
SOUTHAMPTON CITY COUNCIL

MINUTES OF THE COUNCIL MEETING HELD ON
19 SEPTEMBER 2018

Present:

The Mayor, Councillor Barnes-Andrews
The Sheriff, Councillor P Baillie
Councillors Bell, Mrs Blatchford, Bogle, Chaloner, Claisse, Fielker,
Fitzhenry, Fuller, Furnell, Galton, Galton, Guthrie, Hammond, Hannides,
B Harris, L Harris, Harwood, Houghton, Jordan, Kataria, Kaur, Keogh,
Laurent, Leggett, McEwing, Mintoff, Mitchell, Morrell (minutes 39 - 44 (d)
and 48), Murphy, Noon, Dr Paffey, Payne, Pope, Rayment, Savage, Shields,
Streets, Taggart, D Thomas (minutes 39 - 44 (d) and 48), T Thomas
(minutes 39 - 44 (d) and 48), Vassiliou, Whitbread, White and Wilkinson

39. APOLOGIES

It was noted that apologies had been received from Councillors J Baillie, Coombs and Parnell.

40. MINUTES

RESOLVED: that the minutes of the meeting held on 18th July 2018 be approved and signed as a correct record.

41. ANNOUNCEMENTS FROM THE MAYOR AND LEADER

- (i) The Mayor announced that, Fairisle Junior School are one of just three schools in Southampton that were awarded the STARS Gold Award for Sustainable Travel at the end of last term.

Modeshift STARS is the national schools awards scheme that had been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel.

The Gold Award requires schools to sustain commitment to active travel initiatives over a prolonged period. One of the most significant achievements, and an essential element of the award, is that the school must reduce car usage amongst parents and carers by 5% during a three year period. This helps to ease congestion and improve local air quality around the school site, thereby encouraging more pupils and families to walk, scoot and cycle to school.

The school has undertaken a wide range of activities with pupils, parents and local residents including:

- Travel Tracker- the school records pupils' mode of travel on a daily basis and rewards those who travel actively with badges and resources.
- Walk to School Week

- A child-friendly street project with SCC and Sustrans.
- Staff and pupils organised a road closure and held a street party outside school to trial street furniture and traffic-calming measures. This provided an opportunity for engagement with local residents.
- The school arranged for a HGV to visit the school in order to demonstrate blind spots and road safety issues for cyclists. This session received excellent feedback from pupils and parents.

The Active Travel ethos is embedded across the school and supported by the Leadership team. Even the termly prize for best attendance is active-travel related - last term's prize was a bike! The School Travel champion ensures that links between active travel and other areas of school life are connected. Southampton City Council's School Travel Team presented the school with a Golden Rose to commemorate their Gold achievement. The rose was planted by the Head Boy and Head Girl outside main reception area and is cared for by pupils in the gardening club.

We welcome Learning Leader pupils from Fairisle Junior School who are here today to tell us more about how they achieved their fantastic award and what they have planned for the future.

Thank you for your presentation, I would like to invite the Head Girl and Boy to come forward and receive their Gold STARS certificate and plaque.

- (ii) The Mayor announced that on the 5th September Councillor McEwing and Sharon Carroll (a current SCC employee and Reservist for 106 Royal Artillery Regiment) attended an award ceremony at Victory Museum, Portsmouth to receive a Silver Award from the Ministry of Defence Employer Recognition Scheme. The award confirms the Council's growing commitment to ensure that serving and former Armed Forces personnel and their families are supported and receive opportunities during their employment with the Council.
- (iii) The Leader announced the appointment of Cllr Leggett to the Cabinet as the Portfolio Holder for Green City.

42. DEPUTATIONS, PETITIONS AND PUBLIC QUESTIONS

- (i) The Council received and noted a deputation from Mr Alex Williamson concerning Wave Trust 70/30 Campaign;
- (ii) The Council received and noted a deputation from Ms Amanda Guest and Ms Lisa Stead concerning Kentish Road Respite Centre.

43. EXECUTIVE BUSINESS REPORT

The report of the Leader of the Council was submitted setting out the details of the business undertaken by the Executive.

The Leader and the Cabinet made statements and responded to questions.

