded LSTF phases 1 and 2 (an audit of the key corridors of the network and development of a 'tube map'). Phase 3 is GIS mapping and audit of the next levels of the network - district routes, quietways and greenways to help map and plan improvement works. Phase 4 will develop the look and feel of the brand and implementation of the wayfinding and Bike to Bus (Eastleigh only) infrastructure along the three corridors with colour coded logos, signs and maps (linear and traditional) on interactive totems – including one VMS totem to support mobility on the go.

*ii) Southampton Cycle Festival*

- We will expand Southampton's successful mass participation event (SkyRide) to become the Southampton Cycle Festival - a week of activities and events that celebrates cycling across all sectors – with the aim of making cycling the social norm. The Festival week will comprise of the Big Bike Ride (SkyRide which attracted 12,000 people in 2016), the Big Bike Race (establishing a sportive/race e.g. 'Mayflower Classic' to attract elite level teams along with amateurs), supporting events/promotions, led rides (SkyRide Local), challenges (Commuter Cycle Challenge) and activities around the city in workplaces, civic spaces and schools. This aim will be to grow cycle participation by allowing people the opportunity to improve their cycle confidence by using traffic free/closed roads. Funding is required to initially support the Big Bike Race, maintain the 'free' element (family mass participation Big Bike Ride), and grow the income from the commercial, sponsorship and entry fees for the Big Bike Race to support the whole Festival. Other key partners include British Cycling, Sustrans, CyclingUK, local bike projects/groups, businesses, social cycling and volunteers.
- Alongside the flagship Southampton Cycle Festival will be a complementary local 'mini' cycling festival in each of the towns across a day coinciding with other events that are taking place (e.g. Eastleigh Carnival), to bring the cycling vibe into communities that aren't currently engaged or experience the opportunities. In addition there will be a Local Big Bike Ride that has the same ethos as the bigger version, around providing an environment where a family or those less confident can cycle and gain confidence.

*iii) Join the Club*

- We will take a bottom up approach to growing cycling and walking by empowering and resourcing local community groups who organise and participate in regular cycling activities for their members and the wider community through events such as the Big Bike Revival and CyclingUK's Community Clubs Programme.
- A Community Cycle Officer (1x FTE) will work with groups to create tailored activities which meet their needs and interests. Once established they can provide the club/group with support and equipment to enable to group to continue to incorporate cycling as a regular fixture. In the Southampton area this will focus on getting cycling into deprived communities, getting women – particularly new Mums with babies – back onto their bikes, minority groups and disenfranchised youth. We will also work with different areas of cycling (e.g. BMX, elite/club, mountain bike, stunts) as a way of getting people into cycling or riding a bike and making it the social norm.
- We will expand the network of Bike Kitchens by resourcing community hubs in Hedge End, Eastleigh and Totton with maintenance facilities and cycle refurbishment for cheap/low cost resale to increase access to a bike in low income communities.

### **Showcase Cycling and Walking – Annual package of promotion and marketing**

A key strand linking the three elements is the continued use of the award winning marketing campaign – My Journey. A 1x FTE Marketing Officer will develop a clear message that showcases cycling and walking so that it is seen positively as a everyday transport mode. My Journey is a market tested, engaging and memorable brand that uses illustration to communicate its key messages in relation to active travel. One of the advantages for this proposal is that it's a shared asset for both Hampshire and Southampton whereby all communications can utilise the same creative for campaigns and marketing materials; leading to efficiencies and savings. My Journey brand awareness is at 43% in the wider Hampshire area and over 50% in Southampton with clear indications of achieving behaviour change through campaigns. This brand will be used to communicate all aspects of this bid. The annual programme consists of:

- Promotion/launch of new cycle and walking infrastructure along the three corridors,
- A major cycle related campaign with a themed message around how cycling can improve health, save money, tackle air quality, reduce carbon emissions and improve safety, as a method of breaking down the barriers/changing the image around cycling to make it attractive, cool and a social norm;
- Targeted support at events (e.g. Mayflower 400 celebrations, Southampton Boat Show) with temporary cycle parking hire or My Journey Roadshows;
- Target support for particular audiences or groups that do not have high levels of cycle participation – e.g. women, deprived neighbourhoods;
- Campaign support for the Cycle Festivals, workplace and schools projects e.g. BikeWeek, Walk to School; and
- Development, promotion and marketing of walking trails and walking related activities e.g. Marwell Zoo's Zany Zebras.
- All marketing communications direct online traffic to the My Journey website which to date over 1,000,000 pages have been viewed in over 550,000 sessions by more than 430,000 visitors. It is anticipated this will increase by at least 20% year on year. Social Media will be used to engage our audiences in quicker and shorter communications designed to be shared with other stakeholders, family and friends. The My Journey brand has won awards and / or been shortlisted ten times over for marketing excellence within its professional sector and that of sustainable travel. Examples include professional marketing bodies such as the CIPR and PRCA. Other awarding bodies include The Guardian, UK Public Sector Marketing Awards and Smarter Travel Awards.

## **B2. The Strategic Case**

### **The Strategic Challenges**

#### **The Solent suffers from congestion which is holding back economic growth.**

The Solent economy is currently worth over £25.8bn GVA (2011 prices), and the ambition of both local authorities and the Solent LEP are to achieve significant economic growth targets, aiming to increase both productivity per job and GVA. However, whilst employment growth in Solent has exceeded expectations, productivity per job remains 12% below the South East average and 5% below the UK average as reported by Oxford Economics. Part of the cause of this loss of productivity was attributed by Oxford Economics to congestion. Currently, average journey speeds are 32% lower than the national average.

#### **Short motorised journeys effect on to urban congestion**

Shorter trips are having a large effect on overall traffic patterns, particularly in urban areas. Analysis by Solent Transport using their SRTM of trip length of motorised journeys shows



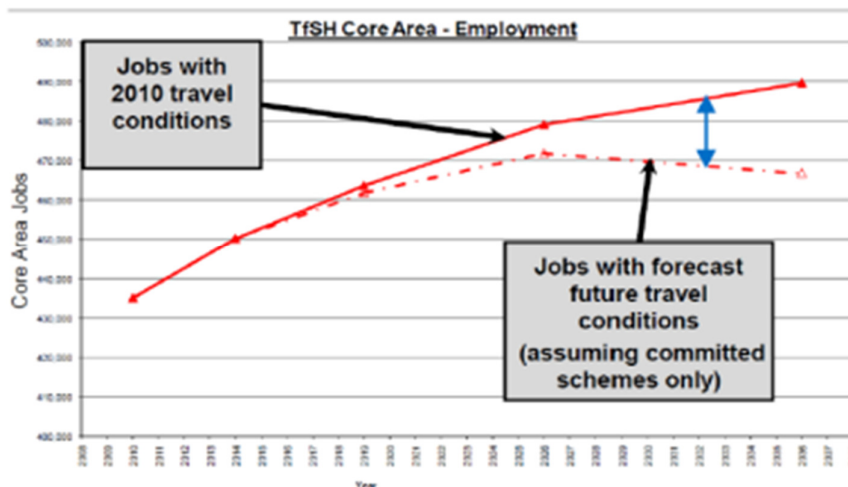
that 38% of all internal car trips within the mainland area are less than 5km in length and this rises to 56% in the most densely populated areas, which includes Southampton.

Nationally, research has found that the school run contributes 24% of overall traffic in the morning peak. In Southampton, over 40 schools have catchment area within 500m of a key arterial route into the city centre.

### **Congestion will get worse if left unaddressed**

It is anticipated that Southampton's population will rise from around 240,000 currently to 285,000 in 2036, which could potentially increase total travel demand from 712,000 trips in 2014 to almost 800,000 in 2036. Without addressing this increase in traffic, the total time lost in delays is set to increase by more than 50% compared to 2010 levels. Most delays currently occur in the urban areas on radial routes into the city centres, as well as within the city centres. Analysis within the South Hampshire Transport Development Plan also predicted increasing levels of congestion over the period to 2026 with traffic flows increasing by 13%. And these problems are forecast to worsen in the future.

A decline in jobs post 2026 is predicted if no changes are made to the forecasted increase in traffic, as modelled by the Local Economic Impact Model component of the SRTM. The LEIM modelled the economic impact of this increasing congestion on jobs and housing growth, compared to a scenario where congestion doesn't worsen. Whilst the impact is limited in the short term, over the medium to longer term, it is significant. In an area already underperforming in terms of productivity, this is a clear problem.



### **Too many people in the Southampton area have poor health**

Traffic is responsible for poor air quality leading to premature death DEFRA have identified the Southampton area as one of the five UK cities that are predicted to continue to exceed limit values for NOx in 2020 and road traffic emissions make a significant contribution to this. Data from Public Health England for 2015 has estimated that particulate air pollution causes 262 excess deaths per annum in the Southampton Journey to Work Area.

As a consequence of the model for continued exceedance, DEFRA has nominated Southampton as a location for a mandatory Clean Air Zone to meet the 2020 EU air quality limits. Other leading institutions have also weighed in; the World Health Organisation latest data shows that Southampton is one of 11 urban areas across the UK and Ireland breached the safe limit set for PM10.

There are eleven AQMAs in Southampton, three in Eastleigh Borough and one in the New Forest at Totton; these are all on transport corridors with high levels of road traffic. 44 schools have an AQMA either within their catchment area, or within 500m of their catchment area.

An analysis of Chronic Obstructive Pulmonary Disease registers showed that the crude prevalence rate of those with COPD was 1.7%; significantly higher than the England average. Further analysis by Southampton Public Health mapping COPD hospital admissions showed higher rates in Redbridge, Millbrook and Freemantle—all along key traffic corridors to the Port of Southampton and City Centre.

### **Physical activity rates are low and obesity is high**

In Southampton, only 24% of adults are considered to be physically active (i.e. meeting the Chief Medical Officer's recommendation of participating in 30 minutes of moderately intensive activity three times per week).

Southampton is seventh place for the highest levels of obesity in the UK, according to the recent obesity report from the Health and Social Care Information Centre (HSCIC). Their analysis of hospital admissions found that out of every 100,000 people in Southampton there were 1,755 admissions where medics recorded a "primary or secondary" diagnosis of obesity. That is more than double the national average of 811 per 100,000 admissions. Overall, an estimated 63.5% of adults are classified as being either overweight or obese and In Southampton, it is estimated that obesity alone costs £4.5m per annum and if other diseases that raise BMI are included, this increases to £28.9m (Source: Public Health Southampton).

In Southampton, childhood obesity is most prevalent in the most deprived wards, where 23% of Year 6 children are obese compared to 15% in more affluent wards. Low physical activity rates is a national problem, with less than a quarter of primary school students meeting the suggested physical activity guidelines, and dropping to 11% of secondary school students.

### **The Southampton area has a high level of social exclusion, which is getting worse.**

Within the Southampton Journey to Work area, there are significant pockets of deprivation and social exclusion in Southampton. In 2015, it was ranked as the 67th most deprived local authority area (out of 326) in the Index of Multiple Deprivation (IMD). This has worsened since 2010, when it was ranked 81st. Southampton now has a greater number of Lower Layer Super Output Areas (LSOAs) within the 10% most deprived in England, compared with IMD 2010 (an increase from 10 to 19). Almost 70% of LSOAs are more deprived in relative terms, compared with 2010. In addition, LSOAs in central Totton, central Eastleigh and Bishopstoke, and Millbrook have over 25% of households without access to a car, rising to over 40% of households in Newtown, and Northam. If more isn't done to increase transport alternatives to work, these communities' isolation and deprivation will only worsen.

There are wider impacts beyond the economy and transport access. Areas of multiple deprivation are adversely impacted on public health issues as well—both in terms of rates of obesity, children living in poverty, and air pollution. Redbridge, Millbrook, Northam, and Newtown all over 90th percentile on IMD and have AQMA areas running through their neighbourhoods. With car ownership and driving lower than average in those areas, they are suffering from congestion that they are contributing less to.

Solent LEP have also identified getting more people into work as a key target for the region as a whole. They have set a target as part of their Strategic Economic Plan to increase employment rates to 80% from the current 78% and improve economic activity rates from 80% to 81%.

Distance

🚲 Southampton to Eastleigh  
5.9 miles (40 minutes cycling)

🚲 Southampton to Totton  
3.8 miles (27 minutes cycling)

🚲 Southampton to Hedge End  
6.1 miles (42 minutes cycling)

1 MILE

41,302

people who live in Southampton commute out to work...

Of which 31% go to Eastleigh

17  train stations

Eastleigh and Chandlers Ford

3.2M

journeys begin or end at Southampton Airport Parkway and Eastleigh stations

1.78M 

passengers used Southampton Airport in 2015 to 39 destinations

HAMPSHIRE

755

miles of highway



175

people were killed or seriously injured on our roads in 2015



3.8%

of people cycle to work

41,891

people commute into Southampton to work from outside of which 27% come from Eastleigh

683

miles of footways

148

miles of public rights of way



6.2%

of residents travel by bus to work



60.9%

of people drive a car to work



Journeys to work by bike rose by 13%

2001-2011

Hedge End and Botley



21%

of households in the city do not own a car



97

Totton



SOUTHAMPTON

72

miles of dedicated cycle routes

125,639

people both live and work here

510,000

people live here

2 Universities

60,000 students

6.4M

JOURNEYS began or ended at Southampton Central station

Southampton City Centre

11.9M JOURNEYS

went through the train stations, 12.3% more than in 2010/11



18.5M

journeys were made on buses, up 4% on the previous year

4TH

LARGEST PORT

in the UK with 36M tonnes of cargo going through in 2015

3.5M

ferry passengers travelled through Southampton on Red Funnel to Isle of Wight and across to Hythe in 2014



1.7M

cruise visitors passed through the Port of Southampton in 2013/14

210km<sup>2</sup>

[81miles<sup>2</sup>] travel to work area

# Travel to work area Current picture

## **The Strategic Approach**

In 2011, to support addressing the strategic challenges identified above as well as the wider transport needs of the region, the three mainland Solent Transport authorities (Hampshire County Council, Portsmouth and Southampton City Councils) agreed a joint South Hampshire Local Transport Plan (LTP) Strategy, covering the period to 2031. This was then incorporated into individual authorities' Local Transport Plans.

### **Policy Context**

The South Hampshire LTP3 (2011-2031) identified a number of proposed outcomes, all of which are relevant to this Bid:

- Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling;
- Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how;
- Improved journey time reliability for all modes;
- Improved road safety within the sub region;
- Improved accessibility within and beyond the sub region;
- Improved air quality and environment, and reduced greenhouse gas emissions; and
- Promoting a higher quality of life.

The Strategy includes a number of policies that aim to deliver the above outcomes. Those relevant to this bid are as follows, together with the Outcomes they contribute to:

- Policy A: To develop transport improvements that support sustainable economic growth and development within South Hampshire (3);
- Policy E: To deliver improvements in air quality (6,7);
- Policy G: To improve road safety across the sub-region (4,7); and
- Policy H: To promote active travel modes and develop supporting infrastructure (1,2,7);

Solent Transport has also created a Transport Delivery Plan (TDP). The TDP presents the prioritised transport interventions needed to support sustainable economic growth over the period from 2012 to 2026, to meet identified outcomes and objectives including improving sustainable access linking people to jobs and key facilities in our cities and towns. The Transport Delivery Plan set out an overarching strategy - Reduce. Manage. Invest.

In order to match the employment and housing growth forecasted by the Solent LEP, reduction of vehicle movements is essential to avoid more expensive investment in infrastructure that would be required in the future to tackle the potential 800,000 vehicle movements in 2036. Managing the existing network through improvements to pinch points, improving the resilience of the road network is important, and the Solent LEP has contributed significant funds towards improving those congestion hotspots through their Local Growth Fund.

However, it is by focusing on reduction first and foremost where the real savings will be found—not only for mitigating the need for expensive infrastructure in decades to come, but for improving lives and journey times now. This focus on reduction was instrumental to the design and success of the Southampton Sustainable Travel City and Better Connected South Hampshire LSTF projects, with focus on roll out of a wider LSTF-esque walking and cycling investment programme and further investment in strategic cycle routes that promote walking and cycling and reduce the need to travel.

This same approach is the foundation of this bid—reduce vehicle movements through a combination of behaviour change initiatives and capital improvements that focus on walking and cycling infrastructure. The Bid is entirely consistent with the TDP and South Hampshire LTP policy framework documents.

The Partnership for Urban South Hampshire (PUSH) published an updated Spatial Strategy Review in June 2016, focusing on a 'city first' approach that will help to keep commuting distances short. The housing allocations calculated (2011-2036) for Southampton is 19,450 dwellings, keeping potential employees close to the major workplaces in the area. Eastleigh has a target of 14,950 dwellings; an area of growth that links closely to the planned North cycle corridor, as well as key employment areas in Chilworth and Chandler's Ford. Smaller housing allocations are in Test Valley with 4,640 dwellings and New Forest with 3,600 dwellings.

### **Narrowing the focus: a compact bid area**

The TDP highlighted the importance of short journeys moving away from car use and onto active travel. In terms of modal split, data from the Solent Transport Sub Regional Transport Model (SRTM) indicates that walking and cycling account for 32% of all trips originating within Southampton. Walking and cycling therefore already form a significant proportion of all journeys, but there is potential for much more growth. Although the Solent covers an area west of Southampton and east of Portsmouth as well as the Isle of Wight, a focus on short journeys was determined to be key to the Bid's success.

Analysis by Solent Transport found that trip length of motorised journeys shows that 56% of all internal car trips within Southampton are less than 5km in length. When compared to the commuting mode share, this SRTM analysis demonstrates that there is enormous potential to convert more trips to walking and cycling. By focusing on an urban setting and its surrounding areas, this programme makes the most of a compact conurbation. With significant additional housing allocations and employment plans, it is essential to convert more vehicle stages to walking and cycling. This Bid focuses on the Southampton Travel to Work area and centres around three key travel corridors.

### **The Southampton Travel to Work (TtW) area**

The Southampton Travel to Work area extends well beyond the city administrative boundary and covers an area of 210km<sup>2</sup> with a combined population of 510,000 people and an estimated £5.78bn GVA for the area. Southampton is the centre of the Travel to Work area, with a population of 249,500 and is a compact city and relatively flat where journeys can be made easily by bike or on foot. Eastleigh Borough forms the next largest proportion with a population of 179,000 and the parts of New Forest 56,000 and Test Valley 25,500 within the Travel to Work area have populations of 56,000 and 25,500 respectively.

Distances between Southampton city centre and the neighbouring towns are relatively short with Totton being 3.6miles, Eastleigh 5.9 miles and Hedge End 6.1 miles – all distances with a comfortable 45 minute cycle.

Southampton has one of the highest levels of employment self-containment in Solent, with 53,597 people who live in Southampton also work in the city – at the TtW area level this rises to 125,639 residents who also work within the area. Within Southampton, most movements within the morning commute are to key employment areas—the core city centre, Southampton Port, the University of Southampton, and the hospital. In a compact city, most of these journeys are less than five miles. In addition, there are particularly strong two way Journey to Work movements between Southampton and Eastleigh Borough (13,304 Southampton to Eastleigh and 10,830 Eastleigh to Southampton), which are the highest inter authority commuting flows in the Solent. Another strong flow is between New Forest District and Southampton (around 3,000 in each direction).



Currently 3.8% of all journeys to work in the TtW area are made by bike and 11.8% are made on foot (2011 Census) – meaning out of 198,000 people almost 27,000 are already making journeys to work by cycling or walking. Coming into Southampton city centre each day during the AM peak are over 1,400 people on bikes and over 4,100 walking.

