

Public Document Pack

Cabinet

Tuesday, 19th March, 2019
at 4.30 pm

PLEASE NOTE TIME OF MEETING

Council Chamber - Civic Centre

This meeting is open to the public

Members

Leader and Clean Growth & Development –
Councillor Hammond
Adult Care - Councillor Fielker
Aspiration, Schools & Lifelong Learning –
Councillor Paffey
Children & Families - Councillor Jordan
Community Wellbeing – Councillor Shields
Finance & Customer Experience - Councillor Chaloner
Green City – Councillor Leggett
Homes & Culture - Councillor Kaur
Transport & Public Realm - Councillor Rayment

(QUORUM – 3)

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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

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.

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

- Southampton has strong and sustainable economic growth
- Children and young people get a good start in life

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

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)

2018	2019
19 June	15 January
17 July	12 February (Budget)
21 August	19 February
18 September	19 March
16 October	16 April
20 November	
18 December	

- People in Southampton live safe, healthy, independent lives
- Southampton is an attractive modern City, where people are proud to live and work

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 - 4)

Record of the decision making held on 19th February, 2019 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

To deal with any executive appointments, as required.

ITEMS FOR DECISION BY CABINET

8 EDUCATION CAPITAL PROGRAMME □ (Pages 5 - 86)

To consider the report of the Cabinet Member for Aspiration, Schools and Lifelong Learning on public and statutory consultation and scheme proposals for St. Mark's C of E All-Through School. Proposals for secondary expansion. Improvement scheme for Chamberlayne College for the Arts and SEND Capital Investment Requirements.

9 HOME TO SCHOOL TRANSPORT AND POST-16 TRAVEL ARRANGEMENTS POLICY □ (Pages 87 - 96)

To consider the report of the Cabinet Member for Aspiration, Schools and Lifelong Learning seeking approval of the proposed policy for Home to School Transport and

Post-16 Travel Arrangements.

10 CONNECTED SOUTHAMPTON TRANSPORT STRATEGY 2040 □ (Pages 97 - 104)

To consider the report of Cabinet Member for Transport and Public Realm seeking approval to adopt the Local Transport Plan (LTP) for Southampton entitled Connected Southampton Transport Strategy 2040.

11 A REVISED CLEAN AIR STRATEGY FOR SOUTHAMPTON CITY COUNCIL □
(Pages 105 - 112)

To consider the report of the Cabinet Member for Green City seeking to adopt a revised version of the Clean Air Strategy for Southampton 2016-2025 reflecting progress in the development of the Clean Air Zone Plan.

12 A GREEN CITY CHARTER FOR SOUTHAMPTON □ (Pages 113 - 130)

To consider the report of the Cabinet Member for Green City seeking to adopt a Green City Charter and invite city stakeholders to enroll.

13 CONCESSIONARY FARES SCHEME 2019/20 □ (Pages 131 - 142)

To consider the report of the Cabinet Member for Transport and Public Realm detailing the final arrangements for the Concessionary Fare Scheme for 2019/20 including the rate at which bus operators will be reimbursed for concessionary pass travel.

Monday, 11 March 2019

Director of Legal and Governance

SOUTHAMPTON CITY COUNCIL
EXECUTIVE DECISION MAKING

RECORD OF THE DECISION MAKING HELD ON 19 FEBRUARY 2019

Present:

Councillor Hammond	Leader of the Council, Clean Growth and Development
Councillor Rayment	Cabinet Member for Transport and Public Realm
Councillor Chaloner	Cabinet Member for Finance and Customer Experience
Councillor Fielker	Cabinet Member for Adult Care
Councillor Jordan	Cabinet Member for Children and Families
Councillor Kaur	Cabinet Member for Homes and Culture
Councillor Leggett	Cabinet Member for Green City
Councillor Dr Paffey	Cabinet Member for Aspiration, Schools and Lifelong Learning
Councillor Shields	Cabinet Member for Community Wellbeing

38. CAPITAL FINANCIAL MONITORING FOR THE PERIOD TO THE END OF DECEMBER 2018

On consideration of the report of the Cabinet Member for Finance and Customer Experience, Cabinet noted the following:

- (i) That the overall forecast position at 31st December 2018 is £117.02M, resulting in a potential underspend of £27.08M, as detailed in table 3, and Appendix 1.
- (ii) That £8.73M has been added to the programme as at 31st December 2018 under the relevant approvals and that approval will be sought to add a further £44.64M to the programme as part of the Capital Strategy & Programme update report to Council in February 2019. These additions will be reported in due course. The additions of £8.73M are detailed in tables 1 and 2 and paragraphs 6.
- (iii) That the capital programme remains fully funded up to 2022/23 based on the latest forecast of available resources although the forecast can be subject to change; most notably with regard to the value and timing of anticipated capital receipts and the use of prudent assumptions of future government grants to be received.

39. CORPORATE REVENUE FINANCIAL MONITORING FOR THE PERIOD TO THE END OF DECEMBER 2018

On consideration of the report of the Cabinet Member for Finance and Customer Experience, Cabinet noted the following:

- i) The forecast outturn position is an underspend of £0.58M, as outlined in paragraph 3.
- ii) That the forecast overspend for portfolios is £7.70M as outlined in paragraph 4 to 14.

- iii) The delivery to date of the agreed savings proposals approved for 2018/19 as detailed in paragraphs 15 to 18.
- iv) The Key Financial Risk Register as detailed in paragraph 25 and appendix 1.
- v) The performance against the financial health indicators detailed in paragraphs 29 and 30 and appendix 2.
- vi) The performance of treasury management, and financial outlook in paragraphs 31 to 38 and appendix 3.
- vii) The performance outlined in the Quarterly Collection Fund Statement attached at appendix 4 and detailed in paragraphs 42 to 43.
- viii) The forecast outturn position is an overspend of £0.97M as outlined in paragraphs 39 to 41.

40. SOUTHAMPTON LIVING WELL SERVICE

DECISION MADE: (CAB 18/19 23235)

On consideration of the report of the Leader, Clean Growth and Development, Cabinet agreed the following:

- (i) To approve the exit of the lease with Saxon Weald Housing Association for the Brook Centre (day care accommodation) and delegate authority to the Director of Quality and Integration following consultation with the Leader, the Service Lead: Capital Assets and Director of Legal and Governance, to take all necessary steps to terminate the current lease arrangement.
- (ii) To delegate authority to the Director of Quality and Integration, in consultation with the Director of Legal and Governance, to enter into a legal agreement with Saxon Weald Housing Association in order to make a financial contribution of up to a maximum of £190,000 from the improved Better Care Fund (IBCF) grant (which has been earmarked for this purpose) in the form of a grant towards the costs of converting the property into two self-contained flats and that subject to a grant condition they be used for Council clients with learning disabilities.
- (iii) To delegate authority to the Director of Quality and Integration, in consultation with the Director of Legal and Governance, to take all necessary steps to enter into a Nomination and Void Agreement with Saxon Weald Housing Association, on completion of the conversion works, for the use of the flats.
- (iv) To delegate authority to the Director of Quality and Integration, in consultation with the Service Lead: Capital Assets and the Council's Procurement Services, to take the necessary steps to appoint a property consultant to develop an estates plan for the establishment of Community Wellbeing Centres across the city and specifically on the East of Southampton (as set out in Section 14).

41. THE REVISED MEDIUM TERM FINANCIAL STRATEGY AND BUDGET 2019/20 TO 2022/23

DECISION MADE: (CAB 18/19 23238)

On consideration of the report of the Cabinet Member for Finance and Customer Experience, Cabinet agreed the following:

- i) To note the position on the forecast adverse outturn position for 2019/20 as set out in paragraphs 31 to 38.
- ii) To note the revised Medium Term Financial Strategy 2019/20 to 2022/23 as detailed in Appendix 2.
- iii) To note the aims and objectives of the Medium Term Financial Strategy which will be presented to council for approval on 20 February 2019.
- iv) To note that formal budget consultation began on 24th October 2018 and ended on 16th January 2019. The outcome of the consultation is outlined in paragraphs 151 to 155.
- v) To approve in principle the proposal for the closure of Glen Lee Residential Care Home, subject to formal staff consultation and a further report to Cabinet to make a final decision.
- vi) To approve the Adult Social Care Charging Policy as amended following consultation as detailed in Members Room Document 5.
- vii) To note that the Executive's budget proposals will impact on staffing and that consultation will be undertaken in line with legislation and the Council's agreed processes before proposals are implemented. The savings proposals set out in Appendix 1 propose the deletion of 87.31 Full Time Equivalent (FTE) posts, of which 18.33 FTE are vacant, leaving 68.98 FTE at risk of redundancy or TUPE transfer.
- viii) To note that the Executive's budget proposals are based on the assumptions detailed within the MTFs and that this includes a council tax increase of 2.99%, allowable under general powers to increase council tax without a referendum.
- ix) To note that the report identifies additional general fund pressures totalling £17.71M in 2019/2020 as detailed in paragraphs 42 and 55.
- x) To note that further proposals will need to be considered to address the 2020/21 and future years budget gap.
- xi) To note and recommend to Council to approve a change in the Council Tax – Empty Property Premium as noted in paragraphs 72 to 75.
- xii) To note and recommend to Council where appropriate, the MTFs and General Fund Revenue Budget changes as set out in council recommendations i) to xxi).
- xiii) To note that, from 1st April 2019, a standard decrease be applied to all dwelling rents of 1.0%, as set out in paragraph 117 of this report, equivalent to an average decrease of £0.84 per week in the current average weekly dwelling rent figure of £84.39. This will be the final year of the required decreases.
- xiv) To note an increase in weekly service charges as detailed in paragraph 118 from 1st April 2019 (including supported accommodation).
- xv) To note savings totalling of £3.15m in 2019/20 as detailed in paragraph 120.
- xvi) To note and recommend the Housing Revenue Estimates as set out in the report.
- xvii) To note the 30 year Business Plans for revenue and capital expenditure set out in Appendices 7 and 8 respectively, that based on current assumptions are sustainable and maintain a minimum HRA balance of £2.0m in every financial year.