The following questions were submitted in accordance with Council Procedure Rule 11.1.

1. Contract Confidence

According to the Council's own internal reports, the Capita Contract was performing well. Now it has been cancelled by the Labour Administration. How can the public have confidence in any other contracts the Council has with providers like Capita, when the Council claims they are performing well and hides poor performance behind claimed "confidentiality"?

Answer

The Council is bringing the services delivered under the contract back in-house to ensure that we have full control and flexibility over these critical services going forward. This will enable these services to be managed in full alignment with the Council's strategy and eliminate the administrative, commercial and legal constraints presented by the contract.

2. Recording Meetings

The minutes of Full Council, according to Democratic Services, do not record proceedings, only resolutions. This excludes important actions taken by opposition councillors in holding the Executive to account. The minutes even exclude questions of concern asked to officers of the Council or that even questions were asked of members of the Executive. They even exclude reports and concerns expressed about courses of action being taken by the Executive, including on controversial and/or costly expenditure. This could be resolved by recording Full Council meetings, whether by audio or video means, as is done in other councils in Hampshire (e.g. Basingstoke and Deane and Hampshire County councils). Will you commit to begin these recordings by the end of 2018?

Answer

The Council's minutes are brief notes of the proceedings at any formal decision making meeting that, in particular, record the decision made by members not the debate. Minutes can take whatever form is preferred by an individual authority and styles vary but the Council's approach has served the Council well over many years. There is no merit in a verbatim written report being produced and the Council's approach follows the practice followed by the majority of Councils. The most important and overarching element is that the decision is accurately recorded.

Minutes are not designed to be used as records of political debate. Officers have explored the possibility of web-camming or streaming meetings, the technology is available on the market, but is costly and from the experience of the few others who do the hits are very few.

3. Arts Complex – Expenditure

How much total Council money has been spent on the Arts Complex since its inception, how much additional money has been spent on the Arts Complex

since you became responsible for it, and when will the taxpayer get this money back?

Answer

The total project spend to the end of August 2018 is £19,958,722.

Since April 2016, the spend has been £14,223,304.

Since opening, Studio 144 has attracted 18,000 visits to the John Hansard gallery and over 55,000 visits to NST City, these are visitors who are welcomed into the City enhancing its reputation, spending money on parking, refreshments and in local shops. The productions and exhibitions have been acclaimed on a national scale and are contributing significantly to our visitor economy. This combined with the business rates and council tax receipts mean that the City is already reaping the benefits of Studio 144.

4. Fire Safety Works

Southampton City Council issued a press release on the Anniversary of the Grenfell Tragedy stating a £15 million figure on fire safety works. You have replied to me stating that this figure is not contained in a single document. Please justify the use of the figure, with reference to Council documents.

Answer

The original figure of £15m captures a variety of fire safety improvements for Southampton tenants. Subsequently this project has expanded to enhance the level of protection for those living in high rise blocks. The documents which provide the details of budget approvals and updates has been provided separately to Cllr Pope as part of an earlier query on this subject.

5. Fire Safety Expenditure

When I asked you at July 2018 Full Council under Executive Business how much money was being spent on Fire Safety, you said £25 million - not £15 million. Please justify the use of the figure, with reference to Council documents, and the differences in expenditure with the £15 million figure referenced above.

Answer

The £25m figure represents the most recent estimated total cost of works that will improve fire safety for Southampton tenants. During the course of the project the scope changed as opportunities to undertake further fire safety works were identified and subsequently included. Part of the reason for the increase is that we have identified additional works that could be brought forward, which is a more cost-efficient way to deliver the project and delivers greater benefits upfront.

6. Clean Air Zone

The proposals for a Clean Air Zone by this Labour Administration and Conservative Government claim that HGVs, taxis and buses will be charged but private cars and vans will not.

How will this proposal improve air quality significantly when the Council's own figures show that HGVs, taxis and buses are a relatively small proportion of polluters?

As the Council's own figures show that private cars and vans are the largest polluters, there is great concern from residents and small businesses that private cars will be included in future. Therefore to protect Southampton residents and small businesses, will you commit now that private cars and vans will never be included by this Council in any Clean Air Zone?