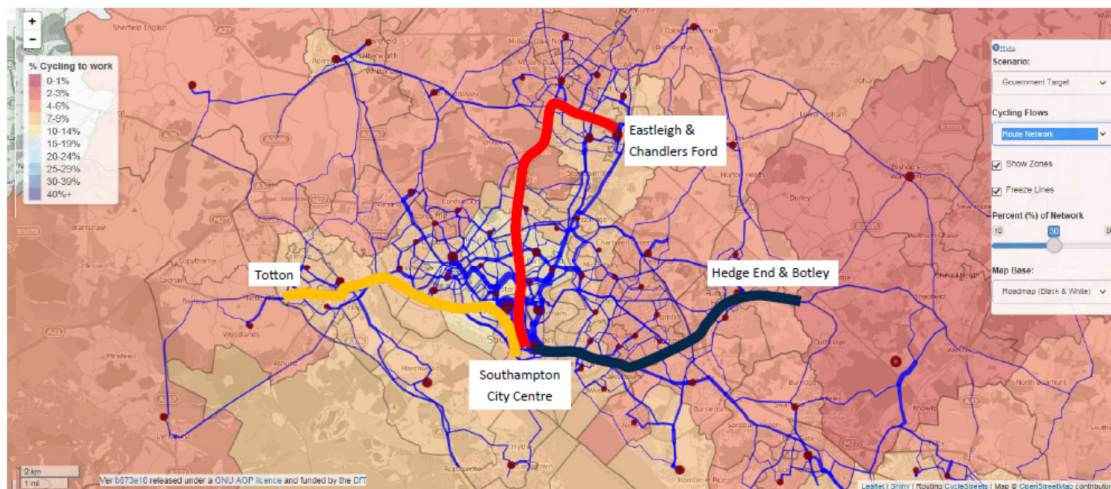
Looking specifically at the Journey to Work, the 2011 Census indicates that cycling's mode share across the area is 3.8% and walking is 9.8%, a total of 13.6%. In Southampton itself, cycling rises to 4.7% and walking to 16.5% reflecting the compact nature of the city and location of jobs – concentrated in the city centre where walking to work has a high mode share. Compared to Eastleigh cycling drops to 2.5% and walking 7.5%, New Forest cycling is 4.2% and walking 6.6%, and Test Valley cycling is 2.6% and walking 4.3%. These reflect the more rural suburban nature of these adjacent areas and where there is potential to increase cycling and walking.

### Connecting the Travel to Work area - The three transport corridors

We know from previous projects such as the LSTF that the greatest impact can be made when behaviour change initiatives are paired with capital investment. As such, this Bid is focused around three transport corridors that cater for a significant proportion of the journeys between Southampton and its wider TtW area. They also represent the main routes that people currently use for cycle commuting. Cycle flows along these corridors are:

- Between Totton and the city centre along A33 Western Approach with over 600 cyclists/day,
- Eastleigh/Chandlers Ford to the city centre via The Avenue around 200 cyclists/day,
- Hedge End & Hamble via A3025 to Itchen Bridge at around 200 cyclists/day.

These high volume cycle corridors are the focus of our infrastructure investment which the behaviour change projects will support. Using DfT's Propensity to Cycle toolkit (below), the potential for growth in the numbers of people cycling is in those areas closest to the corridors where infrastructure is being implemented.



Propensity to Cycle Toolkit with Cycle Infrastructure overlaid— Government Target CWIS

The Solent LEP has recently submitted a bid for the third round of Local Growth Deal (July 2016) capital funding to deliver its economic growth targets, among which are a number of infrastructure improvements along the three corridors.

- Millbrook Roundabout a £5.81m LGD request to deliver a £8.3m major maintenance scheme including cycle and pedestrian crossing facilities (on Western Cycle Corridor),

- LGD support towards the Botley Bypass - a £24m project to take through traffic from Botley village centre (an Air Quality Management Area) and provide access to major development areas and connect new cycle/pedestrian paths to the Eastern Cycle Corridor,
- Eastleigh College a £9m LGD request to support a 12.4m project to provide accommodation upgrades and extensions at a key further education skills provider on the Northern Cycle Corridor, and
- Centenary Quay Phase 4 a £7.78m LGD request to deliver public realm infrastructure as part of a £72.2m,342 home development in Woolston adjacent to the Eastern Cycle Corridor.

Previous Local Growth Deal funding has delivered Station Quarter North, a £7m project to improve the public realm at Southampton Central station including cycling infrastructure (cycle parking and facilities) to improve the interchange between rail and other modes including walking and cycling.

## **Our approach: The Case for Investment**

To address the Strategic Challenges of growing air quality concerns, congestion, and an underperforming economy, we have a targeted approach—around the compact Southampton Travel to Work area, around the three key transport corridors, and around the people who will see the most impact. Building on our previous successful behaviour change programme, we will provide local people with realistic travel choices to access work, education, enhance their skills, getting them active and tackle the pressing air quality problem for the Southampton area.

### **Targeting our efforts in the right areas**

These key corridors that cater for a high volume of cyclists are the focus of our infrastructure investment which the behaviour change projects will support. This is for three reasons—the first is that these are the corridors that existing cycling commuters use. Capital works along these corridors not only improve the journeys of these existing cyclists, but we can use their baseline numbers to establish cycling as a social norm— Drivers using the same arterial routes see ‘people like them’ cycling alongside, giving increased exposure to a new social norm Monday to Friday. This is fundamental to our plan to “Develop a Walking and Cycling Culture”. The Legible Cycle Network wayfinding scheme will also help to ensure that new and potential cyclists know what routes are available to them and see these corridors as attractive options.

The second reason for focusing our revenue work along these key routes is to benefit lapsed, occasional, or non-cyclists. These corridors are through neighbourhoods with a high propensity for cycling as mapped using DfT Propensity for Cycling tool, so our initiatives measures will reach audiences with a greater likelihood to change their behaviour. In addition, perception of safety has been shown to be a significant barrier to people taking up cycling. This is confirmed locally by people’s intentions in the Southampton Travel Attitudes Survey 2015, where a third of respondents wanted to cycle more often but felt they were not confident enough to cycle on the road. Direct, safe, segregated routes will be the focus of our revenue measures to ensure that residents and commuters who don’t currently cycle know about these corridors.

The third reason is that a tighter geographic focus intensifies the impact. By focusing on schools, workplaces and neighbourhoods around the three cycle corridors, the programme not only makes the most of synergy with capital investment, but residents living nearby see the impact—see more cyclists and walkers in their neighbourhoods day after day.

### **Targeting our efforts at the right people - those who want to change**

MOSAIC analysis completed in 2011 in preparation for the Southampton LSTF programme has detailed information about likelihood to change behaviour, current travel usage and access to a range of transport options. For example, our plans to promote “The cool route to school” will work along the Northern Corridor will target ‘more affluent families’ who have the highest driving patterns of any segment but also have very high rates of access to bikes and have indicated they are among the most likely to begin walking and cycling. Segments of the population who are most likely to access the Jobs Pilot programme have very low car ownership rates, but also tend to live within walking distance of the Port and the city centre.

The MOSAIC analysis is also supplemented by the Travel Attitudes Survey commissioned in 2014 and 2015 across Southampton and South Hampshire by ICM Unlimited. Results showed that one third of people want to walk and cycle more in the next year. Our mass participation events and targeted approach with schools and workplaces will make it easier to reach those who are more likely to change.

### **Targeting our efforts at the right people - those whose change will create the most impact**

Getting people into work and training is essential to reduce congestion on the overall network, as AM and PM peak congestion can lock up the network and affect productivity. By focusing engagement on workplaces along the key corridors, within the city centre, or in the surrounding settlements, we connect with existing commuter patterns—we know that there is already a good baseline of walkers and cyclists, and potential to expand.

Element 1 of the Bid “Getting into Work and Training” also has a strong focus on people in ‘transition points’. Travel assistance will also be offered to Southampton TtW residents who are starting new employment and skills opportunities, whether based at Eastleigh College, Port of Southampton or Watermark West Quay. Research has shown that ‘transition points’ offer the best opportunity to change behaviour, and that specific journey planning is one of the most effective measures for enabling travel behaviour change. (Behaviour Insights Toolkit, DfT). By offering journey planning at those transition points, our project makes the most effective use of officer resource.

Our work in schools will be focused on mode shift for short journeys. The 38 participating schools will be decided against criteria of proximity to the main Travel to Work Corridors and associated promotable infrastructure, levels of previous engagement with the school, existing Bike It engagement, proximity to Air Quality Management Areas (AQMAs) and levels of car mode share.

Targeted initiatives for those seeking employment is also essential to tackle growing social exclusion. Clients who are long-term unemployed often do not have access to a car. Whereas results from the Travel Attitudes Survey across the Southampton population indicated that 20% of households do not own or have access to a car, this figure rose to 91.7% among the previous Into Work participants. In addition, a number of the opportunities available within the Jobs Pilot are within the care industry—positions are based across the Southampton TtW area. Bike loans and journey planning for those already with bikes will help participants to access positions that are not well served by public transport, either because of location or because of shift patterns.

Working within the community often takes a ‘scattershot’ approach. By linking in with partnering organisations to help deliver bike maintenance sessions, cycle rides and other activities, we can ensure that we are able to work with communities who are more likely to change. By having a geographic focus for the Southampton Cycling Festival, this will make it easier to focus the work in the community.



## **Increasing modal shift of walking and cycling**

### **Increase walking and cycle stages for commuters**

Support for workplaces will also be focused on businesses along the corridor routes and at the end of each corridor—Eastleigh and Chandlers Ford, Totton and Waterside, and Hedge End, Botley and Hamble, as well as intensifying efforts in the city centre.

The Travel Planners Network (TPN) will double its size by 2020, and increase its reach to commuters within the Southampton TtW area. This will build on the successful existing network that grew from 10 members in 2011 to 53 business in 2016. A number of the area's top employers are already part of the network, and have achieved considerable changes to their employees' travel patterns. By having leading employers setting an example and sharing best practice, the TPN can work towards the goal of having a self-sustaining group by 2020 and beyond; speaking as a core group of businesses who are committed to sustainable travel.

One key member of the organisation is Old Mutual Wealth, based in Southampton City Centre. A recent staff travel survey at Old Mutual Wealth in Southampton showed single car occupancy drop by 12 percentage points between 2014 and 2015 with the numbers walking and cycling to work at 24%. Workplaces Officers have assisted them with events, set up walking challenges, and advised on Bike Doctor services that the company pays for regularly.

The University of Southampton, based on the Northern Corridor, is another key member of the Travel Plan Network. They have reduced their single occupancy car use amongst staff to 37.5%, 9 percentage points below their 2010 baseline of 46.5%. A new focus of the expanded Travel Plan Network will be the Port of Southampton, with ABP, the largest employer within the Port of Southampton, and other key businesses joining the TPN.

Together, the Port of Southampton and University of Southampton are worth £1.4bn to the city's economy directly and indirectly, employing almost 8.5% of Southampton TtW area's workforce.

### **Increase walking and cycling to school**

Cycling and walking rates at Southampton TtW schools have shown tremendous improvements since 2011. Just amongst Southampton Bike It schools, there are approximately 82,000 cycling and 700,000 walking journeys annually.

As a whole across the Southampton TtW area, a number of improvements have been made in rates of active travel amongst students. During the LSTF, 8% of students in Southampton and 12.7% of students in South Hampshire at schools that engaged with Sustrans Officers through the Bike-It programme reported usually cycling to school after engagement. Those schools also reported a decrease in pupils who usually travel to school by car—5.6 percentage point drop in Southampton (23.8% from 28.2% at the start of engagement) and 3.6 percentage points in South Hampshire (26.7% down from 30.3% at baseline) .

Schools who are part of the wider STARS school travel planning programme have also benefitted from a change in travel. Since 2003, walking at Hampshire schools has risen from 40% to 52%, cycling has risen from 2% to 3%, and driving to school alone has dropped from 44% to 32%. Over a similar period in Southampton, walking has increased from 24.9% to 44.2%, Cycling from 1% to 4.7%, and scooting from 0% to 5.7%. The rise in walking rates is significant as nationally there has been a decline in walking amongst school children.

This engagement with schools will be supplemented by grant funding through local capital contributions will allow further improvements to infrastructure. Previous capital schemes ran alongside LSTF behaviour change work, leading to additional scooter and cycle parking and refresh of zig zag lines among others. The new Southampton mobile parking enforcement

scheme, alongside behaviour change measures and travel planning, will address both real and perceived safety issues at the school gate.

The school element has a long-term approach whose legacy will reach beyond 2020. The STARS programme embeds changes within school policy documents and action plans; providing structure to school staff to continue changes. The Modeshift STARS accreditation scheme also encourages schools with a sense of competition. To date, schools have been awarded a total of 39 Bronze, 14 Silvers and three Golds.

In addition, the Bike It model is based upon building up an ethos of active travel. School Champions receive training and support to run activities, events and assemblies, with school-led activities becoming more common over time. A further three years of support would give time for clusters of schools to develop in order to ensure that they receive peer support.

### **Increase walking and cycling within the community**

We will build on the success of our previous community work, particularly mass participation events. The Sky Ride Southampton is one of the largest in the country, with 12,000 people attending in 2016 – 10% of these consider themselves to be ‘lapsed’ cyclists wanting to get back into cycling. The My Journey Commuter Challenge 1,700 participants in 2015 with over 12,000 cycle journeys saving 210,000 car kms.

These events also have a lasting impact on many participants--75% of respondents to an end of My Journey Challenge survey told us that they were already switching to walking or cycling instead of driving for short, regular journeys and intended to keep it up. British Cycling research has shown that participants in their group rides has led to 87% of occasional cyclists (less than once a month) started cycling at least once a month, and 75% of regular (once per month) cyclists began cycling at least once a week.

The Southampton Cycling Festival and associated community events will extend beyond central Southampton to the key settlements at the end of the corridors – Totton, Eastleigh, Hedge End – these events build up interest for additional activities and behaviour change.

We will also continue to work with partnering organisations to make sure that we have better influence over residents in the area. Previous successful events and activities have been run with church groups, a number of ‘Friends of’ groups for green spaces, as well as Age UK, Transition Southampton, Freemantle Time Bank, Southampton Children’s Play Association, and Walking for Health.

### **Improving access for those who are most excluded**

With widening social exclusion, offering opportunities to widen transport horizons is essential for those currently outside employment. However, for those on lower incomes, travel becomes a higher percentage of their household budget. By improving cycle and walking routes through wayfinding and capital improvements, as well as by offering improved information about active travel, it expands the travel options for those looking for work.

The travel advice and Wheels to Work element will help those NEET young people and long-term unemployed through the Jobs Pilot programme, but journey support to those accessing jobs in retail and in the port will also tend to benefit those in lower skill positions.

By addressing congestion and improving rates of active travel, we will also improve the overall life chances of those who are facing social exclusion—reducing the impact of air pollution and the effects of inactivity.

### B3. The Economic Case – Value for Money

Appendix 2 contains the completed individual theme proformas where appropriate, an aggregated proforma for the programme as a whole and an Economic Appraisal Note has been produced detailing the proportionate value for money assessment, quantitative and qualitative inputs and key assumptions.

As the proposed interventions funded through this Bid are less than £3m in total costs, a detailed WebTAG compliant analysis has not been undertaken. However, evidence from analysis of other projects shows that active travel interventions (focused on walking and cycling) generally offer very high value for money, when assessed using a WebTAG compliant method.

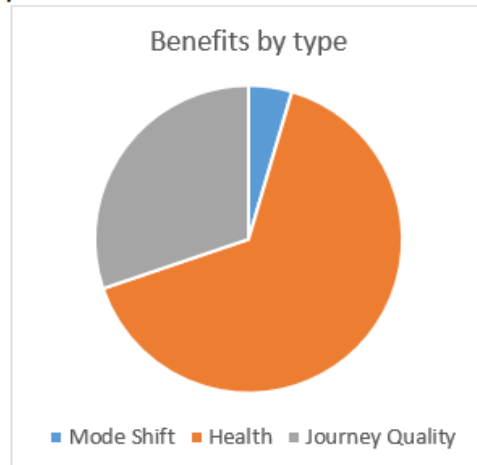
DfT economic analysis of the 12 large LSTF projects for revenue and capital (2014) found that this gave an average value for money of 5:1, this included the previous Solent wide project which had a ratio of 8.5:1. The largest proportion of these benefits was associated with decongestion through car use. A quantitative assessment of the smaller LSTF projects also suggested that these represented high value for money.

Detailed analysis of case studies of LSTF projects that focussed on workplace cycling and schools engagement by Transport for Quality of Life (2014) reported evidence that investing in active travel smarter choices, both alongside and in conjunction with infrastructure, can see positive outcomes. Engagement with workplaces that benefit from a new cycle route suggests that there was a growth in the number of cycle journeys of around 7% during commuting times. Work in schools through Bikelt indicates that combining smarter choices activities with infrastructure may deliver an uplift in cycling levels of between 12% and 16% that infrastructure alone cannot achieve.

An economic appraisal of this bid has been undertaken using the DfT's Active Travel Appraisal Toolkit (contained in Appendix 4) provides a BCR for the Bid of **11.44**. This means that the overall bid has been assessed as offering Very High Value for Money. Table 2 shows the analysis in more detail.

Table 2

<b>Analysis of Monetised Costs and Benefits (in £'000)</b>	
Noise	29.12
Local Air Quality	0.00
Greenhouse Gases	97.79
Journey Quality	12218.73
Physical Activity (incl. absenteeism)	26397.62
Accidents	442.20
Decongestion	1794.93
Indirect taxation	-536.05
Private contribution	-647.11
Present Value of Benefits (PVB)	39797.23
Present Value of Costs (PVC)	3478.29
<b>Benefit Cost Ratio (BCR)</b>	<b>11.44</b>



The main benefit relates to health as the bid focuses heavily on walking and cycling initiatives, particularly for commuters and those travelling to schools and colleges.

Key benefits arising from the overall package are an increase in cyclists of almost 1,000 per day.

Overall, car driver trips in the morning peak are expected to fall by approximately 8,000 with a corresponding increase in those walking and cycling. The number of cycling trips is expected to increase by almost 50% once the programme has been implemented.

#### Additional Qualitative Benefits

- Efficiency and multiplying infrastructure and operational benefits: by helping to bring about mode shift away from the private car, the projects improve the efficiency of and journey time savings on the existing transport network;
- Public health benefits: economic impact from increased physical activity with savings for the NHS, reduce absenteeism and associated health benefits;
- Wide economic benefits: the CCAP and Southampton and Hampshire Local Transport Plans identify the importance of improving cycling and walking participation to drive local economic growth and contribute to the future vision of Southampton, Eastleigh, New Forest and Test Valley;
- Impact on individuals costs of travel: likely to be small reductions in cost of travel as cycling and walking, with a zero cost, is cheaper than motorised transport;
- Impact of cost for workplaces such as reduction in demand for car parking or operation of grey fleet vehicles;
- Labour mobility: increasing the labour pool availability and ability to access jobs where they may have been a barrier before, and for employers to access a skilled workforce.

These schemes, as with previous LSTF programmes in Southampton and Hampshire, have been developed from a strong evidence base and will add another tool to allow active travel levels to move past the critical 'tipping' point, after which walking and cycling will be a transport norm rather than the exception. Although projects are targeted on the three key corridors we would expect some additional benefit to be achieved across the whole of Southampton and towns – particularly given the strong intra area flows.