- xviii) To note that 2019/20 is a 53 week rent year and that rental income and service charges payments will be paid by tenants in 49 instalments across this period.

42. THE GENERAL FUND AND HOUSING REVENUE ACCOUNT CAPITAL STRATEGY AND PROGRAMME 2018/19 TO 2022/23

DECISION MADE: (CAB 18/19 23240)

On consideration of the report of the Cabinet Member for Finance and Customer Experience and having taken the following amendments into consideration:

Page 189 top of box 13 – Transport - £15.21m should read ££12.56m

Page 189 bottom of 13 – Highways - £9.86m should read £8.68m

Page 190 – Weston Shore - £1m should read £0.8m

Cabinet agreed the following:

- (i) To note the revised General Fund Capital Programme, which totals £184.11M (as detailed in paragraphs 6 & 30) and the associated use of resources.
- (ii) To note the revised Housing Revenue Account (HRA) Capital Programme, which totals £221.59M (as detailed in paragraph 6 & 30) and the associated use of resources.
- (iii) To note that a further £16.68M has been added to the General Fund programme and £36.69M to the HRA programme totalling £53.37M, requiring approval to spend, by Cabinet subject to the relevant financial limits. These additions are detailed in paragraphs 9 to 13 and Appendix 1.
- (iv) To note the net addition of £53.37M to the overall capital programme and the request for approval to spend £53.37M as detailed in paragraphs 9 to 13 and Appendix 1.
- (v) To note the slippage and re-phasing totalling £20.52M as set out in paragraphs 14 to 21 and as detailed in Appendix 2.
- (vi) To notes the removal of schemes from the general fund capital programme totalling £3.90M and £12.05M from the HRA capital programme as set out in paragraphs 14 to 21 and as detailed in Appendix 1.
- (vii) To note that the capital programme remains fully funded up to 2022/23 based on the latest forecast of available resources although the forecast can be subject to change; most notably with regard to the value and timing of anticipated capital receipts and the use of prudent assumptions of future Government Grants to be received.
- (viii) To note that a review of the Council's capital strategy has been undertaken as detailed in Appendix 4.

43. PLANNING FOR A "NO DEAL" BREXIT

DECISION MADE: (CAB 18/19 23398)

On consideration of the report of the Leader, Glean Growth and Development, Cabinet noted the risks, mitigations and ongoing planning activity for the UK's exit from the European Union.

DECISION-MAKER:	CABINET		
SUBJECT:	EDUCATION CAPITAL PROGRAMME		
DATE OF DECISION:	19 MARCH 2019		
REPORT OF:	CABINET MEMBER FOR ASPIRATION, SCHOOLS AND LIFELONG LEARNING		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY
None.
BRIEF SUMMARY
<p>In July 2018 Cabinet approved the outline proposals for the capital programme required to deliver an additional 1,500 secondary places within the City. The purpose of this report is to provide an update on progress to date and to summarise the outcomes from the Public and Statutory Consultation in relation to the proposals for St. Mark's All-Through School.</p> <p>Chamberlayne College for the Arts. An £8m scheme has been progressed to RIBA Stage 1. The proposals include for the refurbishment of the main teaching block; the construction of a Multi Use Games area, (MUGA) and general landscaping of the site. Completion September 2021.</p> <p>St. Mark's All-Through School. A scheme for the construction of an all-through school on the has now completed RIBA Stage 1 (Feasibility) and work is underway on RIBA Stage 2 (Concept Design). The overall budget for the scheme including all contingencies is £39.8m. Completion September 2022.</p> <p>St. George Catholic College. A scheme is proposed to upgrade existing facilities on site in order to bring the school site accommodation up to standard for a six form (6FE) school. The scope of the works include the provision of a new dining hall; upgrading the library, improved staff facilities, modular accommodation, improvement to offices and toilet configuration. Cost £2.6m. Completion September 2021.</p> <p>Cantell School. A scheme is proposed to improve dining facilities a, landscaping and outdoor spaces. This will upgrade facilities at the school to accommodate 8FE. The scheme will create additional classroom space by infilling the undercroft area adjacent to the student entrance and reconfigure several areas to provide additional dining facilities and an additional ICT classroom. Cost £1.2m. Completion September 2020.</p>

Regent's Park Community College. There is potential by investment in additional sports facilities to increase capacity at the school further. Cost £1.4m. Completion September 2021.

The DfE have confirmed that the revised Net Capacity Assessment, (NCA) at Cantell School, (from 1,400 places to 1184) will attract additional funding for the 216 places through the Basic Needs Allocation. With this additional allocation taken into consideration the overall budget for the secondary expansion programme remains inside the £48.86m set aside in the cabinet report in July 2018.

RECOMMENDATIONS:

	(i)	Following Statutory Notice in accordance with the School Organisation (Prescribed Alterations to Maintained Schools Regulations) 2013 and having had regard to all representations received, it is agreed to extend the age range at St Mark's C of Primary School to provide education for children from Age 4 to 16 from September 2022.
	(ii)	To progress with the proposed scheme at Chamberlayne College for the Arts to refurbish the main teaching block and landscaping of the site total Cost £8m.
	(iii)	To progress a proposed scheme at St. George Catholic College to provide adequate accommodation on site for a six form entry (6FE) school. Cost £2.6m
	(iv)	To progress a proposed scheme at Cantell School to improve dining spaces and external landscaping to provide adequate accommodation on site for an eight form entry (8FE) school. Cost £1.2m
	(v)	To progress the proposed scheme to build St. Mark's All-Through School with a budget of £39.8m (including for all contingencies)

REASONS FOR REPORT RECOMMENDATIONS

1.	Council approved an addition to the Education Capital Programme on the 21 st February 2018 of £67.45m for the Capital Programme.
2.	There is an expected requirement to increase the overall number of secondary places in the city by 1,500 places, in the Central Planning region, in order to accommodate the demand for secondary places by 2022. There is a statutory duty placed on local authorities to provide sufficient school places as set out in s.14(1) of the Education Act 1996.
3.	Additionally, Southampton City Council (SCC) is bound by the Prescribed Alterations to Schools Regulations 2013 which sets out the statutory consultation framework required to make any amendments to schools. Building a new school and expanding existing schools falls within these regulations.
4.	Recommendation set out in the Cabinet Report in July 2018 to report after public and statutory consultation.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

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| 5. | <p>In relation to St Marks C of E the Council, as statutory decision maker can only</p> <ul style="list-style-type: none">a) approve the proposals as advertised,b) approved the proposals as advertised, subject to modification in accordance with the Regulations, orc) reject the proposals. <p>The range of decision options open to the Council in accordance with prescribed school organisation decisions is limited to the above.</p> |
| 6. | <p>Expansion of St. Anne's Catholic School. Site survey has indicated that is not feasible to expand this school within the time frame required for additional places due to the physical constraints of the site. Support for the potential future possible expansion of the school via a Condition Improvement Fund, (CIF) bid by the Academy should not be ruled out.</p> |
| 7. | <p>Expansion of St. George Catholic College to seven forms of entry, (7FE). This is not feasible within the time frame or budget of the Capital Programme should potentially be considered beyond 2022 if further secondary places are required in the City.</p> |

DETAIL (Including consultation carried out)