Answer

The objective of the CAZ is to deliver compliance with EU NO₂ limit value. Government expect our proposal for a CAZ to comply with the national framework and to be proportionate. That means we are expected to consider each of the classes of CAZ in the national framework from A to D until we find the one which is likely to deliver compliance in the shortest possible time whilst not introducing costs that might be considered excessive or unnecessary. The evidence to date suggests a class B is likely to achieve compliance without including cars and hence was the preferred option put out for public consultation. If we were to follow the framework and move to class C (include LGV's) or D (include private vehicles) we would be imposing economic costs on a very broad spectrum of businesses and individuals when the specific objective we must achieve has been delivered by a Class B (Busses, Coaches, Taxis and HGV's). For that reason there is no basis to charge cars or vans.

We accept that buses and taxis contribute little to the levels on the A33 and the government's framework is at odds with that. But those are the tools we have been given. However, we are confident that any efforts to improve any of the sectors will have lasting effects on other parts of city.

The council also has a broader Clean Air Strategy and action plan to deliver wider ongoing improvements. There are no plans currently to include cars and vans in any potential charging CAZ.

7. Clean Air Zone – Economic Impact

What assessment have you done on the economic impact of your CAZ proposals? How many jobs will be effected?

Answer

An economic assessment has been undertaken by independent consultants to determine the citywide economic impact. This balances the cost of charges against the benefits which include the economic benefits associated with the operation of newer, cleaner fleets.

We recognise that any change brings challenges to business and that is why we are working on a range of mitigation measures to support businesses if a charging scheme were introduced. That includes assessing the economic impacts on specific stakeholder groups.

Until the assessment is complete and the consultation input considered it would not be appropriate to say what the final economic cost might be or if there is any risk to jobs. That is part of the purpose of the consultation exercise and the assessment to follow.

8. Clean Air Consultation

Who made the decision to initiate the CAZ consultation at such a late stage given you have known the implementation date for several years and the risks of missing the Government's deadlines?

Answer

The Ministerial Direction from government to undertake this assessment was only received in December 2017. The council has acted in advance of this based on versions of the governments National Strategy to reduce Nitrogen Dioxide (which were subsequently removed). The current version of this was published in July 2017.

Despite these challenging timelines and the uncertainty preceding them we have taken actions to deliver a meaningful consultation exercise supported with an appropriate evidence base in a timely manner that is consistent with other CAZ cities. The timing of the local election soon after the Outline Business Case was prepared resulted in the consultation having to be commenced after Purdah, but we remain confident that we can deliver any necessary actions in a timely manner.

9. Class B Charging Zone

Who made the decision to consult on a Class B charging zone and why?

Answer

The technical process (as prescribed by government) identified a Class B charging scheme as the option most likely to meet the primary objective (i.e. compliance with EU nitrogen dioxide levels in the shortest possible time). As such it was identified as the preferred option in accordance with the same prescribed process. The consultation identifies other options including non-charging.

The outcome of the technical assessment was subject to internal scrutiny by council officers and senior managers before inclusion in a consultation package which was presented to both the Cabinet Member for Sustainable Living and then Cabinet for approval.

10. Clean Air Zone Revenue

How much revenue will the proposed Clean Air Zone produce in years 1-3 and how much will the operating costs be?

Answer

A financial model is in development and the costs and revenue will be very much depend on the final form that any implemented charging scheme might take, subject to approval and submission to government of a full business case. The consultation exercise and subsequent technical reassessment will guide this. If a charging scheme were to be proposed for implementation a financial model with capital costs and revenue incomes would be reported as part of the decision making process. Any such proposal will need to demonstrate value for money, will not be funded locally and any revenue it does generate will be ring fenced to delivering clean air initiatives.

11. Clean Air in the City

Does the Cabinet Member stand by her comments at the recent OSMC meeting – that Congestion Charging, Work Place Levies and extending the proposed Clean Air Zone are solutions that the administration are prepared to propose as options to dealing with Clean Air in the City?

Verbal Response at the Meeting

As indicated at the recent OSMC meeting all options for dealing with LTP4 in the City were proposed as part of the consultation process and will be evaluated as part of the response process.