#### B4. The Financial Case – Project Costs

**Table A: Funding profile (Nominal terms)**

£	2017/18	2018/19	2019/20
<b>DfT funding sought</b>	815,279	751,879	726,997
<b>Local Authority contribution</b>	165,433	180,433	180,434
<b>Third Party contribution including LGF</b>	101,672	101,672	101,656
<b>TOTAL</b>	<b>1,082,384</b>	<b>1,033,984</b>	<b>1,009,087</b>

#### Project Cost breakdown

Component	DT funding sought (£)	Local Authority Contribution Sought (£)	Third Party contribution (£)	TOTAL (£)
<b>Element 1: Getting into Work &amp; Training</b>				
Solent Jobs Pilot	129,030	7,500	30,000	166,530
Travel Assistance Points & Workplace TPN	552,300	90,000		642,300
<b>SUB-TOTAL</b>	<b>681,330</b>	<b>97,500</b>	<b>30,000</b>	<b>808,830</b>
<b>Element 2: The Cool Route to School</b>				
Clean Air Schools Challenge	34,500			34,500
Bike It	217,200	162,300		379,500
School Travel Planning	207,550	224,000		431,550
Core Programme Activity	144,300			144,300
<b>SUB-TOTAL</b>	<b>603,550</b>	<b>386,300</b>		<b>989,850</b>
<b>Element 3: Developing a Walking &amp; Cycling Culture</b>				
Legible Cycle Network	69,000	38,000		107,000
Southampton Cycle Festival	430,100		195,000	625,100
Join the Club	155,025	4,500	30,000	189,525
<b>SUB TOTAL</b>	<b>654,125</b>	<b>42,500</b>	<b>225,000</b>	<b>921,625</b>
<b>Showcasing Cycling &amp; Walking</b>				
Marketing & Promotion	355,150		50,000	405,150
<b>SUB TOTAL</b>	<b>355,150</b>		<b>50,000</b>	<b>405,150</b>
<b>TOTAL</b>	<b>2,294,155</b>	<b>526,300</b>	<b>305,000</b>	<b>3,125,455</b>

## **B5. Management Case - Delivery**

A Project Plan and forecast spend profile is included in Appendix 2. Main milestones are indicated within the key provided in the Project Plan. Southampton and Hampshire will continue to have the resources in place through collaboration with partners, such as Sustrans and University of Southampton, to deliver the proposals upon announcement of successful award of funding to time, budget and high quality. These resource plans can be flexibly scaled up to further enhance the programme over the period 2017-2020.

Both authorities have an excellent track record in delivering walking and cycling projects in their respective areas and have worked together on a number of previous projects through Solent Transport including the large LSTF Better Connected South Hampshire programme. SCC has effectively delivered the Southampton Sustainable Travel City projects over the four year period from 2011 to 2016/17 where it has continued a “My Journey-Lite” behaviour change programme despite being unsuccessful in the 2016/17 DfT Transition year funding round. HCC has successfully delivered a number of cycling and walking projects through a variety of schemes in the North Hampshire LSTF, Two Parks LSTF and Rural Transition Year programmes. These have all been delivered to their funding profiles and with high quality outputs and outcomes.

Both SCC and HCC have defined project management systems that follow the principles of PRINCE2 and use a staged gateway system.

### **Table C: Construction milestones for Legible Cycle Network, STP, WTP**

<b>Scheme</b>	<b>Start of works</b>	<b>Opening date</b>	<b>Completion of works</b>
Legible Cycle Network	July 2017		December 2018
Workplaces Travel Plan measures	June 2017		March 2018
	June 2018		March 2019
	June 2019		March 2020
School Grant Scheme	July 2017		September 2017
	July 2018		September 2018
	July 2019		September 2019

## **B6. Management Case – Statutory Powers and Consents**

No part of this bid involves land acquisition, statutory approvals or construction. Capital schemes that are referred to as part of the wider programme of investment in cycling and walking infrastructure by SCC, HCC and partners, which supports the elements of this bid has separate governance and project delivery arrangements already in place.

## **B6. Management Case – Governance**

Governance arrangements will be based on the existing structure for the Southampton Sustainable Travel City programme, which has ensured on time delivery and budget. In 2012, SCC created the Centre for Sustainable Travel Choices (CSTC) – a partnership between SCC, Sustrans and the University of Southampton to oversee and deliver the programme. This arrangement will be adapted to include Hampshire County Council. A new Memorandum of Understanding will be required to continue the programme beyond March 2017, this will set out the agreed roles and responsibilities, the requirement to meet quarterly at a Project Board and ensure that the governance is correct for this Bid.

The Project Board will consist of the following members:

- SCC Cabinet Member for Environment & Transport,
- HCC Cabinet Member for Environment & Transport,
- SCC Senior Responsible Officer
- HCC Senior Responsible Officer
- Head of Civil, Maritime and Environmental Engineering and Science, University of Southampton, and
- Director South, Sustrans.

If the political composition changes at either SCC or HCC there will be no reduction in the support and commitment to the programme, a pledge was signed up to by all parties at the outset of the programme.

The Senior Responsible Owners (SROs) are Mike Harris, Service Director Growth SCC and Frank Baxter, HCC. The Programme Manager is Neil Tuck of SCC. The Programme Manager takes direct responsibility for the delivery of the programme according to the budget, as authorised by the Project Board, and within the timescales and parameters as agreed by the DfT. The Programme Manager will also report to the Solent Transport Centre of Excellence and the Solent Transport Senior Management Group to ensure strategic objectives and synergies across the partnership are being met.

Infrastructure projects are delivered through the CSTC comprising of staff from all three partners or via SCC's Highways Partnership with Balfour Beatty Living Places (BBLP) or HCC's Highways Framework with Atkins. Where specialist support is required this is already in place or will be obtained via open tenders following the SCC's standard procurement process.

There will be ongoing liaison with Highways England and the Solent LEP on their larger scale infrastructure projects in the area.

An organogram for this programme can be found in Appendix 4.

## **B7. Management Case - Risk Management**

Responsibilities for risk management are clearly defined within the Programme Manager job description. The Risk Management Strategy is summarised in the diagram below and is in place for the current Sustainable Travel City programme. A risk assessment is included in Appendix 5.

Refine programme objectives and delivery plan	<ul style="list-style-type: none"> <li>•Responsibility of Programme Manager</li> </ul>
Risk identification and assessment	<ul style="list-style-type: none"> <li>•Responsibility of Programme Manager (support from team)</li> <li>•Report initially to SRO</li> </ul>
Present risk register and mitigation measures	<ul style="list-style-type: none"> <li>•Present to Centre for Sustainable Travel Choices Board</li> </ul>
Update risk register (after each board)	<ul style="list-style-type: none"> <li>•Programme manager revisits risk register and amends</li> </ul>
Risk monitoring and mitigation (minor)	<ul style="list-style-type: none"> <li>•Bi-weekly monitoring with Programme Management team meetings</li> </ul>
Risk monitoring and mitigation (major)	<ul style="list-style-type: none"> <li>•Bi-weekly monitoring with Programme Management team meetings</li> <li>•Regular monitoring within monthly Integrated Transport Board</li> </ul>
Report to Board	<ul style="list-style-type: none"> <li>•Report on status of risks every quarter to the Centre for Sustainable Travel Choices Project Board</li> </ul>

## B8. Management Case - Stakeholder Management

The success of the programme depends on the engagement and support of wide array of stakeholders acting either as promoters, advocates or delivery agents to various projects and initiatives. The Steering Group has attendance from not only the main partners – Hampshire County Council, Sustrans and the University of Southampton but also representation from HCC Public Health, Regulatory Services Southampton, Environmental Health and Solent Transport. The Solent LEP has also been presented with a summary of this Access Fund bid and has written with their support.

An annual report will be produced each summer and uploaded onto both the SCC website and the My Journey website. This is also disseminated to all stakeholders and a public facing summary document is made available to residents and Members. Weekly updates and consultation requests on sustainable transport are also sent out to residents via the City Council's Stay Connected e-bulletin. There are 11,000 residents currently signed up to this service.

The business community has been well engaged through the Travel Plan Network covering large businesses (see Appendix 1 for letters of support), organisations and SMEs, as well as the annual My Journey conference aimed at all businesses within Southampton. An e-bulletin has been sent regularly to businesses providing updates on the programme. The City Council also liaises with the Southampton Chamber of Commerce Planning & Transport Sub-Committee providing a link with businesses in a wider area.

Schools, college and the two main universities are also key stakeholders. An annual schools conference has been held to engage and update schools on programmes, and schools receive regular newsletters. All the main colleges, such as Eastleigh College, now have an active travel plan and both the UoS and Southampton Solent University will be heavily involved in delivery of their travel plans during 2016/17 and in the monitoring of the programme. Sustrans are the lead on community activities and are responsible for engaging a wide range of community groups and voluntary sectors bodies.

Stakeholder management is undertaken in accordance with RACI principles. Stakeholders are identified according to their role in project delivery and the extent to which they are directly involved into one of four categories (see Table 2 below).



- 1) Responsible – The Stakeholder is directly involved in delivery of the project
- 2) Accountable – The Stakeholder is accountable for delivery and spend
- 3) Consultee – The Stakeholder has a direct interest in the project and needs to be formally consulted as part of the project delivery
- 4) Informed – The Stakeholder has no direct interest in the project but is informed of progress as part of a regular dialogue on delivery of the overall programme.

Table 2			Stakeholders																																	
No	Project	Initiative	SCC Transport	SCC Members	Residents	Public Health	Regulatory Services	Eson, Devt & Skills	Other SCC/depts	Solent Transport	Neighbouring LAs	Solent LEP	Balour Beatty	Sustrans	Health Promo Services	Sure Start Centres	Un of Solent	Hampshire CoI/C	Fed of Small Bus.	Business Solent	British Cycling	SHBOA	South West Trains	Ferry Operators	Solent University	ABP	Hauliers	Soton Businesses	Univ Hospital Soton	Cycle Groups	Voluntary Partners	Emp. Support Providers				
1	Access to Education	STARS accreditation	A	I	I	R	I	I	C	I	I	I	R	I	I	I	I	I	I	I	I	I														
		Campaign delivery	A	I	I	R	C	I	I	C	I	I	R	I	I	I	I	I	I	I	I	I	I													
		Scooter and cycle infrastructure	A	I	I	I	I	I	I	I	I	I	R	I	I	I	I	I	I	I	I	I	I													
		SEN Independent Travel Training	R	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I													
2	A Better City	Bikeability	A	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I														
		Sky Ride 2016	A	I	I	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I														
		Lad Rides x35	A	I	I	C	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I														
		Station Travel Plans measures	R	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I														
3	Getting into Work	Locality maps at bus interchanges	R	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I															
		Pedestrian wayfinding installation	R	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I															
		Delivery and Servicing Plans (DSPs)	A	I	I	I	C	I	I	C	T	C	I	I	I	I	I	R	C	C	C	I	I													
		STARStor accreditation	A	I	I	I	C	I	I	C	T	C	I	I	I	R	I	I	I	C	C	C	I	I												
4	Healthy Neighbourhoods	Campaign delivery	A	I	I	I	I	I	C	T	C	I	I	R	I	I	I	C	C	C	I	I														
		Extend workplace travel plan network	R	I	I	I	I	I	I	I	I	I	R	I	I	I	I	I	I	I	I	I														
		Health & Wellbeing Charter promo	A	I	I	R	I	I	I	I	I	I	R	I	I	I	I	C	C	C	I	I														
		Resources, toolkits and infra. enhancements	R	I	I	I	I	I	I	I	I	I	R	I	I	I	I	I	I	I	I	I														
5	My Journey Products & Services	Southampton Young Persons Skills Pass	A	I	I	I	R	I	I	I	I	I	I	I	I	I	I	I	I	I	I	A														
		Active Travel Promotion in Sure Start Centres	A	I	I	C	I	I	I	I	I	I	I	R	C	I	I	I	I	I	I	C														
		Active Steps	A	I	I	C	I	I	I	I	I	I	R	C	I	I	I	I	I	I	I	C														
		Big Bike Revival	A	I	I	I	I	I	I	I	I	I	I	C	I	I	I	I	I	I	I	C														
6	Programme	Cycle Safety & Skills	A	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I															
		Monitoring & Evaluation	R	I	I	C	C	C	I	C	T	C	I	I	I	I	I	R	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	

- a) Can the scheme be considered as controversial in any way?  
 Yes                       No
- b) Have there been any external campaigns either supporting or opposing the scheme?  
 Yes                          No

### B9. The Commercial Case

Since 2011, SCC and HCC has shown throughout their respective LSTF programmes that the authorities are able to consistently deliver active travel schemes on time and to budget. This is further evidenced through the acknowledgement at the National Transport Awards with both local authorities winning city and Local Authority of the Year in the last 5 years.

This Access Fund Bid builds upon the successful LSTF programme, and will seek to continue many of the established initiatives ensuring that the team is able to continue the work and focus on improving the local economy through cost-effective, evidence based initiatives.

The legal agreement between HCC, SCC, Sustrans and the University of Southampton for the Centre for Sustainable Travel Choices is in place and will be considered for extension to ensure the core resources from these bodies can continue to be provided should funding be secured.

For projects that are not able to be delivered in-house or through this partnership, they will either be delivered via the Highways Partnership with BBLP, the ongoing Public Health behaviour change programme or subject to the City Council's standard procurement procedures.

## **SECTION C – Monitoring, Evaluation and Benefits Realisation**

### **C1. Monitoring and Evaluation**

Evaluation of the programme will be undertaken primarily by the Transportation Research Group at the University of Southampton through the Centre for Sustainable Travel Choices. This follows the same model used for the Southampton LSTF programmes and the South Hampshire (Solent Transport) LSTF programme, this ensures consistent and robust independent evaluation. It will also build on the experience of the University of Southampton in leading the LSTF case study on the Congestion Relief and Carbon Reduction for the Department for Transport.

Outcome monitoring will take place at the programme level and will centre on high level, aggregate Local Transport Plan data collected by SCC and HCC, supplemented by appropriate national data sets (Census Journey to Work, National Travel Survey etc.). The emphasis to date has been on changes in traffic volumes and modal split at a corridor and city wide level and analysis of attitudinal data collected in 2011, 2013 and 2015. In addition, vehicle count and speed survey data have been collated. This will continue but be more focused on the impacts and outputs on the three corridors from Southampton city centre to the surrounding towns in this Bid.


A difference-in-differences evaluation was undertaken for the LSTF based on individuals subject to targeted marketing through My Journey events compared to a control group who have been relatively unaffected by LSTF measures. This will form the basis for comparison of the impact on individual where intensive infrastructure and engagement on walking and cycling has occurred, against a control group away from the corridors in both Southampton and the towns. This indicated substantial differences in behavioural change. In addition, a 'realistic evaluation model' is proposed to allow continued measurement of project interdependencies and outcomes beyond LSTF. This will be developed with Public Health.


Output monitoring will take place at the individual project level. Internally, the SCC and HCC teams will continue to collect behavioural change data through the school travel plan and workplace travel plan programmes and awareness/impact surveys for marketing campaigns. Output reports are prepared each quarter, with input from all officers and reported to the Project Board. An annual report is published each summer on the SCC and HCC websites.

By submitting this bid, we agree to work with the Department to provide monitoring to enable the measurement of outputs and, where appropriate, evaluation of outcomes.

Yes       No

## **SECTION D - Declarations**

<b>D1. Senior Responsible Owner Declaration</b>	
As Senior Responsible Owner for "Southampton: Driving our Cycling Ambition into Local Towns, Schools, Colleges and Workplaces" I hereby submit this request for approval to DfT on behalf of Southampton City Council and confirm that I have the necessary authority to do so.	
I confirm that Southampton City Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Mike Harris	Signed:
Position: Service Director - Growth	

<b>D2. Section 151 Officer Declaration</b>	
As Section 151 Officer for Southampton City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Southampton City Council	
<ul style="list-style-type: none"> <li>- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;</li> <li>- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;</li> <li>- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;</li> <li>- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2019/20;</li> <li>- Confirms that the authority has the necessary governance / assurance arrangements in place and the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place.</li> </ul>	
Name: Alan Denford	Signed:
SERVICE LEAD - FINANCE BUSINESS PARTNERING (DEPUTY S151)	

\*This is only required from the lead authority in joint bids

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<b>DECISION-MAKER:</b>	<b>CABINET</b>		
<b>SUBJECT:</b>	<b>BRITISH CYCLING PARTNERSHIP AGREEMENT 2017-2025</b>		
<b>DATE OF DECISION:</b>	<b>20 JUNE 2017</b>		
<b>REPORT OF:</b>	<b>CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT</b>		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Neil Tuck</b>	<b>Tel: 023 8083 3409</b>
	<b>E-mail:</b>	<b>neil.tuck@southampton.gov.uk</b>	
<b>Director</b>	<b>Name:</b>	<b>Mike Harris</b>	<b>Tel: 023 8083 2882</b>
	<b>E-mail:</b>	<b>mike.harris@southampton.gov.uk</b>	

<b>STATEMENT OF CONFIDENTIALITY</b>	
NOT APPLICABLE	
<b>BRIEF SUMMARY</b>	
To consider the report of the Cabinet Member for Environment and Transport seeking agreement to establish an 8-year strategic partnership from 2017-2025 with British Cycling to build on recent successes in promoting cycling and sustainable travel, and to further promote and develop cycling opportunities in the city.	
<b>RECOMMENDATIONS:</b>	
(i)	To approve the City Council entering into a new 8-year partnership with British Cycling and to contribute £50,000 per annum for the duration of the partnership to British Cycling towards services and projects delivered by the new partnership.
(ii)	To note that a contribution of £400,000 by the City Council over the lifespan of the agreement will secure a partnership that enables the delivery of the HSBC-UK City Ride mass participation event/s and associated programmes including guided rides, 'Go-Ride' youth coaching, talent development and competitive racing provided by British Cycling and HSBC-UK. It will also attract an additional ring-fenced contribution of capital investment from British Cycling towards dedicated cycling facilities in the city.
(iii)	To delegate authority to the Service Director for Growth following consultation with the Service Director: Legal & Governance to enter into a partnership with British Cycling.
<b>REASONS FOR REPORT RECOMMENDATIONS</b>	
1.	Southampton's established partnership with British Cycling over the past 7 years has proved a high profile method to raise the mainstream profile of cycling and get more people riding for sport, recreation, leisure, commuting, and social trips. The City Council aims to significantly increase levels of everyday cycling in the city, as set out in its 10-year Cycling Strategy 2017-2027.