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| 8. | <p>St. Mark's All-Through School Public Consultation. A public consultation has taken place between November 19th 2018 and January 18th 2019. The consultation involved an on-line survey and three open events at the school in this time frame. The events at the school were well attended and there were a total of ninety-four (94) respondents to the on-line survey. Outline Proposals for two possible schemes were provided these were based on a full demolition and new build of an All-Through School and a scheme involving the partial retention and refurbishment of existing buildings on site. Neither scheme involved building on the Civil Service Playing Fields site and a commitment has been established that</p> <p>General Proposals. The results from the survey indicate 65% of the respondents either Strongly Agreed or Agreed with the vision for an All-Through School on the St. Marks C of E Primary School site. Twelve respondents indicated they were neutral this represents 13% of the respondents and 23% of the respondents indicated they either Disagreed or Strongly Disagreed.</p> <p>Retention of the Victorian Buildings. Around 50% of respondents indicated a preference for the refurbished scheme or for any scheme on the site to retain elements of the exiting school; for example foundation stones and other features. 50% of the respondents indicated a preference for a modernised new building</p> <p>Traffic. Twenty respondents 21% expressed concerns relating to the increase in traffic on Shirley Road and Pick-up and Drop-off times and local residents expressed concerns about parking and congestion in nearby streets. Sixty-one of the ninety-four respondents 65% stated they were local residents.</p> |
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	<p>Fifteen respondents 16% indicated they had concerns with the low numbers of car park spaces on site.</p> <p>Civil Service Playing Fields. The proposals not to build on the Civil Service Playing Fields have been well received and 83% of the respondents stated that the development and enhancement of the Civil Service Playing Fields as part of the proposals is either Important or Very Important.</p> <p>Pedestrian Access. 50% of respondents indicated that the proposals for pedestrian access to the site were either Very Good or Good. With 19% of respondents indicating they were neutral and 18% indicating the proposals for pedestrian access were either poor or very poor.</p> <p>Vehicle Access. 27% of respondents felt that the vehicle access arrangements to the site were Good or Very Good; 29% of respondents were neutral and 39% indicated the proposals were wither Poor or Very Poor. This reflects the comments and concerns made about increased traffic in the area.</p> <p>Cycle Route. 63% of respondents indicated support for a Cycle Route along Shirley Road were with 20% of respondents indicating that proposals were wither Poor or Very Poor.</p> <p>Bus Service. 52% of respondents agreed that the bus services to site were either Good or Very Good with 24% of respondents indicating they Did Not Know with only 11% of respondents indicating that the Bus Service was either Poor or Very Poor.</p> <p>Landscaping. 85% of respondents stated that proposals for landscaping of the Civil Service Playing Fields were wither Good or Very Good.</p>
9.	<p>Statutory Consultation. St. Mark's C of E Primary School are the proposers of the prescribed change. The four week representation period (January 18th 2019 to February 15th) has closed and no objections to the proposals have been received.</p>
10.	<p>School Admission Arrangements. The proposal is to extend the existing age range of St. Mark's C of E Primary school to accommodate secondary age children. The Primary Phase of the School will have two Forms of Entry, (2FE) and the Secondary Phase six Forms of Entry, (6FE). The existing Admissions Policy was published as part of the statutory consultation and the intention is to retain the oversubscription criteria and all other aspects of the Admissions Policy for the school; the proposed additions to the policy relate to the six forms of entry into the Secondary Phase, (Year 7):</p> <ul style="list-style-type: none"> (i) The proposed date when St Mark's CE School will change its category from a Primary School to an All- Through school is September 2022. (ii) For children who already attend St Mark's Primary (current year 3, 2, 1, R), they will have an automatic right to a place in the all through school from September 2022.

- (iii) In order for children to go to an alternative Secondary school they would need to make a separate application to the [relevant] Local Authority.
- (iv) In line with the All-Through nature of the proposed school two forms of entry at Year 7 will be for children attending the Primary Phase at St. Mark's school. All new children admitted at Year R from September 2022 onwards will automatically have a Year 7 place in the All-Through School
- (v) The remaining four of the six forms of entry 120 places will be open to children from other schools in the City.
- (vi) The Secondary Phase of St. Mark's All-Through School will fill incrementally from September 2022 onwards. Year 7 in academic year 2022-2023; Y7, Y8 in academic year 2023-2024; Y7,Y8,Y9 in academic year 2024-2025. Until the Secondary Phase is at capacity in academic year 2026-2027
- (vii) St. John's Nursery & Primary School is part of the federated Governing Body with St. Mark's C of E School and this is likely to be reflected in the finalised admissions criteria.
- (viii) It is proposed the final admissions criteria will be consulted on in the year prior to completion of the new all-through school opening; i.e. 2020 in line with statutory requirements.
- (ix) The admissions policy for Year R (Primary Phase) will remain

The above criteria were published as part of the Statutory Consultation and no representation, comment or amendments have been received during the Representation Period.

Home to School Transport. In line with the requirement for Decision Makers to satisfy themselves that accessibility planning has been taken into consideration the existing Home to School Transport policy and criteria were summarised and published in full as part of the consultation with the intention of adopting these for the All-Through School. The location of St. Mark's School is in the central planning region of the city and is in line with where demand for additional places manifests itself. A clear statement has been provided in the consultation guide indicating Southampton City Council were at the time of the statutory consultation for St. Mark's out to consultation on the corporate Home to School Transport Policy and a link to the consultation provided.

During the Representation Period no comment, representation or suggested amendments have been received by the Proposers.

Funding for Proposals. Decision Makers need to be satisfied funding is in place to implement the proposals; funding for St. Mark's All-Through School

has previously been approved by Cabinet in July 2018 and again in this report at recommendation(i)

School Premises Regulations 2012. At public consultation two outline proposals have been considered. The first involves retention in part of the existing buildings with an extension to the primary school and the other proposal involves a complete demolition of the existing school and construction of a new all-through school. All designs and final construction of the All-Through School will comply fully with School Premises Regulations 2012; the Standards for School Premises, (CIBSE) and will comply will all relevant Building Bulletins, (BB101, BB103) and relevant output specifications.

SEN Improvement Test

As part of the Statutory Consultation St. Mark's C of E Primary School published a statement of intent values and ethos for the All-Through School. This focuses on inclusion and builds on the current values of the school. St. Mark's School have a published SEN Local Offer and the development of the All-Through school will build on all aspects of this. It is recognised the design and construction of new school buildings and accommodation throughout for the All-Through school represents a unique opportunity to build inclusion into the fabric of the school maximising opportunities to improve SEN provision in a mainstream setting.

Parental Preference. St. Mark's C of E primary school is an inclusive school. The most recent Ofsted Inspection in September 2017 assess the school as Good in all areas. Where parental preference and current facilities in the school permit children with complex needs are fully supported. The opportunity to design inclusion into the new accommodation for the all-through school will be maximised and provision will in a mainstream setting will be improved.

Local Offer. The St. Mark's local offer is published on the school website; this is in line with the Southampton City Council Local Offer and will be used in developing proposals for the All-Through school subject to approval by Cabinet.

Range of Provisions. Consideration is being given to the potential to fully integrate SEN resource provision(s) within a mainstream school setting as proposals are developed.

Broad Curriculum. The statement of intent published by the Governors for St. Mark's clearly sets out the benefits of an All-Through school in terms of early access to specialist curriculum resources for Primary Phase children and the opportunity for Secondary age children to support younger children. The provision of new accommodation for the All-Through school provides a unique opportunity to maximise the potential for SEN children. In particular the transition from Y6 to Y7 is challenging for some children with complex needs

	<p>and the school will be developed to minimise the disruption between phases for SEN children attending in a mainstream setting.</p> <p>Accessibility. The proposals for the development and all designs and buildings will be in line with all requirements set out in the Equality Act 2010 the All-Through school will have a full Accessibility Plan in line with the DfE statutory advice document.2014.</p> <p>No representations were received during the Representation Period in relation to the SEN improvement test. The design and construction of new buildings form the ground up provide maximum opportunity to bring together the principles set out above.</p>
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RESOURCE IMPLICATIONS

Capital/Revenue

11.	There are no overall changes in the Programme Budget for the expansion of Secondary School places this remains at the approved £48.86m
12.	Further revenue costs may need to be incurred for the hire of modular classrooms if required in the years 2019 to 2021 at an estimated cost of £80k per year. Funding for this will be provided from the existing general fund revenue budgets.
13.	The Service Director – Finance & Commercialisation has delegated authority to vary the Secondary School Expansion scheme within the Education Capital Programme in response to any change in requirements around the specification of the projects following consultation within the approved overall funding of the scheme. Any change in the overall value of the scheme will be reported to Cabinet and Council as relevant when final scheme has been designed and costed.