12. Clean Air Zone

Does the Cabinet Member stand by her comments at the July Cabinet meeting, that “if people come back against the proposals we will consider what we will do”?

Verbal Response at the Meeting

The point that was made at the July Cabinet Meeting was that there would be genuine consultation, encouragement for all to participate in the consultation and as part of the response process comments to be listened to, reflected upon and a view reached.

13. Charging Clean Air Zone

Would the Leader be proposing to introduce a charging CAZ if the council did not have a Ministerial Directive to do it?

Verbal Response at the Meeting

There is a legal obligation to conform to the Ministerial Directive, there has been a consultation process and the decision will come forward to a future meeting for implementation.

14. Achieving the Requirements of the Ministerial Directive on Clean Air

What is the Leaders preferred option to achieving the requirements of the Ministerial Directive on clean air?

Answer

The technical assessment that has been conducted in accordance with government guidance is so far suggesting that a Class B CAZ is the option most likely to deliver compliance in the shortest possible time. That will be subject to review and further assessment as part of the due process following consultation which will identify a preferred option to take forward for approval. This will be the option that technically and legally we have most confidence in delivering compliance.

15. Importance of Aspiration

How important is aspiration to the Executive?

Answer

The Executive is highly aspirational for the people of Southampton and endeavours to ensure that from early years, through schools, to post-16 and adult learning contexts, everyone is able to take up a broad range of opportunities they might wish to, in order to develop their skills and make the most of employment opportunities.

The Executive is committed to working with all partners to ensure there is the highest quality of teaching and learning, that enables students of all ages and backgrounds to achieve their full potential in our growing city's economy

16. Input on the School Curriculum

What input does the Executive have on the school curriculum?

Answer

The Executive has no direct control over the curriculum offered by schools provided it meets DfE guidelines. The responsibility for the content and structure of a school's curriculum rests with the Senior Leadership Team and Governors or in the case of a Multi-academy Trust the Board of Trustees.

44. MOTIONS

(a) Councillor Shields moved and Councillor Bogle seconded.

“This Council is alarmed at the continuing financial crisis facing England’s adult and children’s social care systems which – between them account for over half of discretionary spending for upper tier local authorities like Southampton. This crisis is getting worse as a direct consequence of increased demand for Council-commissioned care services due to an ageing population and the negative impact of welfare reforms on vulnerable working age adults and their families. The problem is further compounded by the year-on-year Government reductions in Council finances since 2010 – with places like Southampton, hit particularly hard.

This Council accepts that local authority social care services up and down the country have reached a tipping point with some County Councils – like Northamptonshire, Somerset and West Sussex – facing bankruptcy. Moreover the social care funding crisis also threatens our valued NHS as we celebrate its 70th anniversary. For too long have governments – of all colours – put off meaningful action to address the chronic underfunding of our social care system and we look forward later this year to receiving a (thrice delayed) Government Green Paper on adult social care. We applaud the Local Government Association initiative in producing its own Green Paper for adult social care and wellbeing ‘The Lives We Want to Lead’ and the local response to this by the City’s Health & Wellbeing Board and other partners.

This Council urges the Government to commit to long-term funding for adult social care services along the same lines as for the NHS – i.e. free at the point of need and funded through general taxation. In recognition that a commitment of this magnitude may take time to fully implement, we call on the Government to avert the pending crisis in adult social care (requiring £3.56 billion more by 2025 just to stand still) by ensuring an immediate injection of an extra £2 billion to England’s local authorities in the autumn statement specifically for health and social care. This Council urges the City’s three MPs to make urgent representations to the ministers of state for care and public health (both Hampshire MPs) to ensure that Southampton receives a fair funding deal from Government in order to deliver its statutory care and health responsibilities.”

UPON BEING PUT TO THE VOTE THE MOTION WAS DECLARED CARRIED.

RESOLVED: that the motion be approved.

(b) Councillor Mitchell moved and Councillor McEwing seconded

“This Council notes that Southampton has a relatively high incidence of domestic violence reporting and studies show that once in an unhealthy relationship economic abuse is one of the most common types of abuse faced by the abused partner.