2	The continued success of these projects can make a substantial contribution to the Council's priorities. Encouraging cycling and active transport can facilitate improvements in health, both for those participating, and also in broader air quality measures. Regular activities, including high profile events, promote civic pride and reflect the aspirations of a modern city.
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**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

3.	Other providers of mass participation cycling were considered. No organisation could match the high profile, match-funding or mainstream media partnership established by British Cycling with HSBC-UK. The British Cycling Partnership offer is unique in the market place. Sport England commission British Cycling to deliver cycling participation outcomes as part of their investment into getting more people active more often. They are the only Cycle Sport's National Governing Body to receive Sport England and UK Sport Lottery funding which enables them to provide revenue match funding for Local Government partners. Alongside the public funding they have a number of commercial partners and sponsors like HSBC UK, which enable them to provide a considerable amount of in kind expertise and support. Encouraging high levels of mainstream cycling is part of the city-wide Cycling Strategy and a critical objective of the Local Transport Plan 4, Clean Air Strategy and Health and Wellbeing Strategy to promote active travel. The City Council could not achieve the same level of profile to promote cycling through the methods outlined in the partnership agreement from its own resources and expertise or an alternative provider.
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**DETAIL (Including consultation carried out)**

4.	Southampton City Council has established a partnership with British Cycling over the past 7 years offering local residents a range of recreational cycling opportunities through delivery of an annual mass participation event (formally known as Sky Ride) and a supplementary programme of led rides and social and recreational ride opportunities.
5.	This partnership has formed a key element of the 'My Journey' branded sustainable travel behaviour change programme which has been running for the past 5 years with the strategic objective of making cycling an attractive and viable option for people of all ages and abilities, enabling them to cycle for short everyday trips rather than use a private car.
6.	Cycling is becoming increasingly popular in Southampton, as it is across other parts of the country, with the annual Sky Ride attracting over 11,000 people on bikes onto the streets of the city. Of the daily journeys to work 4.6% are made by bike <sup>1</sup> , which is above the national average (2.8%); and between the 2001 and 2011 censuses the number of these journeys increased by almost a quarter. On the main roads entering the city centre, during the AM peak (7-9am), around 800 people a day cycle – approximately 2.5% of traffic. The number of bikes on the roads of Southampton continues to grow year on year with just over 15% <sup>2</sup> more people cycling in 2015 compared to 2010. Away from journeys to work, 17% of Southampton's population cycles for any

<sup>1</sup> 2011 Census – Method of Journey to Work

<sup>2</sup> Southampton City Council Cycle Counts 2010-2015

	purpose at least once a month <sup>3</sup> .
7.	The City Council has been successful in securing funding for the continuation of its My Journey sustainable travel behaviour change programme following a bid to the Department for Transport's Access Fund. A mass participation cycle event, and programme of guided rides and cycle training opportunities were outlined in the bid as key elements of the programme over the next 3 years with British Cycling named as a key partner.
8.	In order to progress with delivering these elements a Partnership Agreement needs to be signed between Southampton City Council and British Cycling outlining a commitment to continue to work in partnership and support the cycling ambitions of the City Council as established in its Cycling Strategy 2017-2027. The Agreement covers an 8-year period through to 2025 and ensures British Cycling will take responsibility for delivering; <ul style="list-style-type: none"> <li>• Recreational rides; HSBC UK Guided Rides, HSBC UK Breeze;</li> <li>• Support to existing cycling clubs and establish new cycling clubs in the city, with a focus on Go-Ride Racing (entry level competition) and high quality coaching provision;</li> <li>• Access for young cyclists, through Go-Ride delivery, to the talent development programme, this being the foundation of the GB Cycling Team's Rider Route pathway;</li> <li>• A Mass Participation Event on a designated iconic city centre route, its organisation, administration, promotion and execution;</li> <li>• Increased competitive racing opportunities;</li> <li>• Assistance to identify and support potential facility developments subject to local need, and capital match funding on agreed facility projects;</li> <li>• Marketing and communications staff support to help deliver the agreed partnership outcomes.</li> </ul>
9.	Alongside the financial commitment, the City Council is required to provide political and organisational leadership in the delivery of the agreement and its associated services. The City Council will be responsible for assisting British Cycling in delivering its programmes and initiatives and will ensure effective engagement with relevant stakeholders in the Local Authority area and with other partner organisations.
<b>RESOURCE IMPLICATIONS</b>	
<b><u>Capital/Revenue</u></b>	
10.	The City Council will be required to contribute £400,000 revenue funding towards the execution of the initiatives outlined in the Partnership Agreement over the lifespan of the agreement. This equates to an annual cost of £50,000 to be paid in two tranches each financial year. The £50,000 payments in the first three years of the agreement (17/18, 18/19 and 19/20) will be made using revenue secured through the DfT Access Fund.
11.	Beyond the Access Fund period, the City Council has Local Transport Plan Integrated Transport Block funding set out through to 2020/21 by the Department for Transport to the sum of £2.124m per annum. SCC is able to

	determine how this is spent on an annual basis and this could be used to cover future year's commitments to the Partnership Agreement subject to Council priorities.
12.	The Partnership Agreement includes a four year break clause at 31 March 2021 should the Council not be in a position to meet its financial commitment beyond this point.
13.	No capital funding is required for the delivery of the Partnership Agreement. An additional ring-fenced contribution of capital investment from British Cycling towards dedicated cycling facilities in the city is available under the conditions of the agreement subject to the identification and development of appropriate facilities.

**Property/Other**

14. No conflict.

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

15. The proposals in this report are authorised pursuant to s.1 Localism Act 2011 (the general power of competence). Additional powers to hold events and activities are available and vary depending on the type and nature of the event and where it takes place and the Council will ensure that all statutory provisions relating to individual events are fully met.

**Other Legal Implications:**

16. The Agreement is subject to compliance with the Council's Contract and Financial Procedure Rules and any restrictions or exemptions set out therein.

**POLICY FRAMEWORK IMPLICATIONS**

17. The City Council is a Local Transport Authority as prescribed in the Transport Act 2000 and the Council's relevant Policy Framework is the City of Southampton Local Transport Plan (LTP4).

18. The project is compatible with the objectives of the Cycle Strategy, Clean Air Strategy, Health & Wellbeing Strategy and City Council Strategy.

<b>KEY DECISION?</b>	<b>Yes</b>
<b>WARDS/COMMUNITIES AFFECTED:</b>	<b>All wards</b>
<b><u>SUPPORTING DOCUMENTATION</u></b>	
<b>Appendices</b>	
1.	None.
<b>Documents In Members' Rooms</b>	
1.	None.
<b>Equality and Safety Impact Assessment</b>	
Do the implications/subject of the report require an Equality and Safety	<b>Yes</b>



Impact Assessment (ESIA) to be carried out.		
<b>Privacy Impact Assessment</b>		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		No
<b>Other Background Documents</b>		
<b>Other Background documents available for inspection at:</b>		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.		
2.		

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<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	DECOMMISSIONING AND ACQUISITION POLICIES AND THE REGENERATION OF TOWNHILL PARK		
<b>DATE OF DECISION:</b>	20 JUNE 2017		
<b>REPORT OF:</b>	LEADER OF THE COUNCIL		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>SUE JONES</b>	<b>Tel:</b> 02380 833929
	<b>E-mail:</b>	sue.jones@southampton.gov.uk	
<b>Director</b>	<b>Name:</b>	<b>MIKE HARRIS</b>	<b>Tel:</b> 02380 832882
	<b>E-mail:</b>	mike.harris@southampton.gov.uk	

<b>STATEMENT OF CONFIDENTIALITY</b>
None.

<b>BRIEF SUMMARY</b>
<p>Cabinet is asked to consider the proposed new Council policies for decommissioning and acquiring properties and to approve the commencement of public consultation on the new proposed policies. The proposed policies, if approved, following public consultation, would first be applied to the next phases of the Townhill Park Regeneration Scheme. Cabinet is also asked to approve the launch of consultation required prior to further decommissioning of properties in Townhill Park Regeneration Scheme.</p>

<b>RECOMMENDATIONS:</b>	
(i)	To approve the commencement of consultation on the proposed Draft Decommissioning of Housing Stock Policy and the Draft Acquisition and Compulsory Purchase Orders Policy.
(ii)	To approve the commencement of statutory consultation on the proposed commencement of the decommissioning of the remaining properties in Townhill Park Regeneration Scheme.
(iii)	To note that this matter will be brought back to Cabinet for any final decisions on any proposals once the consultations have taken place and all representations will be taken into account before any decisions will be made by Cabinet.
(iv)	To note that an application may have to be brought to the Secretary of State prior to implementing any proposed decommissioning programme in compliance with the Housing Act 1985.

<b>REASONS FOR REPORT RECOMMENDATIONS</b>	
1.	The Southampton Compact Code of Good Practice states that, where appropriate, the council should consult with residents, tenants and stakeholders for a period of 12 weeks. It is a statutory requirement to hold consultation with tenants who are likely to be substantially affected by matters of housing management.
2.	Townhill Park is a large scale phased regeneration scheme, with phase 1

	previously decommissioned. It is now proposed to commence decommissioning the remainder of the estate to make way for further regeneration phases, and therefore approval is sought to the launch of the required statutory consultations with a view to phase-by-phase decommissioning.
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>	
3	The Council's Decanting Policy was last revised in 2013. Consideration was given to whether it could continue to be used as it is. However, it is recommended that the policy requires updating, and that the two elements which were previously covered in a single policy (decommissioning of housing stock and acquisition of leasehold/freehold property) are divided into two separate policies for clarity.
4	Townhill Park Regeneration scheme has already been approved in principle and has outline planning consent for a comprehensive approach. The council could choose not to proceed with the remainder of the regeneration, but this is not considered desirable to the renewal and expansion of housing supply in the city.
<b>DETAIL (Including consultation carried out)</b>	
	<b>Background</b>
5	The council has been working on bringing forward a large scale regeneration scheme at Townhill Park for a number of years. In May 2016 planning consent was achieved for 665 residential units on 11 development plots.
6	Phase 1 consists of Plot 1 and Plot 2. Plot 1 is already decommissioned and demolished, whilst Plot 2 is decommissioned and demolished apart from one block. The council has reached an agreement with the remaining leaseholder who is expected to move in the next couple of months when demolition of the block will commence.
7	A revised design for Plot 1 has been undertaken, which has recently been submitted for a new full planning permission, expected to be approved during June 2017. Delegated authority was given by Cabinet in March 2017 to enter into a build contract in order that construction can commence soon after receipt of planning consent. This phase is being delivered through the Wayfarer Partnership, of which Southampton City Council is a member. The application is for 56 units and the intention is for these to all be Affordable Rent (80% of market rent). It is anticipated that the scheme will start in September 2017 and complete in March 2019.
8	The council is exploring delivery of Plot 2 with a social investor under a lease and leaseback model. The plot will deliver at least 213 units and the financial model is expected to bring forward a tenure mix of approximately 50% Affordable Rent (80% of market rent) and 50% private sector rent (PRS). The timeframe for this phase will be a start on site in early 2018, with final completions in around 2020. Delegated authority was secured from Cabinet at the March 2017 meeting to enter into contractual arrangements to proceed subject to consultation with the Service Director-Legal and Governance.
9	The council now needs to consider decommissioning further development plots to prepare the way for future phases. However, the number of vacant properties coming through the re-letting system has reduced over the last year, at the same time as new supply of affordable units from Registered Providers

	has dropped to almost zero. This makes decanting future phases likely to be protracted, but necessary if a net gain in supply is to be achieved to meet corporate objectives.
10	In order to facilitate the decommissioning and regeneration of Townhill Park, officers have reviewed the current Decanting Policy, and recommended a number of changes and amendments, including separating the two issues included in the previous policy (decommissioning of housing stock and acquisition of leasehold/freehold property) are divided into two separate policies for clarity. A copy of the draft Decommissioning of Housing Stock Policy is contained in Appendix 1 and a copy of the Draft Acquisition and Compulsory Purchase Orders Policy in Appendix 2.
	<b>Consultations</b>
11	The consultation on the proposed policy changes and the consultation on the decommissioning of Townhill Park are two separate consultation issues but will be run at the same time. The feedback from both consultations will be analysed and presented to Cabinet who will take into account the representations prior to making decisions as to whether or not to change the policies and whether or not to go ahead with the further decommissioning of Townhill Park. It is possible that the decommissioning could be approved, but not the policies. In that eventuality the council may agree to commence the decommissioning, using the existing approved policy.
12	<p>The following flow chart shows the two interconnected parts of the consultation and the possible outcomes:</p> <pre> graph TD     subgraph Policy_Consultation [Decanting policy consultation]         P1[Approved]         P2[Not approved]     end     subgraph Park_Consultation [Decanting Townhill Park consultation]         P3[Approved]         P4[Not approved]     end     P1 --- J1(( ))     P3 --- J1     J1 --- O1[Adopt new Decant Policy then proceed with Townhill Park Decant]     P2 --- J2(( ))     P4 --- J2     J2 --- O2[Proceed with Townhill Park Decant using existing policy]     P4 --- O3[Do not proceed with Townhill Park Decant] </pre>
13	A copy of the Statement of Arrangements for the Consultation Pursuant to

	Section 105 Housing Act 1985 and Section 137 Housing Act 1996 is included in Appendix 5 This statement formally sets out the council's arrangements concerning any public consultations that are covered by the Housing Act's 1985 and 1996.
14	If Cabinet approves then the consultation will commence on 3 July 2017, and run until 24 September 2017. A decision by Cabinet would be either October or November 2017 as sufficient time will need to be given to fully consider the representations made across both parts of the consultation and to prepare a summary of the representations.
	<b>Proposed Policy Changes contained in the new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Orders Policy</b>
15	The council's current approach to decanting, decommissioning, Compulsory Purchase Orders and 'buy-backs' is currently contained in a single policy document that was last substantially reviewed in 2013.
16	The draft 'Decommissioning of Housing Stock Policy' and draft 'Acquisition and Compulsory Purchase Order Policy' have been developed to update and replace the 'Decants and Permanent Rehousing Due to the Decommissioning of Council Housing Stock Policy (February 2013 version)'.
17	<p>The draft 'Decommissioning of Housing Stock Policy' includes a number of updates to respond to business requirements and updated legislation. The key changes from the previous policy approach are:</p> <ul style="list-style-type: none"> <li>a) The new policy clarifies the process for the assessment of housing needs at the point of relocation. Tenants will be assessed in line with Southampton City Council's Allocations Policy, and will qualify for a property in line with their needs at the time of moving.</li> <li>b) The policy clarifies that although there is no statutory right to return to a site that has been redeveloped, if certain circumstances are met tenants may be offered the right to return. Tenants wishing to return to a redeveloped site will be required to register their interest in returning to the site within 12 months of vacating. Success will also be dependent on suitable property being available within the redevelopment, and the tenant's eligibility. Tenants will usually only be offered one opportunity to return and this will be subject to suitable accommodation being available. No further payments will be made to the tenant and the tenant will be responsible for any costs incurred by them as a result of the move back.</li> <li>c) In order to facilitate and encourage the arrangement of swift, voluntary agreements to vacate properties, Southampton City Council may offer a discretionary Home Loss payment at a higher rate to residents who come to a voluntary agreement with the council. This will be in exceptional circumstances only and on a case by case basis.</li> </ul>
18	The draft 'Acquisition and Compulsory Purchase Order' policy updates provisions of the previous policy for situations when the council is acquiring vacant possession of a leasehold property, and extends the provisions of the previous policy to cover cases where the council is acquiring a freehold.
19	Southampton City Council will seek to reach a voluntary agreement for the acquisition of the property with leaseholders or freeholders. If a voluntary

	agreement cannot be reached, Southampton City Council will take appropriate legal action to obtain possession of the property in line with legislation.
	<b>Commencement of statutory consultations prior to decommissioning of the remaining properties in Townhill Park Regeneration</b>
20	Consultation with tenants and residents in Townhill Park and the surrounding area about the regeneration plans have been regularly undertaken since 2011 when the initial master planning commenced. However, before further decommissioning is carried out it is necessary to carry out a statutory consultation under s105 and s137 of the Housing Acts. If any land is disposed of it may also be necessary to make an application to the Secretary of State under part V of schedule 2 of the Housing Act 1985. Consultation with all other interested parties is also necessary before any decision can be made on any further decommissioning of the scheme.
21	Given the scale of remaining decommissioning required to deliver the regeneration of the area (247 rented, 29 leasehold and 8 temporary lets), it seems sensible to commence a rolling programme of moving tenants and decommissioning across the entire estate. An order of decommissioning plot by plot has been proposed, taking into account a variety of factors, including:- <ul style="list-style-type: none"> <li>• Replacing the blocks that are most expensive to repair</li> <li>• Generate capital receipts for the Council in order to fund the infrastructure improvements</li> <li>• The need to complete the new 'Village Green' before the 277<sup>th</sup> unit can be occupied (planning condition)</li> <li>• Attempting to take a sensible approach to the order of construction whilst seeking to achieve a net gain of affordable units at the earliest practical point</li> </ul>
22	A draft Townhill Park Regeneration Decommissioning Plan is included in Appendix 6. However, the order of the decommissioning 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.
23	The Statement of Arrangements contained in Appendix 5 outlines the form in which consultations will take place and will include information and a questionnaire delivered to all residents both in Townhill Park and Southampton residents adjacent to the regeneration area. There will also be information on the council's website and a couple of drop in meetings during the consultation period.
24	As set out in paragraph 14 the intention is to commence consultation on 3 July 2017, which means they would run until the 24 September 2017. Depending on the level of comment received a decision by Cabinet is expected to be either October or November 2017.
25	Once a decision is reached tenants and residents of Townhill Park will be informed. No decommissioning of homes will begin before those directly affected receive detailed information and those affected will be given sufficient time to consider their move.
<b>RESOURCE IMPLICATIONS</b>	

<b><u>Capital/Revenue</u></b>	
26	The discretionary Home Loss payment at a higher rate to residents will be in exceptional circumstances only and on a case by case basis as noted in section 17.
27	These should not have a substantial impact on the existing Townhill Park budget that was set at Cabinet and Council on the 14 <sup>th</sup> and 15 <sup>th</sup> February in the General Fund & Housing Revenue Account Capital Strategy & Programme 2016/17 to 2021/21.
<b><u>Property/Other</u></b>	
28	None
<b>LEGAL IMPLICATIONS</b>	
<b>Statutory power to undertake proposals in the report:</b>	
27	The Council have statutory and common law duties to consult both on the proposed policies and on the decommissioning programme for Townhill Park Regeneration Scheme.
28	The Statutory duties to consult are under S105 of the Housing Act 1985 and S137 of the Housing Act 1996. This duty states that the Local Authority must have a written published statement of consultation arrangements for secure and Introductory tenants who are likely to be substantially affected by housing matters. This statement of arrangements will be published in accordance with these requirements and the statutory part of the consultation will comply with the arrangements
29	The Council also has general housing management duties which cover a number of individuals including leaseholders and should consult on all those likely to be affected by any housing management change in policy.
30	As the master plan and current proposals include the likelihood of disposal of 2 plots of land an application will need to be sent to the Secretary of State for approval after consultation has occurred pursuant to Part V of schedule 2 of the Housing Act 1985. This consultation is instead of undertaking the S105 consultation for those plots but will be undertaken in exactly the same manner.
31	There is also a common law duty to consult from a legitimate expectation deriving from past practice of the Council. The Council will need to fully consult with all stakeholders and affected individuals and bodies. Any consultation must be undertaken when the proposals are in a formative stage and be adequate, in an appropriate format and sufficient information being available so that consultees understand all the options and have sufficient time and opportunity to make representations. The Council's current compact agreement states that consultations will be for 12 weeks. Once the consultation period has ended the decision maker must have sufficient time to give genuine and conscientious consideration to the representation and take them into account before any decision has been made.
32	The report is to seek approval to consult but a report will need to go back to Cabinet with sufficient information concerning the representations made during the consultation before Cabinet can make any decisions about the proposed policies and/or decommissioning programme.
<b><u>Other Legal Implications:</u></b>	



33	None.
34	<p>In taking this decision, Members must also be aware of their obligations under section 149 Equality Act 2010. This section contains the Public Sector Equality Duty (PSED). It obliges public authorities, when exercising their functions, to have ‘due regard’ to the need to:</p> <ul style="list-style-type: none"> <li>• Eliminate discrimination, harassment and victimization and other conduct which the Act prohibits;</li> <li>• Advance equality of opportunity; and</li> <li>• Foster good relations between people who share relevant protected characteristics and those who do not.</li> </ul> <p>The relevant protected characteristics under the Equality Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Case law has established the following requirements for the PSED to be exercised lawfully:</p> <ul style="list-style-type: none"> <li>• The equality duties are an integral and important part of the mechanisms for ensuring the fulfilment of the aims of anti-discrimination legislation;</li> <li>• The relevant duty is on the decision maker personally. What matters is what he or she took into account and what he or she knew. The decision maker cannot be taken to know what his or her officials know or what may have been in the minds of officials in proffering their advice;</li> <li>• It is important to record the steps taken by the decision maker in seeking to meet the statutory requirements in order to demonstrate that the duty has been discharged;</li> <li>• The decision-maker must assess the risk and extent of any adverse impact and the ways in which such risk may be eliminated before the adoption of a proposed policy. It is not sufficient for due regard to be a “rearguard action” following a concluded decision;</li> <li>• In order to be able to discharge the duty the decision-maker must have information about the potential or actual equality impact of a decision. This information will often be gained in part through consultation;</li> <li>• The duty must be exercised in substance, with rigour, and with an open mind. It is not a question of ticking boxes; while there is no duty to make express reference to the regard paid to the relevant duty, reference to it and to the relevant criteria reduces the scope for argument;</li> <li>• General regard to issues of equality is not the same as having specific regard, by way of conscious approach to the statutory criteria;</li> <li>• Officers reporting to decision makers, on matters material to the discharge of the duty, must not merely tell the Minister/decision maker what he/she wants to hear but they have to be “rigorous in both enquiring and reporting” to them;</li> <li>• Although it is for the court to review whether a decision-maker has complied with the PSED, it is for the decision-maker to decide how much weight should be given to the various factors informing the decision, including how much weight should be given to the PSED itself;</li> <li>• The duty is a continuing one.</li> </ul>

	Members should in particular note that the duty is for them personally. It is not sufficient to rely on officers to discharge the duty by the preparation of the EIAs and this report. Members must themselves read and actively take into consideration the EIAs and the consultation materials
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
35	None.