Property/Other

14.	Capital Assets have identified the internal resources required to deliver the programme this is estimated at 1 Programme Manager and 3 x Project Managers for the duration of the programme to 2022.
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

15.	<i>s14(1) Education Act 1996 places a statutory duty to provide sufficiency of school places and a duty to provide quality school places. Proposals to expand schools, build new schools or make significant changes to school places including any change of age range require publication of school organisation notices under the Schools Standards & Frameworks Act 1998 and the School Organisation (prescribed Alterations to Maintained Schools) Regulations 2013. Such proposals require prior consultation, statutory notices, 4 week representation period and subsequent Cabinet decision.</i>
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Other Legal Implications:

16.	The Human Rights Act 1998 provides a right of access to education of a type and quality determined by the state. The Act requires that local authorities and other public bodies covered by the HRA must be able to demonstrate that
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	policy formulation and all decisions in this regard are ‘proportionate’ in weighing individual harm against the wider public interest and necessary in order to secure sufficient quality school places within the local authority area that are accessible to all.
17.	<p><i>s6A Education Act 2011 (“the Free School Presumption”)</i></p> <p>The Education Act 2011 changed the arrangements for establishing new schools and introduced section 6A (the ‘free school presumption’) of the Education and Inspections Act 2006 which requires that, where a local authority identifies the need for a new school in its area, it must seek proposals to establish an academy (free school). Cabinet are advised the Authority will need to engage with stakeholders and formulate a full specification for the proposed new school and publish the specification inviting interested parties (Academy Trusts and other organisations) to submit proposals</p>
18.	<p><i>Academy Act 2010</i></p> <p>Place a requirement on Academy Schools to prepare either an accelerated business case or full business case for consideration of the Regional Schools Commissioner or Secretary of State in order to expand.</p>
19.	<p><i>s149 Equality Act 2010</i></p> <p>The Equality Act 2010 obliges Public Authorities, when exercising their functions, to due regard to the need to:</p> <ul style="list-style-type: none"> • Eliminate discrimination, harassment and victimisation and other conduct which the Equality Act 2010 prohibits • Advance equality of opportunity; and • Foster good relations between people who share relevant protected characteristics and those who do not <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 A preliminary EISA form has been completed; the document will be continuously monitored and updated throughout the Education Capital Programme.</p> <p>The decision-maker, Cabinet in this instance, 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 or course of action. 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 Equality Impact Assessment and this report. This Public Sector Equality Duty (PSED) applies not only to the formulation of this policy but also to decisions made in individual cases where the policy is applied.</p>
RISK MANAGEMENT IMPLICATIONS	
20.	The Secondary Expansion Programme is now formally established and governance of the programme has been established in Capital Assets and reporting through to CMT Programme is now in place.
21.	The Design Team Resources have been allocated and put in place for both the St. Mark’s All-Through School and Chamberlayne College for the Arts. Full costed risk registers are in place for both these schemes.
POLICY FRAMEWORK IMPLICATIONS	
22.	None

KEY DECISION?	Yes	
WARDS/COMMUNITIES AFFECTED:	All	
<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	St. Mark's All-Through School Consultation Guide	
Documents In Members' Rooms		
1.	None	
Equality Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.		Yes
Data Protection Impact Assessment		
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.		No
Other Background Documents		
Other Background documents available for inspection at:		
	Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.		
2.		

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**Consultation on Proposals to Extend the
Age Range at St. Mark's C of E Primary
School to form an All-Through School
(Ages 4 to 16)**

RELEASE



Children and Families Directorate
Education and Early Years
(November 2018)

**Consultation on Proposals to Extend the Age Range
at St. Mark's C of E Primary School
to form an
All-Through School (Ages 4 to 16)**

School, Diocese and Local Authority details:

The name and address of the School:

St. Mark's Church of England Primary School
(URN: 116342)
(DfE Establishment Number 852/3203)
Stafford Road,
Shirley,
Southampton,
SO15 5TE

The name and address of the Local Authority:

Southampton City Council (852)
Civic Centre
Southampton
SO14 7LY

The name and address of the Diocese:

St. Mark's Church of England Primary School is a Voluntary Controlled, (VC) School.

Diocese of Winchester,
Wolvsey,
Winchester,
SO23 9HD

Public Consultation Guide

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2. Southampton Secondary Schools (Post-Code Analysis)
3. Southampton City Secondary Schools (Feeder Schools)
4. Southampton City Home to School Transport Policy
5. St. Mark's C of E Primary School Admissions Policy
6. All-Through Schools in England
7. St. Mark's All-Through School Public Consultation Questionnaire
8. St. Mark's Primary School and Civil Service Playing Fields Location Map
9. Civil Service Playing Fields (Site Plan)
10. St. Mark's C of E Primary School (Outline Site Plan)
11. Southampton Secondary School Catchment Areas
12. The SEN Improvement Test
13. Glossary of Terms

A. Consultation Programme

- (i) There will be an eight week Public Consultation period running from Monday November 19th 2018 through to Friday January 18th 2019.
- (ii) Subject to the outcomes from this Consultation it will be followed by the publication of the Statutory Notice and a 4 week Representation Period running from Monday January 21st 2019 to Monday February 18th 2019, (all of which will be within term time).
- (iii) The publication of the Statutory Notice and the 4 week Representation Period are in line with the 'Prescribed Alterations to Maintained Schools' guidance published by the Department for Education, (DfE). (The Guidelines).
- (iv) A final decision by Southampton City Council Cabinet in respect of the All-Through School at St. Mark's Primary School site will be made by Cabinet in March 2019.
- (v) The proposal is to extend the age range of the school at St. Mark's C of E Primary School to form an all-through school with a 2 Form Entry, (2FE) Primary Phase and 6 Form Entry, (6FE) Secondary Phase. (Age range 5 to 16). The Governing Body of St. Mark's C of E Primary School are Proposer and Southampton City Council the Decision Maker as set out in the Guidelines.
- (vi) If agreed the proposed all-through school will open in September 2022.
- (vii) The Public Consultation period will consist of Open Events to be held at St. Mark's C of E Primary School on Friday November 23rd 2018 10:00am to 2:30pm and on Wednesday November 28th 2018 2:30pm to 7:00pm
- (viii) Further Open Events in the pre-statutory consultation period have been scheduled for Wednesday 5th December 2018 2:30pm to 7:00pm and Wednesday January 9th 2019 1:00pm to 5:00pm.
- (ix) The Open Events will be staffed by the School, the Winchester Church of England Diocese, Officers of Southampton City Council and the Design Team. They are open to everyone.
- (x) Further Open Events will be scheduled during the Representation Period January 21st to February 18th 2019. These will be announced on Southampton City Council website.
- (xi) In addition to the Open Events Southampton City Council have published an on-line consultation for anyone to provide their views, feedback and comments in relation to the proposals.

B. Introduction

The vision for St. Mark's School is to create a first class all-through school for Southampton providing statutory mainstream education for children from 4 years of age through to 16.

St. Mark's C of E Primary School is assessed as a Good School by Ofsted. The school was inspected in 2017.

The vision and proposals set out in this consultation document build on the ethos and values of St. Mark's School namely respect, individual responsibility, inclusion and liberty.

The proposals for an all-through school on the St. Mark's C of E Primary School site and Civil Service Playing Fields are in the very early stages of their development. If agreed this would become the first all-through school in Southampton.

The City of Southampton currently has two specialist Performing Arts Secondary Schools, (Bitterne Park & Chamberlayne) and a Specialist Maths and Computing School, (Cantell). The City does not have a specialist Science Secondary provision. The intention is to explore the viability of a specialist Science provision within the City as part of the consultation.

An all-through school in Southampton would improve and extend the nature of the secondary provision across the City increasing parental choice. The central location of the St. Mark's C of E Primary School is in line with the demand for additional secondary places within the City as set out in this document.

The proposed all-through school will not select its intake on the basis of academic achievement or faith but will continue to offer places to children from all faith backgrounds and no faith backgrounds. As the proposed alteration is to create an all-through school, in order to support parental choice and to provide a balanced approach to the provision of secondary places across the City.

The purpose of the Public Consultation is to verify the vision and refine the proposals ahead of statutory consultation in January – February 2019.

This is an opportunity for everyone to have their say and be involved in the development of the vision for the school, the proposals and plans for the development of the site.

The City Council is wholly committed to the development of the Civil Service Playing Fields site as a shared facility for the school and local community; the intention is to increase the value of the site as a community asset. Neither of the outline schemes presented in this consultation document involve building on the Civil Service Playing Fields site. The effective engagement of everyone is crucial in ensuring this commitment is realised.

C. Description of Alterations:

Section 14(1) of the Education Act 1996 places a general duty on Local Authorities to secure sufficient schools for providing primary and secondary school education.

The proposal is to extend the age range provision at St. Mark's C of E Primary School to include a secondary school provision. The proposed alteration would extend the current primary school provision (age 4 through to 11) to include secondary age children. Creating an all-through school providing mainstream education for children of both primary and secondary ages from age 5 through to 16, (Year R through to Year 11)

The proposed Primary Phase of the St. Mark's C of E all-through school is 2 Form Entry, (2FE) providing a total of 420 primary age places in the City. The school is currently a 2 Form Entry (2FE) school.

The proposed Secondary Phase of the St. Mark's C of E all-through school is 6 Form Entry, (6FE) providing a total of 900 secondary age places.