This council believes that the system of paying universal credit to couples via a single household payment, rather than paying benefits to the separate individuals who claim, has the potential to exacerbate this kind of abuse by concentrating power and resources in the hands of a perpetrator.

This council recognizes that this puts individuals at further risk of coercive control and that it may also make it harder for them to leave an abusive relationship knowing they can't put any money aside as a contingency without their abuser noticing.

This council believes that these sorts of barriers for victims of domestic abuse wanting to seek help are unacceptable.

Therefore this council will write to the Secretary of State for Work and Pensions and the Parliamentary Under-secretary of state for crime, safeguarding and vulnerability asking them to rethink this policy and pay non housing elements of universal credit to individual's claimants as standard."

UPON BEING PUT TO THE VOTE THE MOTION WAS DECLARED CARRIED.

RESOLVED: that the motion be approved.

(c) Councillor Galton moved and Councillor Fitzhenry seconded

"This Council acknowledges the need to refocus and present a clear vision, with demonstrable local leadership, to create a clean and green City.

A Council determined to deliver a clean and green city in the quickest possible time would immediately change tack and work with our partners on the premise of incentivisation and not taxation; to produce the most sensible economic and long term sustainable solutions for creating a world class City.

We as a City Council will lead by setting a better example than we currently are; ensuring at every opportunity we take the whole City forward together.

This immediate change in Council approach and direction will be delivered by exploring and implementing innovative solutions such as:

- Getting our city moving - especially by reducing the impact our current traffic light system has on creating local congestion during peak hours.
- Delivering cleaner air through natural filtration and environmental greening across the City.
- A new local Council planning policy to fully recognise air quality in the planning process and ensuring greener development including eco roofs and walls come forward as our City grows and prospers.
- Leading by example by having a cleaner and greener Council fleet and supporting and encouraging businesses to follow our lead.
- Immediately implementing eco driver monitoring for all Council vehicles. Not only will this immediately deliver cleaner air, it will also save the Council money on fuel bills."
- Putting the focus on cleaner and safer residential zones where the pedestrian is a higher priority and traffic speed limits are naturally lower.
- Working with businesses to facilitate a greener modal shift from people to goods.
- Supporting our local taxi trade so that they are a leading example of cleaner travel within our City."

Amendment moved by Councillor Rayment and Councillor Leggett seconded:

First Paragraph, first line **delete** “This Council acknowledges the need to refocus” and **replace with** “This Council presents a clear vision”.

Second Paragraph, first line **after** “A” **insert** “Labour”

Second Paragraph, second line **after** “time” **delete** “would immediately change tack and work” and **replace with** “working with our partners”.

Second Paragraph, second line **delete** “on the premise of incentivisation and not taxation;”

Third Paragraph, first line **after** “by” **delete** “setting a better”, same line **after** “example” **delete** “than we currently are,”.

Fourth Paragraph, first line **after** “This” **delete** “immediate change in Council” **replace with** “Councils”. Same line **delete** “will be delivered by” **replace with** “is about delivering”.

Bullet Point 1 – **delete** “Getting” **replace with** “Keeping” same line **delete** “especially by reducing” **replace with** “by improving”. **After** “the impact” **delete** “our current” **replace with** “of the”. Second line **delete** “has on creating local congestion during peak hours” **replace with** “, with an improved ITS strategy”.

Bullet Point 2 – first line **after** “through” **delete** “natural filtration and environmental greening across the City” and **replace with** “ a greener City by protecting and developing our natural estate which covers 20% of the City.

Bullet Point 3 – first line **delete** “A new local Council” and **replace with** “We are looking at”. **After** “planning policy” **delete** “to fully recognise air quality in” and **replace with** “in how the”. Second line **after** “planning process” **delete** “and ensuring” and **replace with** “ensures”. Third line **after** “walls” **delete** “come forward” and **insert** “along with other initiatives to move us forward”.