<b>KEY DECISION?</b>	<b>Yes</b>
<b>WARDS/COMMUNITIES AFFECTED:</b>	All
<u>SUPPORTING DOCUMENTATION</u>	
<b>Appendices</b>	
1.	Draft Decommissioning of Housing Stock Policy
2.	Draft Acquisition and Compulsory Purchase Orders Policy
3.	Equality and Safety Impact Assessment of draft Decommissioning of Housing Stock Policy
4.	Equality and Safety Impact Assessment of draft Decommissioning of Acquisition and Compulsory Purchase Order Policy
5	Statement of Arrangements for the Consultation Pursuant to Section 105 Housing Act 1985 and Section 137 Housing Act 1996
6	Draft Townhill Park Regeneration Decommissioning Plan
7	Equality and Safety Impact Assessment for the Decommissioning of Townhill Park Regeneration

**Documents In Members' Rooms**

1.	None
<b>Equality Impact Assessment</b>	
<b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b>	<b>Yes</b>
<b>Privacy Impact Assessment</b>	
<b>Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.</b>	<b>No</b>
<b>Other Background Documents</b>	
<b>Other Background documents available for inspection at:</b>	
<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)</b>
1.	None

## Southampton City Council

# DRAFT Decommissioning of Housing Stock Policy

Permanent rehousing due to the decommissioning of council housing stock



# Southampton City Council

## Decommissioning of Housing Stock Policy

### 2017



## Contents

1. Purpose .....	2
2. Scope.....	2
3. Legislative Context and other Related Documents.....	2
POLICY STATEMENT .....	3
4. Consultation.....	3
5. Rehousing: eligibility and application .....	4
6. Rehousing: assessment.....	5
7. Rehousing: circumstances in which suitable housing is not available .....	6
8. Rehousing: impact on tenancies.....	6
9. Legal Action .....	7
10. Outstanding debt.....	8
11. Compensation Payments and Support.....	8
12. Governance .....	10
Annex A: Disturbance Payments.....	12

<b>Version</b>	1.0	<b>Approved by</b>	DRAFT
<b>Date last amended</b>	May 2017	<b>Approval date</b>	DRAFT
<b>Lead officer</b>	Mark Bradbury	<b>Review date</b>	DRAFT
<b>Contact</b>	mark.bradbury@southampton.gov.uk	<b>Effective date</b>	DRAFT

## 1. Purpose

- 1.1. This policy sets out the approach Southampton City Council will take to moving tenants to a new permanent home, where a decision has been made to decommission the property, meaning that the tenant and their family are required to move out of their current residence permanently.
- 1.2. A property will be 'decommissioned' when the council makes a decision either to remodel, redevelop or dispose of the property. This may include the large-scale regeneration of an estate, or occur on a smaller scale, involving smaller numbers of properties or a single property. Southampton City Council will only seek possession of a property let by the local authority for the purpose of decommissioning in accordance with current legislation and statutory guidance.
- 1.3. This policy recognises the impact that the decommissioning and loss of home has on tenants and their families, and aims to strike a balance between mitigating the impact on individuals by, and securing long-term benefits to the community from, the redevelopment that will be taking place.
- 1.4. Southampton City Council will deal with rehousing tenants in accordance with legislation, and using the criteria set out in the council's Allocations Policy and in this policy. The council will seek to meet tenants' needs, and within reason tenants' wishes, on their rehousing within the limitations of circumstances and resource availability at the time. Financial compensation for the loss of the tenants' original home will be paid in accordance with legislation.

## 2. Scope

- 2.1. This policy applies to all tenants of Southampton City Council affected by a decommissioning scheme or programme.
- 2.2. The provisions of this policy do not apply to:
  - Unauthorised occupants or squatters who are inhabiting a property affected by decommissioning.
  - Commercial or industrial property that may be affected by the decommissioning scheme.
  - Leaseholders or freeholders, or their tenants, affected by a decommissioning scheme – this is covered in separate guidance.
- 2.3. The policy applies to all Southampton City Council staff who are required to administer arrangements for rehousing, including Tenant Liaison Officers, Allocation Staff, Local Housing Office Staff, as well as any tenants affected by a decommissioning proposal.

## 3. Legislative Context and other Related Documents

- Housing Act 1985
- Housing Act 1996
- Homelessness Act 2002
- Housing and Planning Act 2016
- Localism Act 2011
- Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004).

Southampton City Council:

- Allocations Policy
- Pets Policy

## **POLICY STATEMENT**

### **4. Consultation**

- 4.1. Any provision of information to tenants will be done in line with legislative requirements. Southampton City Council will, wherever possible, ensure that any information provided to people living in the same block, scheme or street will be provided simultaneously, or as close to simultaneously as is reasonably possible.
- 4.2. Section 105 of the Housing Act 1985 sets out the legal obligations of local housing authorities for consulting with secure tenants on “matters of housing management” which are likely to significantly affect them, including changes to the management, maintenance, improvement or demolition of properties let by them or the provision of services or amenities in connection with those properties. S137 of the Housing Act 1996 imposes similar consultation requirements on local authorities for introductory tenants. Southampton City Council will consult with tenants affected by a proposed decommissioning scheme in accordance with this legislation.
- 4.3. The formal S105/137 consultation period will be in accordance with current legislation, and will be for a minimum of 28 days. These time periods are in addition to any formal periods of notice which have to be given. During this consultation period, tenants will be informed of the council’s proposals for the scheme, including the phasing of work to minimise disruption, and will be able to make their views known to the council within this period. These representations will be considered before the council makes its final decision.
- 4.4. If possession proceedings are being brought under Grounds 10 or 10A of the Housing Act 1985 (as amended), the council will consult with tenants as a pre-condition of obtaining approval for the scheme concerned. As part of this process a written notice of the scheme will be served on every affected tenant under Schedule 2, Part V of the Housing Act 1985 (as amended). Tenants have a minimum of 28 days to respond to the consultation. If possessions proceedings are brought under Ground 10A the council must consider any representations before applying to the Secretary of State for approval, and the Secretary of State must also consider the representations before making a decision.
- 4.5. Once a decision to proceed has been made, consideration will be given to the processes used to gain possession of the properties concerned. The first option will be to come to a voluntary agreement with the tenants concerned. If voluntary agreement does not prove possible, will seek possession orders in the County Court (under the Housing Act 1985, as amended).
- 4.6. A list of all households affected by the proposed decommissioning scheme, and their addresses, may be shared with relevant internal council services, including the Adults, Housing and Communities Service, and the Children and Families Service, to advise them that they will be moving. This information will be used to establish whether the

resident is a service user, and whether any reasonable adjustments to the provision of services need to be made.

- 4.7. Property in the process of being decommissioned, with people still living on the affected site, will be provided with reasonable appropriate security measures to keep tenants, residents, and the property itself as safe and secure as is reasonably possible.

## **5. Rehousing: eligibility and application**

- 5.1. Southampton City Council will seek to reach a voluntary agreement with tenants on their rehousing. The council will notify tenants in advance, giving as long a period as possible of the need to move home as is reasonably possible. This period of notice will also be in line with legal requirements. During this period the council will work with the tenant and their family to rehouse them according to their needs.
- 5.2. Tenants will only be eligible for rehousing if the property being decommissioned is occupied as their only or principal home at the time of the public notification of the council's decision to take forward the regeneration project/scheme, and they are still residing at the property as their principle home at the time of rehousing. Any concerns about whether or not a tenant is living at a property as their only or principal home will be verified by relevant investigations.
- 5.3. The council will seek to rehouse eligible tenants within as short a time-span as possible. This is so that people are not left on the affected site for long once their fellow tenants start to move out. A rehousing timetable, or plan, will be set on an individual scheme basis so that all affected households, and all other involved parties, are aware of the likely deadlines involved.
- 5.4. Whilst we will do what we can to rehouse people in this situation quickly, in order to achieve this it will also be in the interests of tenants to consider properties and areas that give a realistic chance of rehousing within the timescales allowed.
- 5.5. Council tenants who will be displaced by a scheme to decommission the housing stock they live in may be rehoused in council or partner Housing Association accommodation, unless the tenant falls under the exemption in section 5.6.
- 5.6. Tenants are exempted from this policy and will not be rehoused if an outright possession order against the tenant has been issued by a court, for a breach of their tenancy conditions, unless the council has determined there are exceptional circumstances
- 5.7. Tenants due to be rehoused under this policy must provide adequate information to inform an assessment of their housing need. This information should be provided through the completion of a housing application form.
- 5.8. The housing needs and requirements of those to be rehoused under this policy will be determined by officers using the criteria set out in the council's Allocations Policy and in this policy. Any applicant for rehousing must meet the council's eligibility criteria in terms of immigration status and the council retains the right to check the immigration status of the applicant.
- 5.9. The date of registration for the housing register, for households being rehoused under this policy is the date on which the Cabinet of the Council approved the regeneration project/scheme affecting their home. If the applicant already has a current Housing Register application, the date of this application be used.



- 5.10. All tenants accepted for rehousing under this policy will be awarded “exceptional points” in accordance with the Allocations Policy. Each application under this policy is to be approved by the Allocations Manager. These points are awarded to enable a move to take place in a planned way, but as quickly as possible, to facilitate the forthcoming decommissioning work.
- 5.11. These “exceptional points” are to be awarded as “short-term points” in accordance with the Allocations Policy. They will be awarded for four months. Any extension of this time-period will need to be approved by the Allocations Manager, in consultation with the Project Manager of the decommissioning scheme.
- 5.12. Southampton City Council reserves the right to place bids on behalf of tenants and make an offer directly when tenants do not make bids for themselves via the Homebid process.

## **6. Rehousing: assessment**

- 6.1. Tenants who are eligible for rehousing, will be required to bid for a new property under the Allocations Policy using the Homebid system. Households being rehoused under this policy will be able to bid for properties of the size and type they are eligible for under the Allocations Policy. This is therefore not necessarily a property of the same size and type they are currently living in.
- 6.2. If a household member is rehoused separately, or moves away, from the original household during the period of notification, then the size and type of the property the original household is eligible for will be re-assessed in the light of the household member(s) having moved out. A re-assessment will also take place if there are other changes in circumstances affecting a household's housing need. Tenants will be required to notify the council of any changes of circumstance including changes in their household size.
- 6.3. Needs assessments will be done at the earliest possible stage of each decommissioning phase, for all the affected tenants due to move into another council, or into a rented Housing Association property, to establish whether anyone will need adaptations carrying out in their next home. The decision on what adaptations, if any, are needed is the responsibility of the Specialist Housing Occupational Therapist.
- 6.4. Tenants in ‘dog friendly’ properties will have the option to bid for similar properties. Where a tenant has a dog in property where dogs are not permitted, the dog will not be considered when assessing a household's needs, in accordance with the council's Pet Policy.
- 6.5. Tenants will have the opportunity to identify areas in which they would prefer to live by bidding on properties in their area of choice. However, consideration must be given to the locality and availability of social housing in the city. Areas of choice will be reviewed if a successful bid has not been placed at the end of the four month period (see section 5.12).
- 6.6. In some exceptional circumstances, tenants may be directed by the council to follow a different process rather than using Homebid to bid for a new home. This may include circumstances in which the numbers concerned are too large, or timescales too short, to enable rehousing by Homebid within the timescales required. In these cases, or where a household has very specific needs (such as an assessed need for wheelchair suitable accommodation) offers of alternative accommodation will be made directly, outside of Homebid.



6.7. There is no statutory right to return to a site that has been redeveloped. However, should a tenant wish to return to a redeveloped site and registers their interest in returning within 12 months of vacating, if a suitable property becomes available within the redevelopment, and they are eligible, they will be offered the opportunity to return to that property. Tenants will only be offered one opportunity to return and this will be subject to suitable accommodation being available. No further payments will be made to the tenant and the tenant will be responsible for any costs incurred by them as a result of the move.

## **7. Rehousing: circumstances in which suitable housing is not available**

7.1. If, even with “exceptional points”, a household does not have enough points to obtain a property they are eligible for, because the supply of that property is very restricted, then they may be given a boost in points, up to the equivalent of two years waiting time points under the Allocations Policy. These points are given rarely, only in very exceptional circumstances, and requires a Senior Manager’s approval. These points only apply for the duration of this move, and not for any other application for housing. These provisions may apply where the household is eligible for scarce, larger family housing (for example a 4 bedroom property), or where someone in the household has a very specific requirement.

7.2. Tenants will be able to bid for, or be direct let, a property that is the next best alternative. This is to at least help to alleviate issues such as the number of stairs leading to, or overcrowding, in their current property. Once they have moved they can apply to the housing register for further rehousing, with their housing points and eligibility at their new address being assessed in accordance with the Allocations Policy. At this point the provisions of this policy will cease to apply.

7.3. The council retains the right to stop other housing register applications from bidding for properties in circumstances in which there is high housing demand due to decommissioning. This measure will be approved by the Cabinet Member for Adults, Housing and Neighbourhoods before it is implemented. This measure will only be carried out if the decommissioning scheme is on such a scale that those people needing rehousing will not be housed unless we stop the existing housing register, or particular queues within it, from bidding. It will only last for as long as required to rehouse the affected households.

7.4. In some exceptional circumstances, for example an emergency situation, a tenant may not have been rehoused before the decommissioning work is due to begin. In this situation the council will provide options to temporarily alleviate the situation for any affected households, but only implement them if they agree to them, and they involve less expense for that particular household than delaying the contract for the work. If these options have been offered and are refused by the tenants, the council will take legal action to remove the tenant from the property (see section 9).

## **8. Rehousing: impact on tenancies**

8.1. An existing secure council tenant, moving to another council tenancy, will be given another secure tenancy. If they move to a Housing Association property they will be given the equivalent, in the form of an assured tenancy. (It should be noted that Assured tenants do not currently have the right to buy, although changes under the Housing & Planning Act 2016 are making this voluntary for Housing Associations. If tenants wish to preserve the right to buy their home, they should establish whether this exists with the nominated Housing Association.)

- 8.2. An existing introductory council tenant, moving to another council tenancy, will be granted another introductory tenancy for the remainder of their probationary period. If they move to a Housing Association property they may be granted an assured shorthold tenancy in accordance with the policy of that landlord.
- 8.3. An existing demoted council tenant will, if they transfer to another council property, no longer be a demoted tenant. They will be granted an introductory tenancy of their new home, as immediately prior to their move they were no longer a secure tenant. The review date for this introductory tenancy will be set at the 12 month anniversary of the start of the new tenancy. If moving to a Housing Association, they may initially be given an assured shorthold tenancy in accordance with the policy of that landlord.
- 8.4. When rehousing demoted council tenants, any receiving Housing Office or Housing Association will be advised that they were demoted as a sanction in response to their antisocial behaviour, and what that behaviour was.
- 8.5. An existing flexible tenant will be offered a Flexible Tenancy (council) to the end of their current tenancy period, but if less than 6 months left, the tenancy should be reviewed and if eligible a further new flexible tenancy offered under appropriate conditions.
- 8.6. The tenancy exclusion for unacceptable behaviour under the Allocations Policy does not apply to applicants who have to be rehoused by law, as they are losing their home due to its being decommissioned. However, tenants will be excluded from rehousing if they are in the immediate process of being evicted for breaching tenancy or lease conditions, i.e. their eviction is due on or before the date their property is needed back for the decommissioning scheme.

## 9. Legal Action

- 9.1. In all cases, the preferred approach is to reach a voluntary agreement with the tenant on the vacation of the property and rehousing options. Where it has not been possible to come to a voluntary agreement with the tenant, the council will pursue a possession order.

### Possession Orders

- 9.2. As above the council will always attempt to obtain a voluntary agreement with a tenant to be re-housed. If though a tenant refuses to move the council can seek a possession order from the Court. Under current legislation, if the council applies for possession of the property under Grounds 10 or 10A of the Housing Act 1985 (as amended), the council must be able to satisfy the court that there is a reasonable property (“suitable alternative accommodation”) for the household to move to before the possession order takes effect.
- 9.3. In accordance with the Housing Act 1985 Schedule 2 Part IV, the council will take into account the following considerations for rehousing when a possession order has been sought:
  - the nature of the accommodation which it is the practice of the landlord to allocate to persons with similar needs;
  - the distance of the accommodation available from the place of work or education of the tenant and of any members of his family;
  - its distance from the home of any member of the tenant’s family if proximity to it is essential to that member’s or the tenant’s well-being;

- the needs (as regards extent of accommodation) and means of the tenant and his family;
- the terms on which the accommodation is available and the terms of the secure tenancy;
- if furniture was provided by the landlord for use under the secure tenancy, whether furniture is to be provided for use in the other accommodation, and if so the nature of the furniture to be provided.

9.4. If the council determines it wishes to seek possession of a property it must first serve a formal Notice on the tenant usually a Notice Seeking Possession which gives the tenant a period of time to vacate the property and give possession to the council. The council must follow the relevant legislation and court rules. Possession orders can be sought by the County Court or High Court.

9.5. With regard to any secure tenancy the initial process is the service of Notice under Ground 10 or 10A of the Housing Act 1985 (as amended), followed by court action if the tenant fails to vacate the property after the Notice period has expired. Alongside this the council will, as this Act requires, offer “suitable alternative accommodation” to the tenant. This accommodation will be available at the time the notice is served and the council will need to demonstrate that suitable alternative accommodation is available for the tenant and their family at the time of the possession hearing. If the Court make a possession order it will usually give the tenant 28 days to vacate the property.

## 10. Outstanding debt

10.1. Applicants who owe a housing debt to the council will, if it is not cleared, take that debt with them to their new address. When an offer of a property is made, any such debts will be recorded in the information sent either to a receiving Housing Office, or in a nomination to a Housing Association.

10.2. Before any compensation is paid to a tenant, the council will look to deduct any housing debts owed to the council from this payment.

## 11. Compensation Payments and Support

### Home Loss Payments

11.1. A Home Loss payment is a sum paid to a tenant to reflect and recognise the distress and discomfort of having to move out of their home. As such this is paid in addition to any disturbance allowance or payments made. A Home Loss payment is paid as a lump sum, and is only paid once, even if subsequent moves are undertaken by the tenant in relation to the original decommissioning and rehousing. Unauthorised occupants and squatters will not be paid home loss compensation. The current Home Loss payment made to tenants after 1 October 2016 is £5,800.

11.2. A Home Loss payment must be claimed in writing, unless the applicant is unable to submit in this format. The amount paid is laid down in national law. For a tenant of the council the amount payable as a Home Loss Payment is currently £5,800. It will be paid only once, and will be paid to the statutory tenant. Only one payment is made to joint tenants.

11.3. The time limit for claiming Home Loss compensation is the statutory limitation of six years. A home loss payment will be paid within three months of the tenant making an application for it, and provided the household has moved from the original property.