There are two sets of outline proposals presented as part of this consultation. The proposals are at Appendix 1 of this document.

Option 1. The second option would involve the refurbishment and extension of the existing Primary School building and the construction of a new 6FE secondary provision on the St. Mark's site.

Option 2. The first option involves the complete demolition of the existing Primary School buildings on the St. Mark's site and the construction of a new Primary Phase building in its place. A new 6FE secondary provision would be built on the site.

Both of the outline proposals include for a 24 place pre-school facility (in line with the existing provision on site). The proposals are at a very early stage in their development and feedback and engagement through the consultation period will inform the development of any plans.

Ownership of Land and Buildings. The St. Mark's C of E Primary School Site is owned Freehold by the Diocese of Winchester. The Civil Service Playing Fields are owned Freehold by Southampton City Council. If the scheme is agreed the proposed new buildings will be owned by Southampton City Council and the ownership of the Civil Service Playing Fields will remain with the City Council. Appendices 9 through 11 show the outline plans for the sites.

D. Objectives

As highlighted in the introduction the principal objective is extend the age range provision at St. Mark's C of E Primary School to include mainstream secondary age children. This is in order to widen parental choice within the City and to provide additional secondary places in line with increased demand in a central location within Southampton.

The vision for St. Mark's is to provide a first class all-through school for the City of Southampton.

What is an All-Through School?

An all-through school is a mainstream school where more than one phase of education takes place in the same school organisation. This could be Junior (Middle) and Secondary, (Year 3 to Year 11), or Primary and Secondary, (Year R to Year 11).

Some all-through schools have Nursery, Primary and Secondary phases and deliver education for children from age 3 through to 16. There are some all-through schools with post-sixteen (Sixth Form) provision and a few deliver education for children from the age of 3 through to 18.

A majority of all-through schools however combine the primary and secondary phases and provide education for children of ages 4 through to 16. All-through schools can be academy schools, LA maintained schools or voluntary controlled schools. Appendix 7 provides a comprehensive list of the all-through schools in England.

There are currently 163 all-through schools in the UK and 102 in England. All-through schools usually provide mainstream education to primary and secondary age children in the same school and in most cases on the same site. The benefits and challenges of all-through schools are highlighted below:

- The education of children in one school from Year R through to Year 11 enables the school and teachers to monitor the progress of individual children seamlessly throughout their entire statutory education
- Educating primary age children in a setting alongside secondary age children allows early access to specialist resources and learning
- Provision of mainstream education from Year R through to Year 11 in a single setting eases the transfer and minimises the disruption from the primary phase through to the secondary phase, (Year 6 to Year 7)
- All-through schools can often accommodate a wider breadth of activities for Gifted and Talented pupils and those with Special Educational Needs
- All-through schools can provide a wide range of 'out of school' activities that benefit from greater resources and can be interest rather than age related

- Children in all-through schools can benefit from the leadership and mentoring of older pupils. Opportunities for Secondary pupils to engage with and support primary age learners can be of benefit to both primary and secondary age children
- When fully operational the Year 7 (secondary) intake will consist of 60 children from the primary school at St. Mark's and 120 children from other primary schools in the City. It is recognised this will require careful consideration.
- Longer term the number of forms of entry from St. Mark's Primary Phase could potentially be increased depending on the success of the school if the proposals are adopted.
- It is also recognised some parents may have concerns in relation to younger children attending a school alongside older; secondary age children.

Proposals for the all-through school will be informed and developed in response to consultation and engagement with parents, teachers, governors, children the diocese and other stakeholders.

The proposals are for a school with no faith based selection criteria in line with the existing school provision. The proposed all-through school will provide places for children from all faith backgrounds and no faith backgrounds.

Southampton City Council is wholly committed to ensuring the values, ethos and culture of St. Mark's C of E Primary School are retained and serve as a foundation for the new all-through school on the Site.

St Mark's is an inclusive mainstream school, where staff believe in, and are committed to, giving all children with complex needs the same entitlement to education as all young people, wherever possible in a mainstream environment. The proposals for the new all-through school will build on the current inclusive approach to the provision of education for children with Special Educational Needs, (SEN). The development of the designs for the new school will be informed by the needs of all children.

Section 39 of the School Organisation Maintained Schools, Annex B: Guidance for Decision Makers (January 2014) states:

'In planning and commissioning SEN provision or considering a proposal for change, LAs should aim for a flexible range of provision and support that can respond to the needs of individual pupils and parental preferences. This is favourable to establishing broad categories of provision according to special educational need or disability.'

In conducting this Public Consultation and subsequent Statutory Consultation the City Council as decision maker will ensure it consults and engages with all necessary stakeholders to ensure it discharges its duties as set out in the regulations and Appendix 13 of this document.

E. Evidence of Demand

There is an identified need for an additional 1,500 secondary places within the City of Southampton in order to meet demand into the 2020's. A detailed analysis of the demand for secondary places has been undertaken and a report approved by Southampton City Council Cabinet in July 2018. To access the report please follow the link below:

URL <https://www.southampton.gov.uk/modernGov/ieListDocuments.aspx?CId=126&MId=3824&Ver=4>

There are currently twelve secondary schools in Southampton as shown in the figure below and summarised in the supporting table.

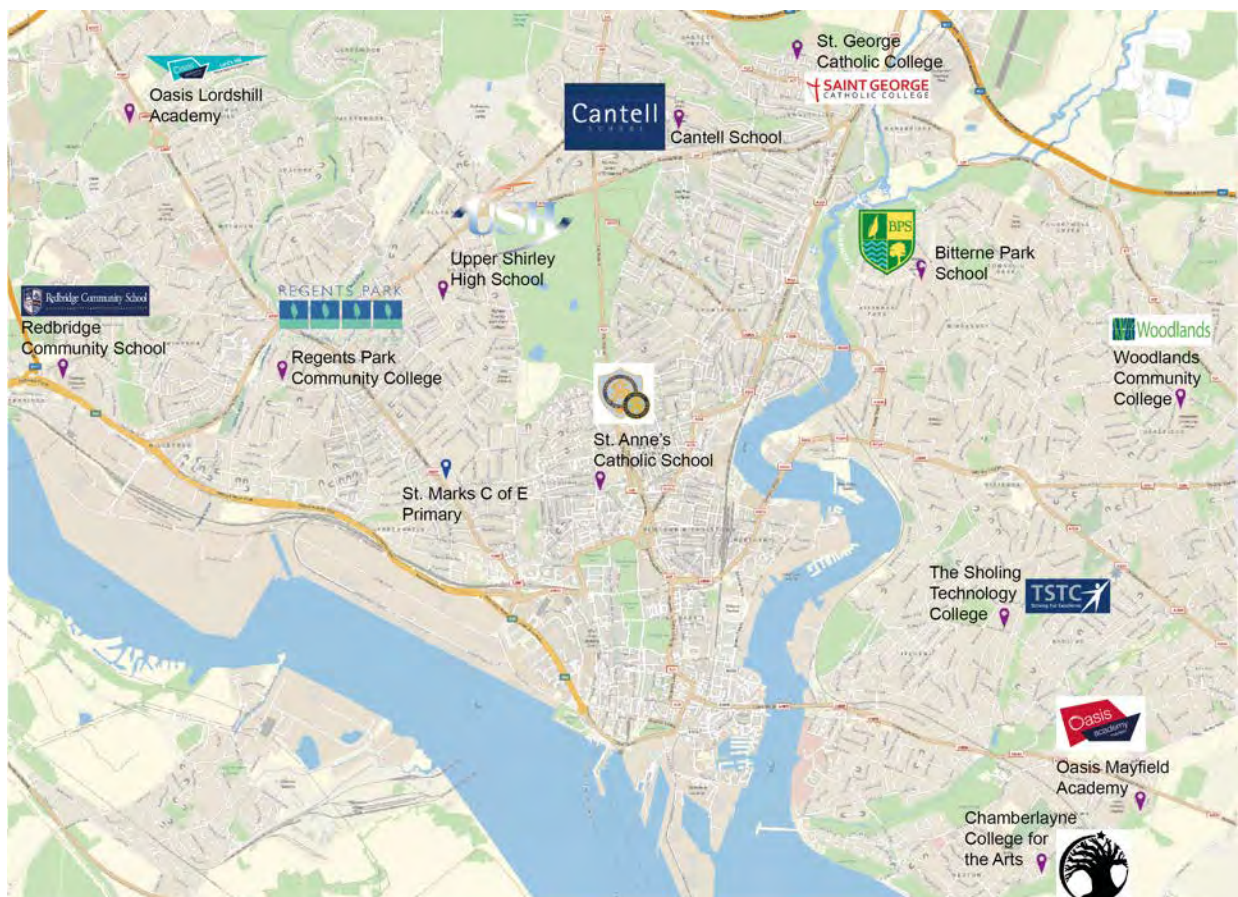


Figure 1.0 Current Secondary Schools in Southampton

The supporting table summarises each of the secondary schools within Southampton, showing the Type of School, the current Published Admission Number, (PAN) and the total associated capacity for each school based on the PAN.