Bullet Point 4 – **Before** “Leading” **insert** “We are”

Bullet Point 5 – **Delete**

Bullet Point 6 – **Delete** “Putting the focus on” and **replace with** “As a council we are delivering Active Travel Zones ensuring”. Second line **after** “pedestrian” **delete** “is” and **replace with** “are”. Same line **after** “priority” **delete** “and traffic speed limits are naturally low”

Bullet Point 7 – **Delete** “Working with businesses” and **replace with** “The Access Group are working with businesses and schools along with the University”. Same line **after** “shift” **delete** “from people to goods” and **replace with** “across the City”

Bullet Point 8 – **Before** “Supporting” **insert** “ This Administration acknowledges and is”. Same line **after** “trade” **insert** “and local bus companies”

Amended Motion to Read:

This Council presents a clear vision, with demonstrable local leadership, to create a clean and green City.

A Labour Council determined to deliver a clean and green city in the quickest possible time working with our partners to produce the most sensible economic and long term sustainable solutions for creating a world class City.

We as a City Council will lead by example ensuring at every opportunity we take the whole City forward together.

This Councils approach and direction is about delivering, exploring and implementing innovative solutions such as:

- Keeping our city moving - by improving the impact of the traffic light system, with an improved ITS strategy.
- Delivering cleaner air through a greener City by protecting and developing our natural estate which covers 20% of the City.
- We are looking at planning policy in how the planning process ensures greener development including eco roofs and walls along with other initiatives to move us forward as our City grows and prospers.
- We are Leading by example by having a cleaner and greener Council fleet and supporting and encouraging businesses to follow our lead
- As a council we are delivering Active Travel Zones ensuring cleaner and safer residential zones where the pedestrian are a higher priority.
- The Access Group are working with businesses and schools along with the University to facilitate a greener modal shift across the City.

This Administration acknowledges and is supporting our local taxi trade and local bus companies so that they are a leading example of cleaner travel within our City.”

UPON BEING PUT TO THE VOTE THE AMENDMENT IN THE NAME OF COUNCILLOR RAYMENT WAS DECLARED CARRIED.

UPON BEING PUT TO THE VOTE THE AMENDED MOTION WAS DECLARED CARRIED.

RESOLVED: that the amended motion be approved.

(d) Councillor Keogh moved and Councillor McEwing seconded.

Council is concerned about the significant decline in the number of apprentice starts since the introduction of the levy in 2017.

Council requests the appropriate Cabinet Member to write a joint letter signed by the Heads of the City's FE Institutions asking for the Government to start an immediate enquiry into why the levy is failing to deliver and what can be done to increase the quality and quantity of apprenticeship starts.

UPON BEING PUT TO THE VOTE THE MOTION WAS DECLARED CARRIED.

RESOLVED: that the motion be approved.

45. QUESTIONS FROM MEMBERS TO THE CHAIRS OF COMMITTEES OR THE MAYOR

It was noted that no requests for Questions from Members to the Chairs of Committees or the Mayor had been received.

46. APPOINTMENTS TO COMMITTEES, SUB-COMMITTEES AND OTHER BODIES

Council noted that the following Members had been appointed to "The Future of Work in Southampton" Scrutiny Inquiry Panel:-

Councillors McEwing, Bogle, Coombs, Furnell, Fitzhenry, Guthrie and Laurent.

Council also noted that Cllr Leggett would be replaced on Health Overview Scrutiny Panel by Cllr Payne. Council in accordance with Overview and Scrutiny Management Procedure Rule 3.4.2 approved that Cllr Payne may serve forthwith on Health Overview and Scrutiny Panel and that the firebreak period was accordingly waived.

47. SOCIAL MEDIA POLICY FOR MEMBERS

The report of the Director of Legal and Governance was submitted seeking approval of the proposed Social Media Policy for Members for inclusion into the Council's Constitution.

RESOLVED: that the proposed Social Media Policy for Members be approved and adopted as a core guidance document in conjunction with the Members Code of Conduct.

48. COMMISSIONING SUBSTANCE MISUSE SERVICES FOR ADULTS AND YOUNG PEOPLE IN SOUTHAMPTON

The report of the Cabinet Member for Community and Wellbeing was submitted seeking approval of the financial envelope for the Commissioning Substance Misuse Services for Adults and Young People in Southampton.

RESOLVED: that the financial envelope of up to £20,862,737 for a maximum period of 7 years (5 + 2 years extension when applied to contracts) and maintaining the current level of annual investment be approved.