- 11.4. Home Loss compensation is subject to the tenant giving up their tenancy of the property to be decommissioned (i.e. subject to the tenant losing their home). As such it will only be payable once the tenant has handed in the keys to their old property to the council and given vacant possession.
- 11.5. A tenant will qualify for Home Loss compensation if:-
- a. They have occupied that accommodation as their only or main residence for a minimum period of one year.  
.... and ....
  - b. They have to move out of the property permanently, either because of improvement or development works that we will be carrying out, or because their home is being demolished.
- 11.6. A tenant will not qualify for any Home Loss compensation payment if:-
- They are living in the affected property on a temporary tenancy via the Homelessness Unit, and have been living there as their only or main residence for less than a year.
  - They are there on a decant move from another address, and have been living at the property concerned, as their only or main residence, for less than a year.
  - They moved in after the decision to carry out the decommissioning work was formally made by the council, and they were advised in writing of this decision.
- 11.7. Home loss compensation is counted as capital for Housing Benefit and Council Tax Reduction purposes, as well as for any other purposes (e.g. income based welfare benefit claims). It is the legal responsibility of Housing Benefit and Council Tax Reduction claimants to advise the council's Benefits Service as soon as they receive this increase to their capital. The council will remind them of this legal duty when the payment is made.
- 11.8. In order to assist this process, a list of recipients of home loss compensation, paid due to the decommissioning of council housing stock, will be disclosed to the council's Benefit Service. This is because the money involved can affect a person's benefit entitlement, and it is therefore reasonable for this information to be shared in this way.
- 11.9. In order to facilitate and encourage the arrangement of swift, voluntary agreements to vacate properties, Southampton City Council may offer a discretionary Home Loss payment at a higher rate to residents who come to a voluntary agreement within 3 months of the service of notice and subsequently vacate the property in accordance with the terms of that agreement. This will be in exceptional circumstances only, and on a cases by case basis.

### **Disturbance Payments**

- 11.10. Disturbance Payments are a payment made to tenants to compensate for certain costs which may be incurred because Southampton City Council requires vacant possession of their property, and therefore the tenant is required to move.
- 11.11. Disturbance costs may be claimed from the council include:
- Removal costs
  - Redirecting mail (for 1 year only)
  - Carpet alterations
  - Curtain alterations
  - Disconnection and reconnection of appliances
  - Disconnection and reconnection of services
  - Special adaptations of the replacement premises
  - Moveable fixtures and fittings

- Special adaptations to replacement properties
- Replacement carpets and curtains- However these are only permitted if you can demonstrate that your existing furnishings do not fit your new home, or cannot be modified to fit your new home.
- Other expenses as considered appropriate

11.12. The Disturbance Payment can be paid in two ways:

Option 1:

A one-off lump sum payment. If the tenant chooses this option the full amount will be paid in a single sum, regardless of the actual cost incurred to the tenant. The tenant will not be required to submit receipts and invoices for the costs incurred by their vacation of the property. The lump sum amounts offered by the council are detailed in Annex A.

Option 2:

A claim for actual costs and losses, for reasonable expenses directly related to the move. To qualify for this payment the tenant will be required to submit all receipts and invoices relating to the additional costs incurred to them by the requirement to vacate the property to verify the claim amount. The receipts and invoices may be checked and queried by Southampton City Council before payment is issued.

11.13. If the tenant chooses option 2 it is important that all receipts and invoices are produced, and recommended that they use reputable companies which provide genuine receipts and invoices that feature:

- VAT Registered and VAT Number
- Company headed paper
- Contact details
- Company registration details
- Date
- Invoice number
- Description of services provided
- Invoice total

11.14. Disturbance Payments will be paid to the tenant at the point at which vacant possession of the property is returned to the council.

### **Additional Support**

11.15. Additional practical support with the move including organising removals, packing and un-packing, arranging the disconnection and reconnection of white goods and utility connections, may be made available to vulnerable tenants.

## **12. Governance**

12.1. Southampton City Council's nominated Head of Capital Assets is the lead officer accountable for ensuring that the decommissioning of council properties is undertaken in a manner that is at all times compliant with this policy.

12.2. The rehousing of tenants affected by decommissioning will be monitored in order to keep a check on the progress and cost of their rehousing, and to be of use when planning for any future decommissioning schemes. This monitoring will be the responsibility of the Allocations Manager, who will be provided with any necessary statistics and information by the project manager and the local housing office concerned.

12.3. This policy sets out the minimum standards and services which the Southampton City Council will provide to tenants in cases where they are affected by the decommissioning of property. The council retains the right to act outside the provisions of this policy to provide additional support or compensation on a discretionary and case by case basis, provided the services and provisions are at least in line with the minimum standards set out in this policy.

## Annex A: Disturbance Payments

Disturbance costs are to cover the expenses of moving home including removal costs, disconnections and reconnection fees, new carpets and curtains etc.

Option 1: Southampton City Council's fixed sum for moving out is as follows:

Studio/one bed properties	£1,200
Two bed properties	£1,500
Three bed or more properties	£1,800

**Only one Home Loss and one Disturbance payment will be made per property**

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# Southampton City Council

## DRAFT Acquisition and Compulsory Purchase Orders Policy

Acquisition of property from freeholders, leaseholders and private tenants



**Southampton City Council**  
**Buy-Back and Compulsory Purchase Orders:**  
**Guidance for freeholders, leaseholders and private tenants**



**Contents**

1. Purpose .....2

2. Scope.....2

3. Legislative Context and other Related Documents.....2

POLICY STATEMENT .....3

    4. Consultation .....3

    5. Acquisition of the property .....3

    6. Valuation of the property .....4

    7. Tenanted properties .....5

    8. Compensation Payments.....5

9. Governance .....7

Annex A: Disturbance Payments.....8

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<b>Lead officer</b>	Mark Bradbury	<b>Review date</b>	DRAFT
<b>Contact</b>	mark.bradbury@southampton.gov.uk	<b>Effective date</b>	DRAFT

## 1. Purpose

- 1.1. This policy sets out the approach that Southampton City Council will take when the Council needs to acquire a property from a freeholder or leaseholder, or the tenant(s) of a freeholder or leaseholder, for the purpose of carrying out of development, re-development or improvement on or in relation to the land.
- 1.2. Southampton City Council will only seek to acquire land in accordance with legislation, if the development, redevelopment or improvement of the area promotes or improves the economic, social or environmental wellbeing of the area.
- 1.3. Southampton City Council recognises the huge impact any such move may have on resident's lives, especially where the move is not through choice. This policy aims to provide residents with a clear understanding of the general approach to be adopted; what level of compensation (if any) that might be offered; and the practical guidance and support that the council can provide to those affected.

## 2. Scope

- 2.1. This policy applies to all leaseholders, freeholders, and any tenants of the freeholder or leaseholder, whose homes the council requires to purchase due to a redevelopment scheme or for any other purpose.
- 2.2. The provisions of this policy do not apply to:
  - a) Unauthorised occupants or squatters who are inhabiting a property affected by decommissioning.
  - b) Commercial or industrial property that may be affected by the decommissioning scheme.
  - c) Tenants of Southampton City Council affected by a decommissioning scheme – this is covered in a separate policy.
- 2.3. The policy applies to all Southampton City Council staff who are required to administer arrangements for rehousing, including Tenant Liaison Officers, Allocation Staff, Local Housing Office Staff, as well as any tenants affected by a decommissioning proposal.

## 3. Legislative Context and other Related Documents

- Housing Act 1985
- Land Compensation Act 1961
- Compulsory Purchase Act 1965
- Land Compensation Act 1973
- Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004).
- DCLG Guidance on Compulsory purchase process and The Criche Down Rules for the disposal of surplus land acquired by, or under the threat of, compulsion.  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/472726/151027\\_Updated\\_guidance\\_for\\_publication\\_FINAL2.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/472726/151027_Updated_guidance_for_publication_FINAL2.pdf)

# POLICY STATEMENT

## 4. Consultation

- 4.1. Owners and residents will be provided with information regarding the proposal to acquire the property as early as possible by the council, in order to allow time to reach an agreement on the acquisition of the property. Southampton City Council will, wherever possible, ensure that any information provided to people living in the same block, scheme or street will be provided simultaneously, or as close to simultaneously as is reasonably possible.
- 4.2. The council will carry out a full and adequate consultation with all owners, residents and other people affected and in particular will comply with its general management functions pursuant to S20, 21 and 27 of the Housing Act 1985.
- 4.3. Once a decision to proceed has been made with the acquisitions of the properties concerned, the first option will be to come to a voluntary agreement with the owners concerned. If voluntary agreement does not prove possible, then the council will pursue a compulsory purchase of the owners/resident's interests in the property.
- 4.4. Where the council is required to pursue a Compulsory Purchase Order, the council will comply with legislative requirements and process.
- 4.5. Property in the process of, or waiting, being decommissioned, with people still living on the affected site, will be provided with reasonable appropriate security measures to keep tenants, residents, and the property itself as safe and secure as is reasonably possible.

## 5. Acquisition of the property

- 5.1. Southampton City Council will seek to reach a voluntary agreement with leaseholders or freeholders on the value of their property (the amount for which it will be acquired) and the date when the purchase will be completed with vacant possession. The council will notify residents in advance, giving as long a period as possible of the need to move home as is reasonably possible. If a voluntary agreement cannot be reached, Southampton City Council will take appropriate legal action to obtain possession of the property.
- 5.2. Southampton City Council will negotiate with the leaseholder or freeholder of the property to purchase the property under a voluntary agreement at the current open market value (See section 6). If a voluntary agreement cannot be reached, then the council will seek to make a Compulsory Purchase Order (CPO), and the property will be compulsory purchased at market value.
- 5.3. Southampton City Council has powers to use compulsory purchase powers where it is expedient to do so, and will only do so in line with legislation and guidance, and where there is a compelling case in the public interest.
- 5.4. Compulsory purchase is intended as a last resort to secure the assembly of all the land needed for the implementation of projects. Southampton City Council will always seek a voluntary agreement on the acquisition of the land or property with the leaseholder or freeholder in the first instance. However, where appropriate to support and enable the proposed timetable for the project, the council may plan a compulsory purchase

timetable as a contingency measure and initiate formal procedures alongside activity to come to a voluntary agreement.

- 5.5. The council will be the purchaser of the property. It may then dispose of, or sell on, that property to a third party such as a developer undertaking the redevelopment of the site.
- 5.6. If there is an outstanding mortgage or loan secured on the property, then the mortgagee (usually a bank or building society) will be paid off first. If the value of the property is less than the outstanding debt on the mortgage, then none of this money will be paid to the owner. The lender will still have the right to pursue the owner for any monies outstanding even after the payment for the property is made.
- 5.7. The amount paid for the purchase of the property concerned will not affect the amount of home loss or disturbance allowance, or disturbance payments, paid to affected owner-occupiers.

## **6. Valuation of the property**

- 6.1. The Council's offer will be at open market value. This is what the council surveyors perceive to be the true market value of the property. The market value will be based on the fundamental principle of equivalence. This means in terms of the value of a property in a regeneration area, that the owner of the property should not be better or worse off than before the regeneration proposals.
- 6.2. The council will arrange for a surveyor to carry out a valuation of the property. Following this valuation, the surveyor will then send written notification of the open market value of the property to the owner, as well as details of any Home Loss and Disturbance Payments to which the owner is entitled. The valuation is valid for a 3 month period from the date of the Valuation Letter.
- 6.3. The Valuer will consider the various matters in assessing the market price of the property including:
  - a) The internal condition
  - b) Any internal improvements to the property such as new bathrooms and kitchens
  - c) The location of the property and amenities within the area such as transport links, shops and services
  - d) The housing market in the immediate area, including recent sale prices
- 6.4. If the homeowner disagrees with the council's valuation of the property, they are encouraged to obtain an independent valuation completed by a RICS qualified chartered Surveyor or Valuer. If the independent Valuer does not agree with the council's valuation, there may be a negotiation between the two surveyors. If the property is subject to a CPO and they cannot agree upon a valuation, leaseholders and freeholders can appeal to the Upper Tribunal (Lands Chamber).
- 6.5. The sale ("disposal") of a property by the owner in accordance with, or in advance of, a Compulsory Purchase Order (CPO), will be classed as an "exempt disposal", and in cases where the property was purchased by the freeholder or leaseholder using a Right to Buy discount, the discount will not be due to be repaid.

## 7. Tenanted properties

- 7.1. If an the owner of the property or leasehold wishes to sell voluntarily in advance of a CPO, the owner has the overall responsibility for gaining vacant possession of their property from their tenant. This should be done in accordance with the timeframe for vacancy agreed through the voluntary agreement between the owner and the council.
- 7.2. However, if a voluntary agreement is not reached, the council will make a Compulsory Purchase Order covering that property. A copy of this order will be served both on the occupier(s) and the owner(s) of the property.

## 8. Compensation Payments

- 8.1. Home Owners are entitled to compensation for the acquisition of the property at market value. In addition to the market of the property, the homeowners may be entitled to additional compensation as outlined below.

### **Home Loss Payments – freeholders and leaseholders**

- 8.2. A Home Loss payment is a sum paid to a resident to reflect and recognise the distress and discomfort of having to move out of their home. As such this is paid in addition to any disturbance allowance or payments made. A Home Loss payment is paid as a lump sum, and is only paid once.
- 8.3. Residents may qualify for a Home Loss Payment if:
  - a) They are the owner of the freehold of the property
  - b) They are the owner of a lease with at least three years unexpired
  - c) They have qualifying interests in the property, as set out in the Land Compensation Act 1973.Unauthorised occupants and squatters will not be paid home loss compensation.
- 8.4. Owners who do not live in the affected property they own, for example if they rent it to tenants, will not receive Home Loss compensation. Any concerns about whether or not a tenant is living at a property as their only or principal home will be verified by relevant enquiries.
- 8.5. Home Loss Payments will be made to qualifying residents if a Compulsory Purchase Order is issued, at a rate of 10% of the market value of the property, up to a maximum amount payable of £58,000 (as of October 2016). This payment is paid to the owner, and only one payment is made to joint owners. It is paid once only.
- 8.6. If there is no Compulsory Purchase Order in place on the property, then the Home Loss payment is considered discretionary, as the council is not obliged by law to offer Home Loss compensation.
- 8.7. The time limit for claiming Home Loss compensation is the statutory limitation of six years.
- 8.8. Home Loss compensation is subject to the resident vacating the property. As such it will only be payable once the resident has given vacant possession and full ownership.

In order to facilitate and encourage the arrangement of swift, voluntary agreements on the acquisition of properties, Southampton City Council may offer discretionary Home Loss payments at a higher rate to residents who come to a voluntary agreement to vacate their property. This will be in exceptional circumstances and on a case by case basis.

### **Home Loss Payments – private tenants of freeholds and leaseholders**

- 8.9. A private tenant of a leaseholder or freeholder acquired under CPO will qualify for Home Loss compensation if:-
- a) They have occupied that accommodation as their only or main residence for a minimum period of one year.  
.... and ....
  - b) They have to move out of the property permanently, either because of improvement or development works that we will be carrying out, or because their home is being demolished.

8.10. A Home Loss payment must be claimed in writing, unless the applicant is unable to submit in this format. The amount paid is laid down in national law. For a tenant the amount payable as a Home Loss Payment is currently £5,800. It will be paid only once, and will be paid to the statutory tenant. Only one payment is made to joint tenants.

8.11. The time limit for claiming Home Loss compensation is the statutory limitation of six years. A home loss payment will be paid within three months of the tenant making an application for it, and provided the household has moved from the original property.

### **Basic Loss Payments**

8.12. Those who are not entitled to a Home Loss Payment, such as leaseholders and freeholders who do not occupy the property as their primary residence (eg landlords) may be entitled to a Basic Loss Payment, or other compensation if a Compulsory Purchase Order is issued against the property.

8.13. Basic Loss Payments or other forms of compensation may be applicable if the resident has a qualifying interest in the property as set out in the Land Compensation Act 1973, and is not entitled to a Home Loss Payment. Basic Loss payments will be made at a rate of 7.5% of the value of the individual's interest in the property, up to a maximum of £75,000.

### **Disturbance Compensation**

8.14. Disturbance compensation is a payment that owners or residents of a property being acquired are entitled to, to compensate for certain costs which may be incurred because Southampton City Council needs to acquire the property or land.

8.15. Disturbance compensation is issued to meet the reasonable expenses of the person entitled to the payment in moving from the property which is being acquired by the council. If the resident was carrying out a legitimate trade or business on the property, Disturbance may also cover the loss sustained by reason of the disturbance of that trade or business caused by the requirement to move to a new property.

8.16. Disturbance costs for any reasonable expenses related to the requirement to move will be considered, and may include:

- Removal costs
- Redirection of mail
- Disconnection + reconnection of appliances and services
- Disconnection and reconnection of services
- Incidental costs of acquiring new property
- Stamp Duty
- Other costs as considered reasonable by the council and in line with legislation.

8.17. The Disturbance compensation can be paid in two ways:

Option 1:

A one-off lump sum payment. If the resident chooses this option the full amount will be paid in a single sum, regardless of the actual cost incurred to the homeowner. The resident will not be required to submit receipts and invoices for the costs incurred by their vacation of the property. The lump sum amounts offered by the council are detailed in Annex A.

Option 2:

A claim for actual costs and losses, for reasonable expenses directly related to the move. To qualify for this payment the resident will be required to submit all receipts and invoices relating to the additional costs incurred to them by the requirement to vacate the property to verify the claim amount. The receipts and invoices may be checked and queried by Southampton City Council before payment is issued.

8.18. If the resident chooses option 2 it is important that all receipts and invoices are produced, and recommended that they use reputable companies which provide genuine receipts and invoices that feature:

- VAT Registered and VAT Number
- Company headed paper
- Contact details
- Company registration details
- Date
- Invoice number
- Description of services provided
- Invoice total

8.19. Disturbance compensation will be paid to the resident at the point at which vacant possession of the property is provided to the council.

## **9. Governance**

9.1. Southampton City Council's nominated Head of Capital Assets is the lead officer accountable for ensuring that purchase of properties by the council is undertaken in a manner that is at all times compliant with this policy.

9.2. This policy sets out the minimum standards and services which the Southampton City council will provide to freeholders and leaseholders in cases where the council requires to purchase their property. The council retains the right to act outside the provisions of this policy to provide additional support or compensation on a discretionary and case by case basis, provided the services and provisions are at least in line with the minimum standards set out in this policy.



## Annex A: Disturbance Payments

Disturbance costs are to cover the expenses of moving home including removal costs, disconnections and reconnection fees, new carpets and curtains etc.