School	Type	Planning Region	PAN	Total Capacity (PAN)
Redbridge Community School	LA Maintained	West	210 (7FE)	1,050
Oasis Lordshill Academy	Academy	West	180 (6FE)	900
Regents Park Community College	LA Maintained	West	150 (5FE)	750
Upper Shirley High School	Academy	West	150 (5FE)	750
Cantell School	LA Maintained	Central	210 (7FE)	1,050
St. Anne's Catholic School	Academy	Central	210 (7FE)	1,050
	Faith Based Admission Policy			
St. George Catholic College	LA Maintained	Central	150 (5FE)	750
	Voluntary Controlled Faith Based Admission Policy			
Bitterne Park School	LA Maintained	East	360 (12FE)	1,800
Woodlands Community College	LA Maintained	East	180 (6FE)	900
Oasis Mayfield Academy	Academy	East	180 (6FE)	900
Chamberlayne College for the Arts	LA Maintained	East	180 (6FE)	900
The Sholing Technology College	Academy	East	210 (7FE)	1,050
City Wide Total			2,370 (79FE)	11,850

Table 1.0 Current Secondary Schools in Southampton

The current twelve secondary schools within the City consist of four academies and eight LA maintained schools. The total capacity of all the secondary schools within the City based on the Published Admission Numbers, (PAN) is 11,850. This capacity will rise to around 12,100. Secondary schools within the City are already admitting over PAN in order to meet demand for places. For the purposes of school place planning the City of Southampton is divided into three planning regions, West, Central and East. These planning regions are highlighted in Figure 2.0 below.

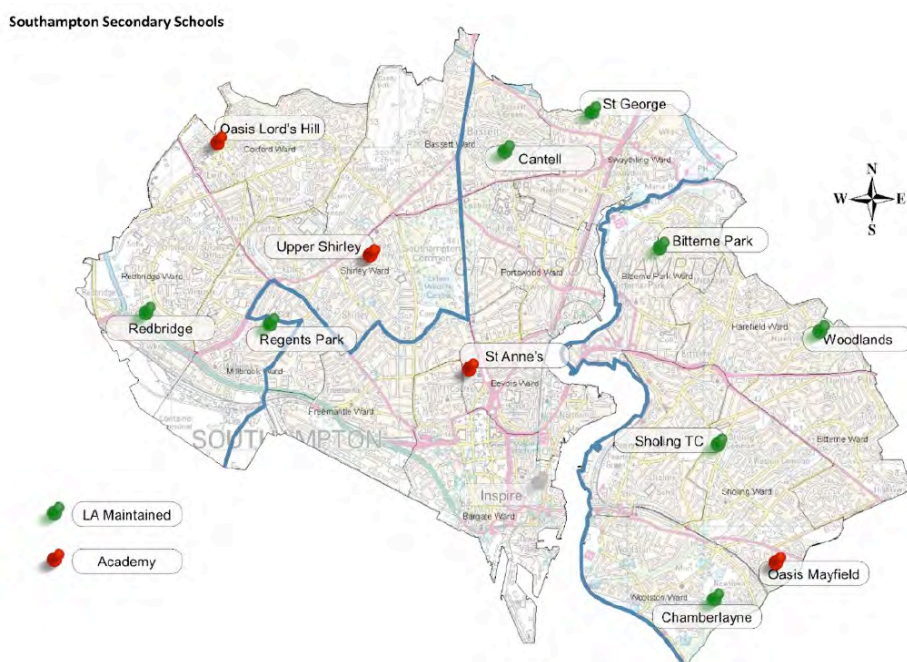


Figure 2.0 Southampton School Place Planning
10

Regions

The proposals to extend the age range at St. Mark's C of E Primary School will increase the secondary capacity in the Central Region by 900 places by 2022.

Parental choice and the level of housing developments over the past fifteen years in the Central Planning Region indicate that the demand for additional secondary places is predominantly in the Central Planning region. The demand for [shortfall] in Year 7 places within the Central Planning Region is shown in Figure 3.0 below.

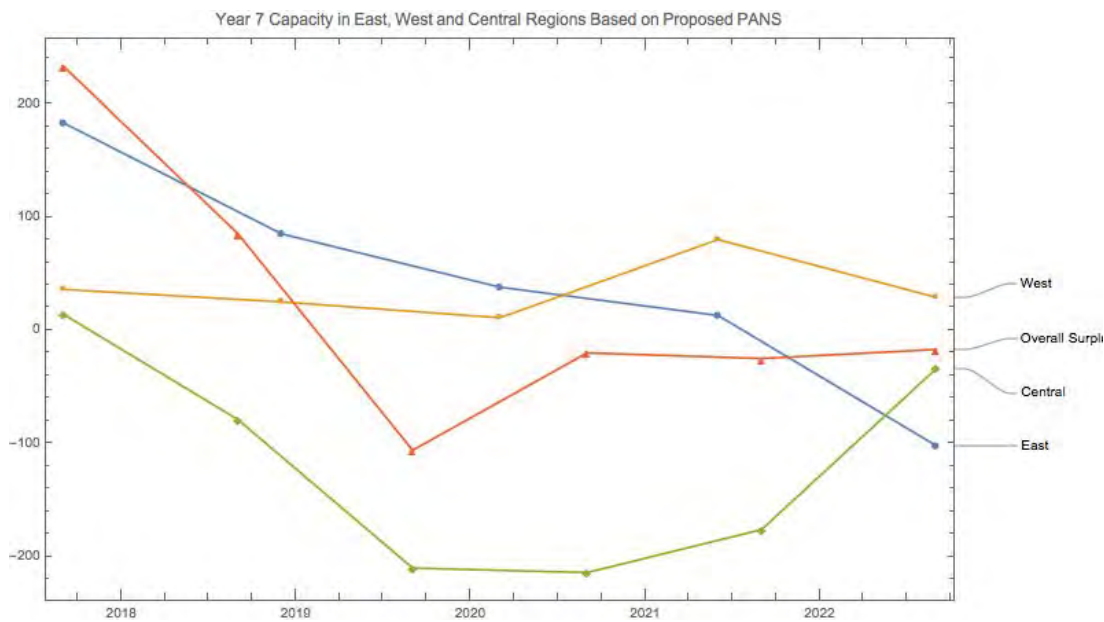


Figure 3.0 Demand [shortfall] Y7 Places in Central Region

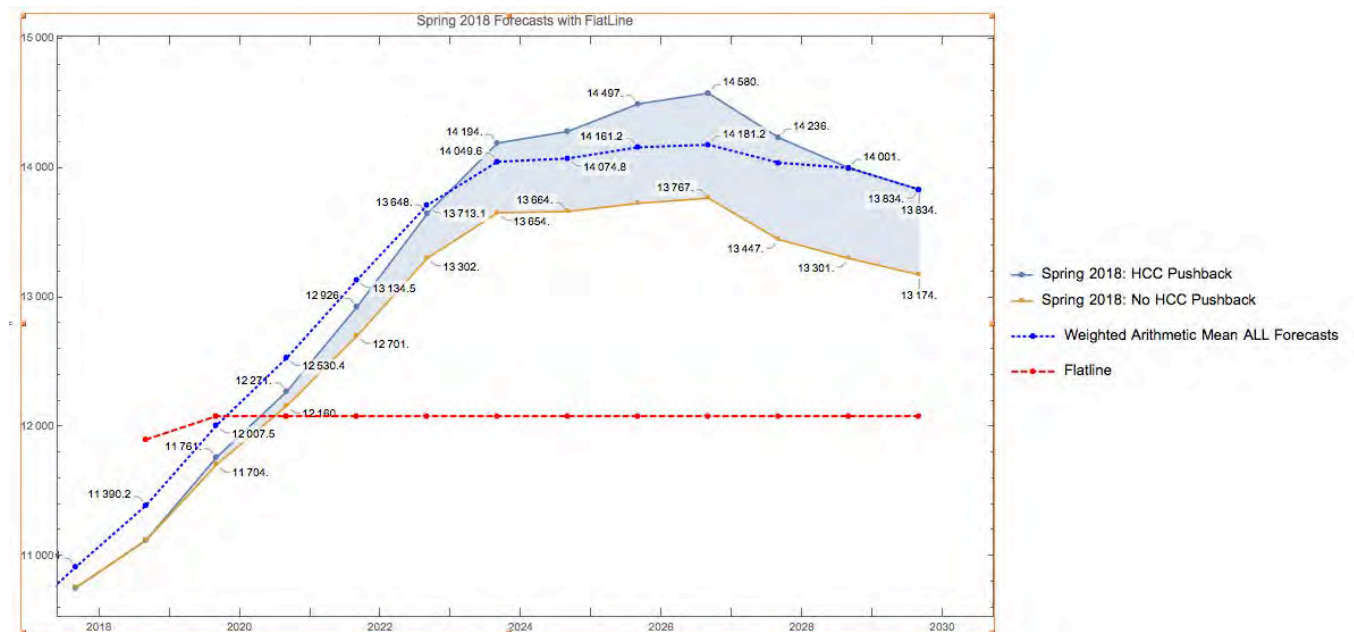


Figure 4.0 Evidence of Demand for Secondary Places in Southampton into the 2020's

The West Planning Region currently has four secondary schools with a total capacity of 3,450 places, (based on PAN). The East Planning Region currently has five secondary schools with a total capacity of 5,550 places.