Option 1: Southampton City Council's fixed sum for moving out is as follows:

Studio/one bed properties	£1,200
Two bed properties	£1,500
Three bed or more properties	£1,800

**Only one Home Loss and one Disturbance payment will be made per property**

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### Equality and Safety Impact Assessment

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

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

<b>Name or Brief Description of Proposal</b>	Draft Decommissioning of Housing Stock Policy
<b>Brief Service Profile (including number of customers)</b>	
<p>Southampton City Council is a major landlord with around <b>16,229</b> council properties, and <b>16,048</b> tenants. The Council also manages <b>1918</b> leasehold properties. The council has a responsibility to ensure that its tenants and leaseholders live in decent homes. As part of this responsibility, the Council may make a decision either to remodel, redevelop or dispose of properties. This may include the large-scale regeneration of an estate, or occur on a smaller scale, involving smaller numbers of properties or a single property.</p> <p>The draft policy sets out the process that will be followed when tenants of the council are affected by a decision to decommission a property.</p>	
<b>Summary of Impact and Issues</b>	
<p>The draft ‘Decommissioning of Housing Stock Policy’ has been developed (alongside the Draft ‘Acquisition and Compulsory Purchase Order Policy’) to update and replace the ‘Decants and Permanent Rehousing Due to the Decommissioning of Council Housing Stock Policy (February 2013 version)’.</p> <p>The policy includes a number of updates to respond to business requirements and updated legislation.</p>	
<b>Potential Positive Impacts</b>	
<p>The new policy will support the continued development of the city of Southampton, and provides tenants of the Council affected by the decommissioning of housing stock with a clear policy about the process.</p> <p>Ensuring that tenants are appropriately assessed and provided with a new property that meets their needs will help to address any under-occupancy issues, and make best use of the housing stock available. Southampton City</p>	

Council will work with tenants affected by the policy to identify a suitable alternative property to meet their needs as quickly as possible, and provide compensation in line with legislative requirements.	
<b>Responsible Service Manager</b>	Steve Smith Service Lead Council Housing & Neighbourhoods
<b>Date</b>	May 2017
<b>Approved by Senior Manager</b>	Paul Juan Service Director – Adults, Housing & Communities
<b>Date</b>	May 2017

### Potential Impact

Impact Assessment	Details of Impact	Possible Solutions
<b>Age</b>	Older tenants may be more likely to be under occupying a property.	Households being rehoused under this policy will be able to bid for properties of the size and type they are eligible for under the Allocations Policy. Tenants who are under-occupying will be given appropriate advance notification and support to identify a property that meets their needs, in line with national approaches to under occupancy. Identifying a property that meets their needs will have financial benefits for the tenants in question.
	Older tenants may need additional support to move to a new property.	Additional support will be provided to older tenants where appropriate and reasonable (Section 11.15)
<b>Disability</b>	Tenants with disabilities may need additional support to understand the decommissioning process, and move to a new property.	Additional support will be provided to tenants with disabilities where appropriate and reasonable (Section 11.15) Occupants with an Education Health and Care Plan or Adult Care and Support plan will have a review of their

Impact Assessment	Details of Impact	Possible Solutions
		needs and action will be taken to ensure so far as possible that there is continuity of care and their needs for Education, Health Care and support will be provided.
<b>Gender Reassignment</b>	No identified negative impacts.	N/A
<b>Marriage and Civil Partnership</b>	No identified negative impacts.	N/A
<b>Pregnancy and Maternity</b>	No identified negative impacts.	N/A
<b>Race</b>	No identified negative impacts.	N/A
<b>Religion or Belief</b>	No identified negative impacts.	N/A
<b>Gender</b>	No identified negative impacts.	N/A
<b>Sexual Orientation</b>	No identified negative impacts.	N/A
<b>Community Safety</b>	During the decommissioning process, community safety risks could increase as the site being decommissioned becomes vacant.	Appropriate security measures will be provided to keep tenants, residents, and the property itself as safe and secure as is reasonably possible. (Section 4.7)
<b>Poverty</b>	No identified negative impacts.	N/A
<b>Other Significant Impacts</b>	A large scale decommissioning project may have an impact on the availability of housing across the city, as large numbers of tenants could be displaced.	The Council retains the right to stop other housing register applications from bidding for properties in circumstances in which there is high housing demand due to decommissioning. (Section 7.3)

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### Equality and Safety Impact Assessment

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

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

<b>Name or Brief Description of Proposal</b>	Draft Acquisition and Compulsory Purchase Order Policy
<b>Brief Service Profile (including number of customers)</b>	
<p>Under section 226 of the Town and Country Planning Act 1990 Southampton City Council has the right to acquire land for planning and public purposes in cases where that the development, re-development or improvement is likely to contribute to the achievement of</p> <ul style="list-style-type: none"> <li>• The promotion or improvement of the economic well-being of their area;</li> <li>• The promotion or improvement of the social well-being of their area;</li> <li>• The promotion or improvement of the environmental well-being of their area.</li> </ul> <p>The Council manages <b>1918</b> leaseholds, and may need to acquire vacant possession of these properties from the leaseholder as part of an estate regeneration programme. In other cases, the Council may be required to acquire interests in a property to support development in the city.</p> <p>The draft policy sets out the process that will be followed when the Council acquires property from a freeholder or leaseholder, through voluntary agreements or Compulsory Purchase.</p>	
<b>Summary of Impact and Issues</b>	
<p>The draft ‘Acquisition and Compulsory Purchase Order Policy’ has been developed (alongside the Draft ‘Decommissioning of Housing Stock Policy’) to update, replace and extend the ‘Decants and Permanent Rehousing Due to the Decommissioning of Council Housing Stock Policy (February 2013 version)’.</p>	
<p>The policy updates provisions of the previous policy for situations when the</p>	

Council is acquiring vacant possession of a leasehold property, and extends the provisions of the previous policy to cover cases where the Council is acquiring a freehold.

Southampton City Council will seek to reach a voluntary agreement for the acquisition of the property with leaseholders or freeholders. If a voluntary agreement cannot be reached, Southampton City Council will take appropriate legal action to obtain possession of the property in line with legislation.

**Potential Positive Impacts**

The new policy will support the continued development of the city of Southampton, and provides freeholders and leaseholders of with a clear policy about the process in cases where the Council needs to acquire their property.

<b>Responsible Service Manager</b>	Mark Bradbury Head of Capital Assets
<b>Date</b>	May 2017
<b>Approved by Senior Manager</b>	Mike Harris Service Director – Growth
<b>Date</b>	May 2017

**Potential Impact**

<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions</b>
<b>Age</b>	Older residents may need additional support to vacate and move to a new property.	Additional support will be provided to older residents where appropriate and reasonable.
<b>Disability</b>	Residents with disabilities may need additional support to understand the acquisition, and move to a new property.	Additional support will be provided to residents with disabilities where appropriate and reasonable. Occupants with an Education Health and Care Plan or Adult Care and Support plan will have a review of their needs and action will be taken to ensure so far as possible that there is continuity of care and their needs for Education, Health Care and support will be provided.



<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions</b>
<b>Gender Reassignment</b>	No identified negative impacts.	N/A
<b>Marriage and Civil Partnership</b>	No identified negative impacts.	N/A
<b>Pregnancy and Maternity</b>	No identified negative impacts.	N/A
<b>Race</b>	No identified negative impacts.	N/A
<b>Religion or Belief</b>	Buildings being acquired may include religious/faith buildings.	The Council will work with the relevant faith community to reach a voluntary agreement where reasonable.
<b>Gender</b>	No identified negative impacts.	N/A
<b>Sexual Orientation</b>	No identified negative impacts.	N/A
<b>Community Safety</b>	During the acquisition process, community safety risks could increase as a site becomes vacant.	Appropriate security measures will be provided to keep tenants, residents, and the property itself as safe and secure as is reasonably possible. (Section 4.4)
<b>Poverty</b>	No identified negative impacts.	N/A
<b>Other Significant Impacts</b>	No additional impacts identified.	N/A

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**SOUTHAMPTON CITY COUNCIL**  
**STATEMENT OF ARRANGMENTS FOR CONSULTATION PURSAUNT TO**  
**SECTION 105 HOUSING ACT 1985 AND SECTION 137 HOUSING ACT 1996**

Appendix 5

Section 105 of the Housing Act 1985 sets out the legal obligations of a Local Housing Authority for consulting with secure tenants on “matters of housing management”. There are similar obligations under Section 137 of the Housing Act 1996 for consulting with Introductory Tenants. Secure tenants include flexible and demoted tenants for this purpose.

The obligation applies where any of the Council’s secure or introductory tenants are likely to be substantially affected by a matter of housing management, including any changes to the management, maintenance, improvement or demolition of properties let by the Council or the provision of services in connection with those properties. This obligation is where in the opinion of the council it represents a new programme of maintenance, improvement or demolition, or there is a change in the practice or policy of the authority and the secure or introductory tenants are likely to be substantially affected as a whole or a group of them.

These Arrangements are published in accordance with Section 105(5) of the 1985 Act and Section 137 (6) of the 1996 Act and it sets out how the council will enable the secure and introductory tenants to be informed of the council’s proposals and how the tenants can make their views known to the council within a specified period.

A copy of these arrangements are available on the council webpage and also can be inspected at Southampton City Council, Civic Centre, Southampton. SO14 7LY between 9.00am and 4.00pm Monday to Friday. If you have any questions about any consultation undertaken pursuant to these arrangements please contact Mr James Marshall on telephone number 02380 833015 or by email [James.marshall@southampton.gov.uk](mailto:James.marshall@southampton.gov.uk)

### **How tenants will be informed:**

Southampton City Council is committed to ensuring all consultations are effective, adequate, accessible and are open and transparent. In all consultations the Council will take into account all representations made within the consultation before any final decisions are made on the proposals.

Sufficient information will be made available to all tenants which will outline the issues, proposals and various options being considered. Where relevant this will include financial implications of the proposals. A questionnaire/feedback form will be made available that can be completed. An Equalities and Safety Impact Assessment will be prepared for all proposals going to consultation.

By providing a dedicated webpage on the council’s website for each consultation this will include the feedback form that can be completed online.

There may be a series of drop in sessions (which will vary in frequency, venue and size depending on the individual proposals).

**Consultation period:** 12 weeks from the beginning of the consultation period

## **How tenants can make their views known to the Council**

Tenants can complete a feedback form both by sending it/delivering it to the Civic Centre offices or by completing it online. Tenants can also express their views at drop in sessions, if held.

## Draft 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	Address	Estimated length of Decommissioning	Estimated Start Date	Estimated Completion Date	Number of Council tenancies	Number of leasehold properties still to purchase
1	17-47 Copse Road	6 months	Jan 2018	June 2018	14	1
2	185-205 Meggeson Avenue 207-227 Meggeson Avenue 1-21 Ozier Road	8 months	July 2018	Feb 2019	32	1
3	1 to 131 Rowlands Walk	20 months	March 2019	Oct 2020	61	5
4(a)	2-32 Benhams Road 34-64 Benhams Road 144-164 Meggeson Avenue	12 months	Nov 2020	Oct 2021	40	3
4(b)	166-186 Meggeson Avenue 1-21 Hallett Close	6 months	Nov 2021	April 2022	22	0
<b>Phase</b>	<b>Address</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Number of</b>	<b>Number of</b>

		<b>length Decommis sioning</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Council tenancies</b>	<b>leasehold properties still to purchase</b>
5	289-309 Meggeson Avenue 311-331 Meggeson Avenue	6 months	May 2022	Oct 2022	16	6
6	254-274 Meggeson Avenue 276-296 Meggeson Avenue 298-318 Meggeson Avenue	8 months	Nov 2023	June 2023	29	3
7	107-125 Meggeson Avenue Including row of shops	2 months	July 2023	Aug 2023	3	2
8	1-21 Kingsdown Way 23-43 Kingsdown Way 45-65 Kingsdown Way 67-87 Kingsdown Way	10 months	Sept 2023	June 2024	38	6
<b>Totals</b>					<b>255</b>	<b>27</b>

Number of Council tenancies      255

Number of leaseholders            27

**Total**                                    **282**

There are an additional number of private tenants of leaseholders

June 2017



## Equality and Safety Impact Assessment

Appendix 7

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

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

<b>Name or Brief Description of Proposal</b>
<p>Townhill Park Regeneration Scheme</p> <p>Townhill Park Regeneration continues the momentum already achieved in delivering new homes in a number of council estates.</p> <p>The aim of the Townhill Park Estate Regeneration project is to comprehensively regenerate the area. The project aims to redevelop all the blocks in the area over a ten year period and re-provide with a mix of new apartment blocks and houses of mixed tenure. The new homes will be designed to modern standards and be energy efficient.</p> <p>In addition, the external environment will be improved for the benefit of both existing residents and those occupying the new homes. Environmental proposals include a new green space in the centre of the development with play facilities a meeting place and new convenience store. There is also improved walking, cycling and access to neighbouring green spaces. A series of improvements to Meggeson Avenue, is planned, to calm the traffic and provide a more pedestrian friendly environment.</p> <p>The project will provide a much improve living environment for the new and existing residents of Townhill Park.</p> <p>In order to achieve comprehensive redevelopment it is necessary to relocate residents from their current homes and provide alternative suitable accommodation.</p>
<b>Brief Service Profile (including number of customers)</b>
<p>There are around 1300 households who live in and around Townhill Park Regeneration. In addition there are a number of pre-school nurseries and Moorlands Primary School and Townhill Park Infants and Junior School.</p> <p>The project has planning consent for the delivery of 665 new homes, including</p>

improvements to open space and Meggeson Avenue. However, the proposals directly affect around 300 households who are required to relocate.

### **Summary of Impact and Issues**

This assessment's particularly focus is on the decommissioning of the remainder of the blocks affected by the regeneration proposals and its impact on residents, (subject of the June 2017 Cabinet report). Also included are some of the wider regeneration impacts.

Around 300 households are affected by the remaining decommissioning. This includes Council tenants (the majority), Council temporary tenancies, leaseholders and a number of private tenants.

In order to achieve maximum regeneration benefit it is necessary to demolish the existing properties on plots to be redeveloped. This is a disruptive process for affected residents. Council tenants require to be decanted and allocated new homes and leaseholder properties purchased by the Council, with leaseholders and, in some cases their tenants finding new homes.

Existing residents who are not directly affected are still subject to the redevelopment process while adjacent sites are vacated, demolished and redeveloped.

The law requires the Council to satisfy a number of legal processes prior to the commencement of decommissioning.

Following Council practice a 12 week consultation on the decommissioning will be held. This will include written notification to all those affected including an invitation to complete a questionnaire. There will be a page on the Council's web site and residents will be invited to a couple of drop in meetings.

At the same time there is going to be a consultation on the new draft Decommissioning of Housing Stock Policy and the draft Acquisition and Compulsory Purchase Order policy. There is an Equality and Safety Impact Assessment (ESIA) completed for each of these policies.

### **Potential Positive Impacts**

There is potential for specifying housing types that meet the housing needs of the people on the housing register.

The general mix of homes will be based on current and future needs, better enabling the housing on the estate to meet the requirements of local residents.

A more diverse tenure mix in the area will provide a wider range of choice for residents and has the potential to create a more sustainable community.



Experience from previous estate regeneration schemes has shown that only a small proportion of residents that are decanted wish to return to the redeveloped properties.

Once the first plots start to build this should create opportunities for tenants decanting from future redevelopment plots to be relocated in Townhill Park in the new build properties, rather than relocating elsewhere in the city.

The implementation of the Townhill Park regeneration is being phased to lessen the impact on residents and also to provide continuous convenience store access for local residents.

The new homes will be modern and energy efficient. The relationship between buildings and open space will be more efficient and useable.

The New Village Green will be a focus for the whole community and the improved walking, cycling and access to open spaces will benefit all residents.

The traffic calming of Meggeson Avenue will create a more pedestrian friendly residential environment.

<b>Responsible Service Manager</b>	
<b>Date</b>	

<b>Approved by Senior Manager</b>	
<b>Signature</b>	
<b>Date</b>	

### Potential Impact

<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions &amp; Mitigating Actions</b>
<b>Age</b>	It is proposed that decants will be managed in accordance with the Council's new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Policy Refer to the ESIA for each of these policies Appendices 3 & 4 of the Cabinet report June 2017	Refer to the ESIA for each of these policies Appendices 3 & 4 of the Cabinet report June 2017  Ensure consistent implementation of the Council's adopted policies and plans.

	<p>New affordable homes will be allocated as per Lettings Policy.</p>	<p>Ensure through design of the scheme that mobility and accessibility are maximised in both housing and the surrounding environment.</p> <p>There is potential for specifying housing types that meet the housing needs of the people on the housing register</p>
<b>Disability</b>	<p>It is proposed that decants will be managed in accordance with the Council's new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Policy Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>New affordable homes will be allocated as per Lettings Policy.</p> <p>The Council has a range of policies and procedures which support the Council's equality and diversity standards</p> <p>Where required a Vulnerability Assessment can be completed with tenants and the Council's Specialist Assessment Unit can provide support and advice to Housing Management.</p>	<p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>Ensure consistent implementation of the Council's adopted policies and plans.</p> <p>Ensure through design of the scheme that mobility and accessibility are maximised in both housing and the surrounding environment.</p> <p>Council guidelines on wheelchair liveable homes to be followed and set out in the specification.</p> <p>Potential for specifying housing types that meet the housing needs of the people on the housing register.</p> <p>The project will follow the Council's disability policy</p>
<b>Gender Reassignment</b>	<p>It is proposed that decants will be managed in accordance with the Council's new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Policy</p>	<p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>Council's adopted policies and plans are publicly</p>

	<p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>New affordable homes will be allocated as per Lettings Policy.</p>	<p>available to view.</p> <p>Ensure consistent implementation of the Council's adopted policies and plans.</p>
<b>Marriage and Civil Partnership</b>	<p>It is proposed that decants will be managed in accordance with the Council's new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Policy</p> <p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>New affordable homes will be allocated as per Lettings Policy.</p>	<p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>Council's adopted policies and plans are publicly available to view.</p> <p>Ensure consistent implementation of the Council's adopted policies and plans.</p>
<b>Pregnancy and Maternity</b>	<p>It is proposed that decants will be managed in accordance with the Council's new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Policy</p> <p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>New affordable homes will be allocated as per Lettings Policy.</p>	<p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>Council's adopted policies and plans are publicly available to view.</p> <p>Ensure consistent implementation of the Council's adopted policies and plans.</p>
<b>Race</b>	<p>It is proposed that decants will be managed in accordance with the Council's new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Policy</p> <p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>New affordable homes will be</p>	<p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>Council's adopted policies and plans are publicly available to view.</p> <p>Ensure consistent implementation of the</p>

	allocated as per Lettings Policy.	Council's adopted policies and plans.
<b>Religion or Belief</b>	<p>It is proposed that decants will be managed in accordance with the Council's new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Policy</p> <p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>New affordable homes will be allocated as per Lettings Policy.</p>	<p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>Council's adopted policies and plans are publicly available to view.</p> <p>Ensure consistent implementation of the Council's adopted policies and plans.</p>
<b>Gender</b>	<p>It is proposed that decants will be managed in accordance with the Council's new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Policy</p> <p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>New affordable homes will be allocated as per Lettings Policy.</p>	<p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>Council's adopted policies and plans are publicly available to view.</p> <p>Ensure consistent implementation of the Council's adopted policies and plans.</p>
<b>Sexual Orientation</b>	<p>It is proposed that decants will be managed in accordance with the Council's new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Policy</p> <p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>New affordable homes will be allocated as per Lettings Policy.</p>	<p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>Council's adopted policies and plans are publicly available to view.</p> <p>Ensure consistent implementation of the Council's adopted policies and plans.</p>
<b>Community Safety</b>	During the acquisition process, community safety risks could	Appropriate security measures will be provided

	<p>increase as a site becomes vacant.</p> <p>Good design will be sought to 'design out crime' through Secured By Design Secured by Design criteria to be followed and set out in the specification for developers to adhere to.</p>	<p>to keep tenants, residents, and the property itself as safe and secure as is reasonably possible.</p> <p>Ensure through design of the scheme that security is maximised and minimise potential for anti-social behaviour in any new housing on the site and comply with the Secured By Design criteria.</p>
<p><b>Poverty</b></p>	<p>It is proposed that decants will be managed in accordance with the Council's new Draft Decommissioning of Housing Stock Policy and Draft Acquisition and Compulsory Purchase Policy Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>New affordable homes will be allocated as per Lettings Policy.</p> <p>The Indices of Multiple Deprivation show that a proportion of residents in Townhill Park are affected by poverty.</p> <p>Development has been phased to allow for the continuous delivery of a local convenience store for local residents</p> <p>The increase in rents to the affordable rent model may cause difficulties for those residents identified as being in poverty.</p>	<p>Refer to the ESIA for each of these policies Appendices 3 &amp; 4 of the Cabinet report June 2017</p> <p>Council's adopted policies and plans are publicly available to view.</p> <p>Ensure consistent implementation of the Council's adopted policies and plans.</p> <p>Council services work together to maximise the social and economic benefits of the project.</p> <p>The council works with partner organisations to identify and support those most vulnerable. These measures include information and advice along with support into employment and training opportunities.</p>