The Central Planning Region currently has only three secondary schools with a total capacity of 2,850 places.

Local Authorities are required to forecast the number of school places required within their area. Two forecasts are undertaken each year. Southampton City Council utilise the methodology and guidelines for forecasting as published by the Department for Education, (DfE).

An analysis of the past six school place forecasts has been undertaken and is summarised in Figure 4.0 above, on Page 1. The red line shows the current capacity across all regions within the City. The demand for secondary places outstrips the capacity within the city by 2021 and by 2022 there is a requirement for around 12,900 places. The provision of a new 6FE Secondary Phase at St. Mark's C of E Primary School will not provide all of the necessary places in the required time frame.

There is a shorter term requirement for an additional 600 secondary places which needs to be delivered by (i) expanding the provision at existing secondary schools and (ii) maximising the available capacity within the existing schools. This is subject to a separate consultation. At present there are a significant number of Southampton children who apply for and secure places in Hampshire Schools. In the current academic year the number of Year 7 children admitted to Hampshire Secondary Schools was in the region of 190 children.

Increased planned housing developments in Hampshire combined with an increase in Primary School numbers in Hampshire will inevitably lead to a position where there will no longer be places in Hampshire Schools available to Southampton children or the level of available places is likely to reduce significantly (Figure 5.0 below). This is referred to as the 'Hampshire Pushback' shown in Figure 4.0 above. The extent to which this demand materialises is difficult to predict.

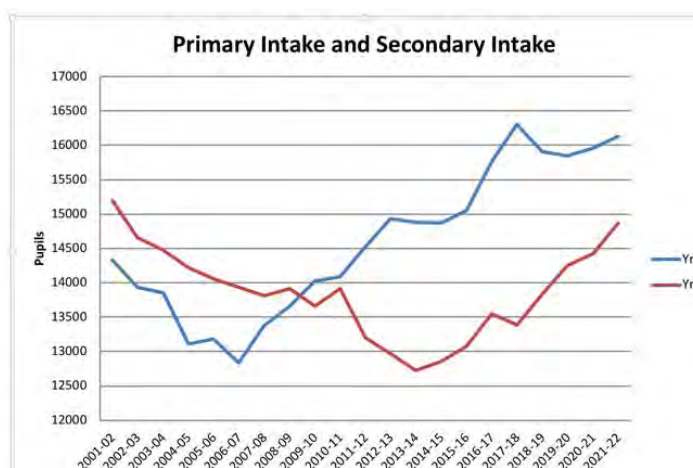


Figure 5.0 Predicted demand for Hampshire County Council School Places

A full analysis of the forecasts and demand for secondary places within Southampton can be downloaded from the Southampton City Council website.

URL <https://www.southampton.gov.uk/modernGov/ieListDocuments.aspx?CId=126&MId=3824&Ver=4>

F. Impact on Other Schools in Southampton

The overall level of demand for places into the 2020's within the City will rise to a level of at least 13,700 secondary places by the mid 2020's. The forecasts for places indicates this level of demand for places is sustained into and beyond the mid 2020's. This is a significant rise in required capacity across the City and the progressive introduction of a 900 place 6FE provision at St. Mark's is unlikely to have an adverse impact on other secondary schools.

Appendix 2 of this consultation document provides a detailed post code analysis of the children attending each of the existing twelve secondary schools within the City.

From the maps provided in Appendix 2 it should be noted both St. George and St. Anne's Catholic Schools provide places to children all over the City.

As the St. Mark's school will be the first all-through school in Southampton; subject to consultation and approval, it is anticipated demand for a significant proportion of the places at the school will be city wide. The school will also serve local communities in Freemantle, Bargate and Shirley Wards.

As part of the consultation consideration of a secondary specialism, for example Science will potentially attract secondary children from across the City.

The impact on neighbouring secondary schools within the City will be minimised by consideration of the factors set out above.

G. Home to School Transport Policy

Southampton City Council have a Home to School Transport Policy this is published online at http://www.southampton.gov.uk/images/home-school-transport-policy_tcm63-393077.pdf and provided in full at Appendix 5 of this Consultation document.

The Home to School Transport Policy is currently out to consultation the consultation period completes December 19th 2018.

(See <https://www.southampton.gov.uk/news/article.aspx?id=tcm:63-403149>)

The current criteria for providing assistance to families for transport to local schools in Southampton are summarised in the table below.

Children are eligible for free school travel if they meet ALL of the criteria as shown below.

Children at non-faith schools

1. Primary

- Your child must be attending their catchment or a nearer school to your home.
- The distance between your home and the school must be:
 - more than 2 miles for children in years R-3
 - more than 3 miles for children in years 4-6 (2 miles if your child meets the means testing criteria).

2. Secondary

- Your child must be attending their catchment or a nearer school to your home.
- The distance between your home and the school must be more than 3 miles.

OR

- Your child must be attending one of the three nearest schools to your home.
- The distance between your home and the school must be more than 2 miles.
- Evidence is provided to show that your child meets the means testing criteria.

Children at faith schools – secondary aged children only

- Your child must be attending the nearest appropriate faith school to your home.
- The distance between your home and the school must be more than 2 miles but less than 15 miles.
- Evidence is provided to show that your child meets the means testing criteria.
- Evidence is provided to show that your child is baptised or otherwise accepted into the faith of the school or that because of their faith, their preference is to attend a church school.

Evidence of faith will be one of the following:

- A copy of your child's baptismal certificate showing that they are baptised into the faith of the school.
- A letter from your religious leader stating that the child is otherwise accepted into the faith of the school.
- A letter from your religious leader stating that because of your child's faith, their preference is to attend a faith school.

What else do I need to know?

Appropriate schools: A school might not be appropriate for your child if it has no places available, your child has been permanently excluded from it, it is not compatible with your religious or philosophical beliefs or there are special circumstances and the Council agrees that the school is not suitable for your child. If these circumstances apply, please enclose a covering letter with your application. In some situations, we may need extra evidence to deal with your application.

Distances: Lower distances are measured by the shortest available safe walking route. Upper distances are measured by the shortest available safe driving route. If your child has a medical condition and does not meet the distance criteria, this can be taken into account if specific written evidence from your GP or Consultant is sent with your application form.

Means testing: Your child will meet the means testing criteria if you can answer yes to one of the following questions:

- My child is eligible for free school meals
- I am in receipt of **maximum** Working Tax Credit.

Means tested applications need to be made for each academic year. If your family's financial circumstances change and your child is no longer eligible for free school travel, a reassessment of places at closer schools will be undertaken.

(See Appendix 5 for Southampton City Council full Home to School Transport Policy)

H. St. Mark's C of E Primary School Admissions Policy

Southampton City Council are the Admissions Authority for St. Mark's C of E Primary School. The full Admissions Policy for St. Mark's school is provided at Appendix 6 of this Consultation document.

If the proposals are agreed it is envisaged Southampton City Council will remain the Admissions Authority for the all-through school.

Southampton City Council is the Admissions Authority for all Community and Voluntary Controlled schools within Southampton. Any amendments or changes in admissions policy, arrangements or criteria are subject to a Formal Consultation.

If the proposals are agreed the admissions policy for the new all-through school opening in September 2022 will be subject to Formal Consultation in November – December 2020. (<https://www.southampton.gov.uk/council-democracy/have-your-say/admissions-policies-consultation.aspx>)

For admissions purposes each secondary school has a designated catchment area and nominated feeder primary and junior schools. The catchment areas for

Southampton Secondary Schools are provided at Appendix 12 of this consultation guide and the nominated feeder schools for each of the secondary schools is provided at Appendix 4 of this guide.

I. Pedestrian Access Proposals

The outline proposals for both Option 1 and Option 2 provide for new dedicated pedestrian access to the school off Shirley Road. (See Appendix 1)

Proposed Option 2 has additional dedicated pedestrian access points for the Primary and Secondary phases off Western District Cut.

In addition the outline proposals set out a zone on Shirley Road for the location of a new signalled pedestrian crossing.

J. Vehicle Access Proposals

The proposed main vehicle entrance for the all-through school for both outline options will be off Malmesbury Place as shown in Appendix 1.