<p><b>Other Significant Impacts</b></p>	<p><b>Decommissioning</b></p> <p>A large scale decommissioning project may have an impact on the availability of housing across the city, as large numbers of tenants could be displaced.</p>	<p>The Council retains the right to stop other housing register applications from bidding for properties in circumstances in which there is high housing demand due to decommissioning.</p>
	<p><b>Local Employment Opportunities</b></p> <p>There are resident in the area who are unemployed and regeneration brings opportunities to promote employment for local people</p>	<p>An Employment and Skills Plan will accompany any planning consent and ensure the construction phase includes opportunities for local employment and training.</p> <p>Provision continues to be made for the existing public transport within the traffic calming of Meggeson Avenue</p>
	<p><b>Health and Well-Being</b></p> <p>There is a link between quality homes and state of health</p>	<p>Improved specification and energy efficiency of homes and access to well-connected green spaces and opportunities to walk and cycle will contribute to residents' health and well-being.</p> <p>Ensure through design of the scheme that mobility and accessibility are maximised in both housing and the surrounding environment.</p>
	<p><b>Contribution To Local Economy</b></p> <p>The proposal allows for a new retail/convenience provision and possible café facility</p>	<p>The redevelopment has been phased to allow continued provision of the existing convenience store</p>

		<p>for local residents.</p> <p>The construction of the scheme will make a positive impact on the local economy.</p> <p>An Employment and Skills Plan will accompany any planning consent and ensure the construction phase includes opportunities for local employment and training.</p>
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<b>DECISION-MAKER:</b>	<b>CABINET</b>		
<b>SUBJECT:</b>	<b>ESTABLISHMENT OF A SOUTHAMPTON ENERGY SERVICES COMPANY (ESCo)</b>		
<b>DATE OF DECISION:</b>	<b>20<sup>th</sup> JUNE 2017</b>		
<b>REPORT OF:</b>	<b>CABINET MEMBER FOR HEALTH AND SUSTAINABLE LIVING</b>		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Jason Taylor</b>	<b>Tel: 023 8083 2641</b>
	<b>E-mail:</b>	<a href="mailto:Jason.Taylor@southampton.gov.uk">Jason.Taylor@southampton.gov.uk</a>	
<b>Director</b>	<b>Name:</b>	<b>Mike Harris</b>	<b>Tel: 023 8083 2882</b>
	<b>E-mail:</b>	<a href="mailto:Mike.harris@southampton.gov.uk">Mike.harris@southampton.gov.uk</a>	

## STATEMENT OF CONFIDENTIALITY

Appendix 1 of this Report is not for publication by virtue of category(s) 3 (financial and business affairs) of paragraph 10.4 of the Council's Access to Information procedure Rules as contained in the Council's Constitution. It is not in the public interest to disclose this information because the information to be withheld in the appendix to the main report, is considered to be commercially sensitive and has a direct link to the future contracts employed by the Council and the Council itself. Disclosure may prejudice any future tendering exercises to secure a partner to deliver the energy product and the terms of such agreement affecting the Council's opportunity to secure best value for the citizens of Southampton and beyond through the energy company project. It is therefore not in the public interest to disclose the contents of the appendix while a procurement process is anticipated to secure the delivery of the project as any benefit gained through increased transparency of the negotiation process would be directly exceeded by the commercial detriment to the Council's negotiating position.

## BRIEF SUMMARY

The purpose of this report is to seek approval to commence a procurement and contract negotiation process leading to the selection of a preferred bidder to set up an Energy Services Company (ESCo). This will enable Southampton City Council (SCC) to provide a branded energy supply product using a procured third party licensed energy supplier.

- This will help the council deliver on a key outcomes; helping people live safe, healthy, independent lives, in addition to children and young people getting a good start in life. The initiative has the potential to help tackle fuel poverty, alongside a range of other initiatives.
- Equally the proposal has the potential to support the council in developing a financially sustainable future cost effective energy supply within the southern region
- Providing a low risk income
- Developing a customer base
- Providing a platform to invest further capital in further energy efficiency and

generation opportunities in future phases.	
The outcome of negotiations arising from the process to appoint a partner will be presented back to Cabinet for final decision.	
The intention is for SCC to earn a sustainable income from the ESCo, with estimated net income of £47k by the end of year two, rising thereafter to an estimated annual net income of £237k by end of year five. This income will cover the costs of delivering the ESCo and potentially enable re-investment in energy services in the future to further benefit the community, within Southampton and the wider region.	
The ESCo will also enable the average resident to save between £100 and £200 on their annual energy bill, which equates to up to £2 million savings for customers by the end of year 1.	
Estimated set up costs are £158k. Once set up the ESCo will be self-financing.	
SCC are in discussions with other southern region local authorities via our existing networks and via APSE Energy. Its proposed the ESCo product will be promoted regionally across other local authority areas, which will increase market share and therefore its positive role in the energy supply market.	
The establishment of an ESCo would be the first phase of SCC providing a whole property energy service across the city and beyond.	
<b>RECOMMENDATIONS:</b>	
(i)	To delegate authority to the Head of Capital Assets, following consultation with the Service Director: Finance and Commercialisation and the Service Director: Legal & Governance to conduct an open competition to enable the identification of a suitable licensed energy supplier with which to partner, under formal contract; and to conduct the procurement up to and including selection of preferred bidder but excluding contractual and financial close which shall be referred back to be determined by Cabinet.
(ii)	To approve the proposed white label approach to deliver energy supply regionally.
(iii)	To delegate authority to Service Director – Growth following consultation with the Service Director: Legal & Governance to develop and register the intellectual property rights in the trademarks and Branding for the energy products to be delivered through this and other related projects.
(iv)	To approve the revenue spend of £158,000 for the set up costs of the ESCo to be funded from PUSH money that is currently allocated to the Green Projects capital scheme within the Housing & Sustainability Portfolio.
<b>REASONS FOR REPORT RECOMMENDATIONS</b>	
1.	To enable SCC to earn a sustainable income whilst providing a positive service to the end customer. It's anticipated that a net income will be generated by end of year two. By year five net annual income is estimated at £237k (see revenue section) and minimum average annual aggregated savings for the customers to be £4 million.
2.	To ensure fuel poor and vulnerable energy customers are offered cost effective rates for their energy for the following reasons:

	<ul style="list-style-type: none"> <li>• It's estimated that there are 10,000 households and 5,000 children living in fuel poverty within Southampton.</li> <li>• There are also a significant number of residents in the city that are living close to fuel poverty. This will include vulnerable children or adults we work with, SCC tenants and members of our staff.</li> <li>• Fuel poverty is linked to approximately 110 excess winter deaths every year within Southampton and major health problems associated with poorly heated homes.</li> <li>• The energy regulator, OFGEM, states that energy supply companies overcharge domestic and business energy consumers.</li> </ul>
3.	To capture those customers that currently switch energy supplier infrequently. Most energy consumers never or rarely switch their energy supply and will therefore be on the highest tariffs. We aim to specifically target these non-switchers.
4.	To capture some of the benefits locally for energy purchased within the city and beyond. It estimated that £190 million is spent annually on electricity and gas within the city of Southampton.
<b>PREFERRED OPTION</b>	
5.	<p>It is proposed SCC undertakes a progressive phased approach to deliver an effective energy supply product that will deliver the income objectives of the council and benefits for customers. This report is proposing development of Phase 1 only, whilst ensuring that we agree terms with a procured licenced energy supplier that will enable future phases to be delivered.</p> <ul style="list-style-type: none"> <li>• Phase 1 objectives – to provide a branded energy supply product with a third party (White Label Product – see below) to provide a low risk income, tackle fuel poverty, supply cost effective energy to all, develop a customer base and provide certainty to invest capital in the future phases. Delivery within 6-9 months from cabinet approval.</li> <li>• Phase 2 - 4 objectives – supply and sell energy generated locally by SCC and our partners, develop added value business opportunities to benefit the city and local area and, if Phase 1 provides sufficient customer numbers, to develop a business case to become a licensed energy supplier and secure an energy supply license. Within 2-6 years.</li> </ul>
6.	An energy white label is an unlicensed brand that has a contractual agreement with a licensed energy supplier to sell gas and/or electricity to consumers using the white label's brand.
7.	It's proposed that Phase 1 delivers a white label energy supply product that has regional coverage under a trusted local brand. This would require SCC to register the brand (yet to be decided upon) under a registered trademark; then have a brand, trademark and license agreement with the licensed energy provider to define obligations, roles and responsibilities and any other necessary requirements. The licensed energy supplier would be 'The Company' and the brand would sit as the 'Front End' of the company locally. All back office functions and legal obligations under the energy supply regulations would be the responsibility of The Company that SCC would contract with.
8.	Phase 1 means procuring an existing licensed energy supplier under a 'white label plus' or similar agreement. There are a number of models capable of

	delivering our requirements and these will be investigated in more detail once approval has been given to take this proposal forward. Essentially under this arrangement, SCC would not hold an energy supply licence, but would instead work in partnership with an existing licensed supplier to offer gas and electricity to consumers using our own trusted ESCo brand. Initially, all back office functions would be managed by the licensed supplier.
9.	The Phase 1 option has significantly lower upfront implementation costs than moving into the full licensed energy supply market and will provide a net income. It will meet with SCC's strategic aims to generate a sufficient income from an energy supply service whilst reducing fuel poverty. If adequate customer numbers are secured during Phase 1, there is an option to become a licenced energy supplier or invest in the ESCo to increase tariff control and income opportunity.
10.	Historically there was a risk that white label or switching products would be unable to guarantee a long term low priced energy product. They have generally been set up using short term contracts that place consumers onto standard higher cost tariffs at the end of the contract term unless they switch again, which would defeat the medium to long term objectives. There is the opportunity to offer consistently lower priced white label tariffs as standard.
11.	An energy white label product would require around 5,000 customers to be viable. SCC would aim to sign up 10,000 customers in year 1. This would be undertaken by offering low tariffs, utilising low cost existing marketing routes, direct marketing, partnering with other social landlords and raising awareness through social and other media.
12.	A partner will be procured to deliver a white label ESCo with a contract term of at least 5 years, plus optional extension periods up to another 5 years.
13.	The terms of the contract between the energy license holder and SCC needs to include all of the service and customer requirements from day one or be sufficiently flexible to incorporate further added value products or services.
14.	Discussions have been held with the following existing energy suppliers Ovo, Robin Hood Energy, Bristol Energy, Community Exchange, Utilita, Tempus Energy, Energy helpline and Engie.
15.	Recent examples of agreed local authority led white-label supply arrangements include Leeds City Council and Peterborough City Council who have partnered with Robin Hood Energy and Ovo Energy respectively.
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>	
16.	Becoming a fully Licensed Energy Supplier has been assessed in some detail; however this has been rejected at this stage. This option would require SCC to set up a company fully owned by the council or in partnership with others. The 'company' would then need to become an energy supply licence holder, which requires successful completion of a complex, resource-intensive and inherently more risky process. Setting up a fully licensed energy supplier has cost other local authorities between £2.3 and £3.4 million. Ongoing costs and administration of the energy supply company are also significant and would involve major financial and resource commitment by SCC. Approximately 120,000 customers would be required to make a SCC wholly owned fully licensed energy supply company viable.
<b>DETAIL (Including consultation carried out)</b>	

17.	The recommended ESCo arrangement can be delivered in a short timescale and offer lower cost energy tariffs to all Southampton / southern region residents whilst earning an income.																							
18.	Income initially looks low but with increased customer numbers it can grow considerably, particularly when integrated with income earned now and in the future by the Energy Team.																							
19.	<p>This would be achieved by:</p> <ul style="list-style-type: none"> <li>• Setting up a white label locally branded energy supply company under an ESCo;</li> <li>• Tapping into cheap or no cost marketing options;</li> <li>• Ensuring that the ESCo's business activities are streamlined to avoid expensive bureaucracy;</li> <li>• Switching consumers to more competitive rates; and,</li> <li>• Recovering a financial rebate per supply point.</li> </ul> <p>The ESCo will provide other benefits including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Sustainable income for the council.</li> <li>• Switching people from pre-payment meters to 'smart' pay-as-you-go alternatives;</li> <li>• Possible incorporation of the council housing current and future heat supplies.</li> <li>• Providing a route to market for local renewable electricity and efficiency schemes.</li> <li>• Providing small to medium sized businesses with a competitive alternative to the national energy providers.</li> </ul>																							
20.	The contracted licensed supply company will be responsible for all customer accounts and energy market regulatory compliance; whereas, the council will be responsible for marketing and promotion. This includes using our trusted brand to promote the service to all residents in Southampton and beyond, both directly and via our partners.																							
21.	The target sign up of 10,000 customers in year 1 would provide a minimum aggregate customer cost saving of £1 million per annum. Table 1 below shows the estimated customer numbers by sign up type. A further breakdown of table 1 can be found in appendix 1.																							
22.	<table border="1"> <thead> <tr> <th>Customer Type</th> <th>Customers - Year 1</th> <th>% of Total Available Customers Per Type</th> </tr> </thead> <tbody> <tr> <td>SCC Residents - Tenants &amp; Private</td> <td>2,600</td> <td>3%</td> </tr> <tr> <td>Council Employees</td> <td>300</td> <td>11%</td> </tr> <tr> <td>Energy Partnership Employees</td> <td>600</td> <td>4%</td> </tr> <tr> <td>Other Hampshire Authority Residents</td> <td>4,400</td> <td>1%</td> </tr> <tr> <td>Voids</td> <td>2,100</td> <td>68%</td> </tr> <tr> <td><b>Total</b></td> <td><b>10,000</b></td> <td></td> </tr> </tbody> </table> <p><b>Table 1 – Sign up by customer type</b></p>			Customer Type	Customers - Year 1	% of Total Available Customers Per Type	SCC Residents - Tenants & Private	2,600	3%	Council Employees	300	11%	Energy Partnership Employees	600	4%	Other Hampshire Authority Residents	4,400	1%	Voids	2,100	68%	<b>Total</b>	<b>10,000</b>	
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23.	A self-funded marketing programme would be responsible for signing up new																							

	customers; whilst switching and ongoing customer service would be delivered by the ESCo licensed energy supplier.
24.	Marketing and acquiring the required customer numbers will be undertaken via existing routes such as housing void management or communications and initially be focused on our own or other authority's tenants and residents. Such an approach will lower energy costs for our own tenants whilst reducing marketing and customer acquisition costs.
25.	There is scope to offer other local authorities and housing associations within the region a benefit for marketing the ESCo within their areas. This would increase uptake, consumer benefit and income opportunity. An initial model for this has been developed and will form the basis of continued discussions with external stakeholders via existing networks and APSE Energy once cabinet has given permission to proceed.
26.	Council property voids will be automatically switched to the ESCo during the voids management process so that new tenants immediately benefit from lower tariffs. There were circa 1,100 voids within SCC council housing in 2015-16. Discussions with other Hampshire social landlords has also taken place to capture further customers this way.
27.	There are additional opportunities to develop income via smart or innovative energy technology throughout the consumer base. One example is delivery of solar photo voltaic (PV) electrical generation alongside electricity battery storage solutions which can further reduce costs to the consumer and provide additional sustainable earning potential for SCC and regional partners.
28.	There are a number of other local authorities that are also keen to offer an energy solution within their administrative areas, including Reading Borough Council and Portsmouth City Council. Portsmouth CC have already set up a switching energy product with a partner. We will continue to discuss with other southern authorities to ensure there is the least amount of duplication regionally.
29.	Local authorities have a vested interest in their region's population, infrastructure or economy; whereas, virtually all of the energy supplied across the local gas and electrical grids direct to third party customers (business or domestic) is purchased from large energy supply companies that do not have a vested interest in the region.
30.	Due to SCC's trusted brand status, and the scale of energy consumption within Southampton and the sub region, there is a real opportunity for SCC to deliver an effective customer focused and competitive energy supply product, whilst utilising a proportion of the money spent by the consumers to invest in the city's and region's future.
31.	SCC is also highly regarded nationally for its work on energy, ranking among the top three authorities in the LA Energy Index 2015-16.

## **RESOURCE IMPLICATIONS**

### **Revenue**

32.	There is a requirement for further detailed assessment of the contractual content and service level agreements which will require officers, with external expert support, to conduct commercial negotiations along with the development of a full business case and legal and financial due diligence.
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33.	The estimated revenue costs for undertaking this detailed assessment and setting up a white label type ESCo in year one are approximately £158k, which includes officer time. Annual ongoing revenue costs thereafter would be significantly less but this requires further confirmation as part of the formal negotiation and setup of the ESCo.																			
34.	It's proposed that the setup costs are paid from existing PUSH funding currently held to finance a Green Projects capital scheme in the Housing & Sustainability Portfolio. This money was approved to help alleviate fuel poverty and therefore aligns with the objectives of this proposal.																			
35.	From year two marketing, contract management and ongoing costs would be recovered from the income generated by the ESCo.																			
36.	Income will be recovered from each customer supplied via the ESCo. An initial recovery rate has been used for income estimates. This figure will be agreed based on internal requirements, tariff assessment and the negotiation process with the licensed energy supplier. Any recovery rate will impact on the final price charged to the consumer; therefore, keeping the cost per energy supply as low as possible is of paramount importance.																			
37.	The 5 year customer target would be agreed as part of the contract and further negotiation process; however, the ESCo would be expected to capture a minimum 40,000 anticipated customers across the region within 5 years.																			
38.	Table 2 below shows estimated income SCC could achieve based on the expected customer numbers at 5 years. Income is dependent on recovery rates from the consumer tariff.																			
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5	40,000	£237,943																		
40.	As discussed, SCC will work with other local authority areas to endorse and incentivise local marketing. This would help increase customer numbers and help recover the costs of set up and marketing, whilst maximising the wider benefit to consumers under a single regional brand.																			
<b><u>Property/Other</u></b>																				
41.	None																			
<b>LEGAL IMPLICATIONS</b>																				
<b><u>Statutory power to undertake proposals in the report:</u></b>																				
42.	The procurement of an energy supply partner can be undertaken in accordance with s.1 Localism Act 2011 – the general power of competence and under s.111 Local Government Act 1972 – the power to do anything conducive to, ancillary to or calculated to facilitate the discharge of the Local Authorities powers and																			

	functions.
<b>Other Legal Implications:</b>	
43.	Any company established to deliver energy services will be required to comply with relevant provisions of the Companies Act together, all relevant regulatory requirements for the energy sector, the public sector equalities duty and other relevant pervasive legislation.
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
44.	Specific alignment with corporate strategy outcome - People in Southampton live safe, healthy, independent lives and the Executive Political Commitment to work with other local councils to launch our own power company; use it to offer cut priced electricity and gas to residents.
45.	Alignment with all other executive commitments whether it's offering lower cost energy and services to business, helping those families or homes living in fuel poverty reduce energy costs, bringing ownership of energy back to the city to an organisation that has a true vested interest in its wellbeing.
46.	Alignment with Departmental / Energy Team plans to further develop and promote SCC's energy managed service to other organisations within the city / region.
47.	Strategic interdependencies include work on fuel poverty, public health, decent homes, Low Carbon City, Carbon Reduction Policy.

<b>KEY DECISION?</b>	Yes
<b>WARDS/COMMUNITIES AFFECTED:</b>	All
<u>SUPPORTING DOCUMENTATION</u>	
<b>Appendices</b>	
1.	Confidential - Business Plan: Energy Supply Company (ESCo)

**Documents In Members' Rooms**

1.	
2.	

**Equality Impact Assessment**

<b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b>	<b>Yes</b>
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**Privacy Impact Assessment**

<b>Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.</b>	<b>Yes</b>
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**Other Background Documents**

**Other Background documents available for inspection at:**

<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules /</b>
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		Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.		
2.		

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Document is Confidential

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