K. On-Site Parking

The on-site parking proposals for staff, governors and visitors to the school are shown in Appendix 1. The proposals are to provide parking space at the front of the main entrance to the new school. The provision of parking facilities will be in accordance with guidelines set out in BB103 Area Guidelines for Mainstream Schools as published by the Department for Education, (DfE)

L. Shirley Road Cycle Route

The outline proposals include a new Cycle Route along Shirley Road as set out in Appendix 1 of this consultation guide. Southampton City Council will work in partnership with the school, diocese and community to develop, implement and monitor sustainable travel plans as part of the development of the new school.

M. Former Civil Service Playing fields

The Civil Service Playing Fields were acquired from Bovis Homes in 2009 by way of a Compulsory Purchase Order, (CPO). The site was acquired by SCC for Educational use; specifically for the provision of sports facilities & playing fields.

There are currently seven local schools in Southampton who utilise the Civil Service Playing Fields by agreement. This is managed by Testlands Hub.

The schools who currently utilise the Civil Service Playing Fields are:

- (i) St. Mark's C of E Primary School, Stafford Road, SO15 5TE
- (ii) Freemantle Church of England Community Academy, Mansion Road, SO15 3BQ
- (iii) Banister Nursery and Primary School, Archers Road, SO15 2LS
- (iv) Foundry Lane Primary School, Foundry Lane, SO15 3JT
- (v) The Polygon School, Handel Terrace, SO15 2FH
- (vi) Regents Park Community College, King Edward Avenue, SO16 4GW
- (vii) St. John's Primary and Nursery School, French St., SO14 2AU

Southampton City Council are committed to ensuring the sports facilities provided as part of the proposed scheme continue to be utilised as a shared facility by other schools in the City.

The outline proposals shown at Appendix 1 indicate no development on the playing fields site. The nature of any development of the former Civil Service Playing Fields site will be informed by this Public Consultation as part of any scheme for a new all-through school.

Southampton City Council are wholly committed to the development of the Civil Service Playing Fields site for the benefit of the proposed all-through school; other Southampton Schools and as a community asset.

N. Project Costs and Timescales

Investment of £31.86m for the project to create a new 6FE, 900 Place Secondary Provision has been secured through Full Council and by Southampton City Council Cabinet Decision in July 2018. The investment secured is to deliver a 6FE secondary provision within the City by September 2022.

Copies of this draft proposal may be obtained from:

www.southampton.gov.uk/schools-learning/school-consultations/

or by writing to:

School Organisation

Children and Families Directorate
Southampton City Council
Civic Centre (North) Southampton
S014 7LY

Any person may object to or comment on these proposals.

Any objections and comments can be sent to the above address or to
School.Organisation@southampton.gov.uk

The final date for submission of objections and comments under this statutory consultation is **February 18th 2019**

Appendix 1

**Outline Development Proposals for St. Mark's School &
Civil Service Playing Fields Sites**

The Existing Site

Plans for Expanding St. Mark's Church of England Primary School to an All-Through School



Existing Site Plan



Existing Site Aerial View



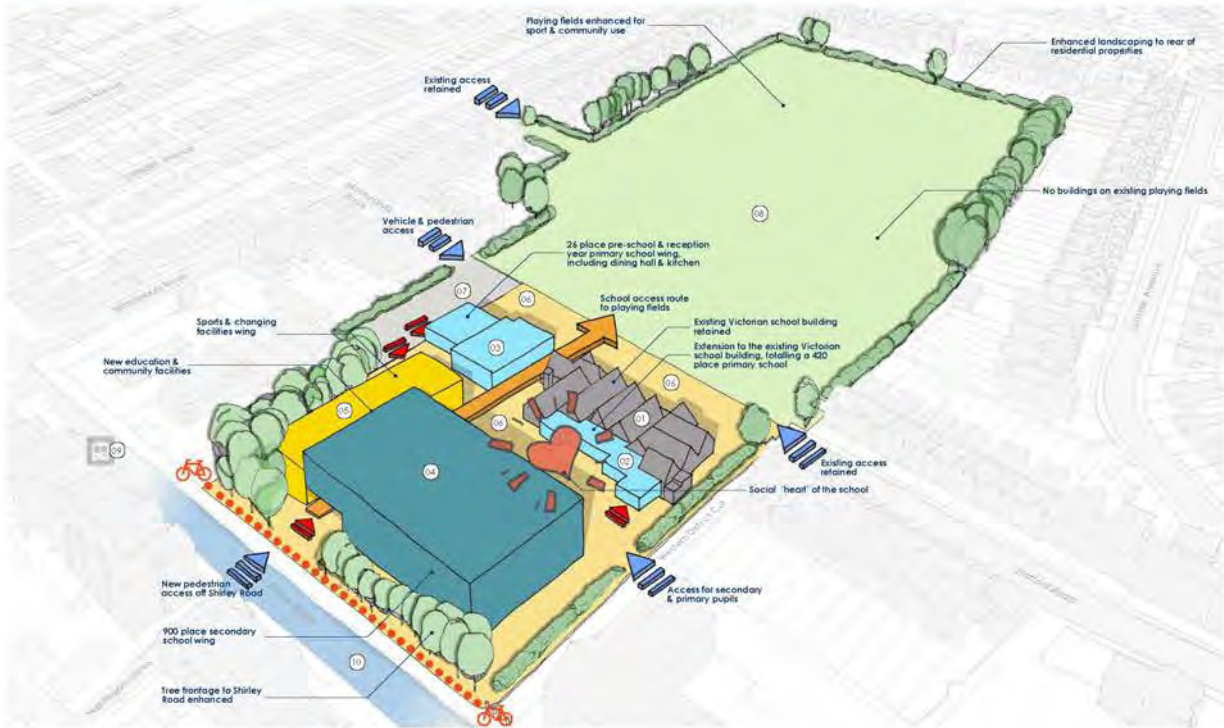
An All-Through School for Southampton

Public Consultation November 2018 - January 2019, Statutory Notice & Representation Period January - February 2019
Prepared by Capital Assets, Southampton City Council



Proposed Option 1

Plans for Expanding St. Mark's Church of England Primary School to an All-Through School



Proposed 3D View - New Build, with Main Victorian School Building Retained



Proposed Site Plan - New Build, with Main Victorian School Building Retained

Legend

- 01 Main primary school Victorian building retained & refurbished.
- 02 Single storey extension to main Victorian building to comprise a new main entrance & new classrooms.
- 03 New build single storey pre-school & primary school wing to comprise classrooms, dining hall & kitchen, with proposed community use.
- 04 New build 3/4 storey secondary school wing, with proposed community use.
- 05 New build school sports hall with proposed community use.
- 06 Soft & hard internal spaces for the pre-school, primary school, & secondary school.
- 07 Car park & deliveries.
- 08 Outdoor sports pitches & play areas for the primary school & secondary school, with proposed community use.
- 09 Existing bus stops on Shirley Road to be used by the school.
- 10 Zone for proposed new pedestrian crossing.
- Existing school building retained & refurbished
- Proposed pre-school & primary school wing extension
- Proposed secondary school wing
- Proposed sports facilities wing
- Proposed building entrance points
- Proposed access points to the school site
- Social 'heart' of the school
- Existing trees
- Enhanced landscaping
- Zone for signalled pedestrian crossing
- Existing bus stops
- Proposed cycle path



Stimulating Environments



Enhanced Sports Facilities



Enriched Outdoor Spaces



Outdoor Learning Spaces



Flexible Teaching Spaces

An All-Through School for Southampton

Public Consultation: November 2018 – January 2019; Statutory Notice & Representation Period: January & February 2019

Prepared by: Capital Assets, Southampton City Council



Proposed Option 2

Plans for Expanding St. Mark's Church of England Primary School to an All-Through School



Proposed 3D View - Complete New Build



Proposed Site Plan - Complete New Build

Legend

- 01 New build 2 storey pre-school & primary school wing, with proposed community use. Existing primary school demolished.
- 02 Shared visitor entrance for the new all-through school.
- 03 New build 3/4 storey secondary school wing, with proposed community use.
- 04 New build school sports hall with proposed community use.
- 05 Soft & hard informal spaces for the pre-school, primary school & secondary school.
- 06 Car park & deliveries.
- 07 Outdoor sports pitches & play areas for the primary school & secondary school, with proposed community use.
- 08 Existing bus stops on Shirley Road to be used by the school.
- 09 Zone for proposed new pedestrian crossing.
- Proposed pre-school & primary school wing
- Proposed secondary school wing
- Proposed sports facilities wing
- Proposed building entrance points
- Proposed access points to the school site
- Social heart of the school
- Existing trees
- Proposed trees
- Enhanced landscaping
- Zone for signalled pedestrian crossing
- Existing bus stops
- Proposed cycle path



Stimulating Environments



Enhanced Sports Facilities



Enriched Outdoor Spaces



Outdoor Learning Spaces



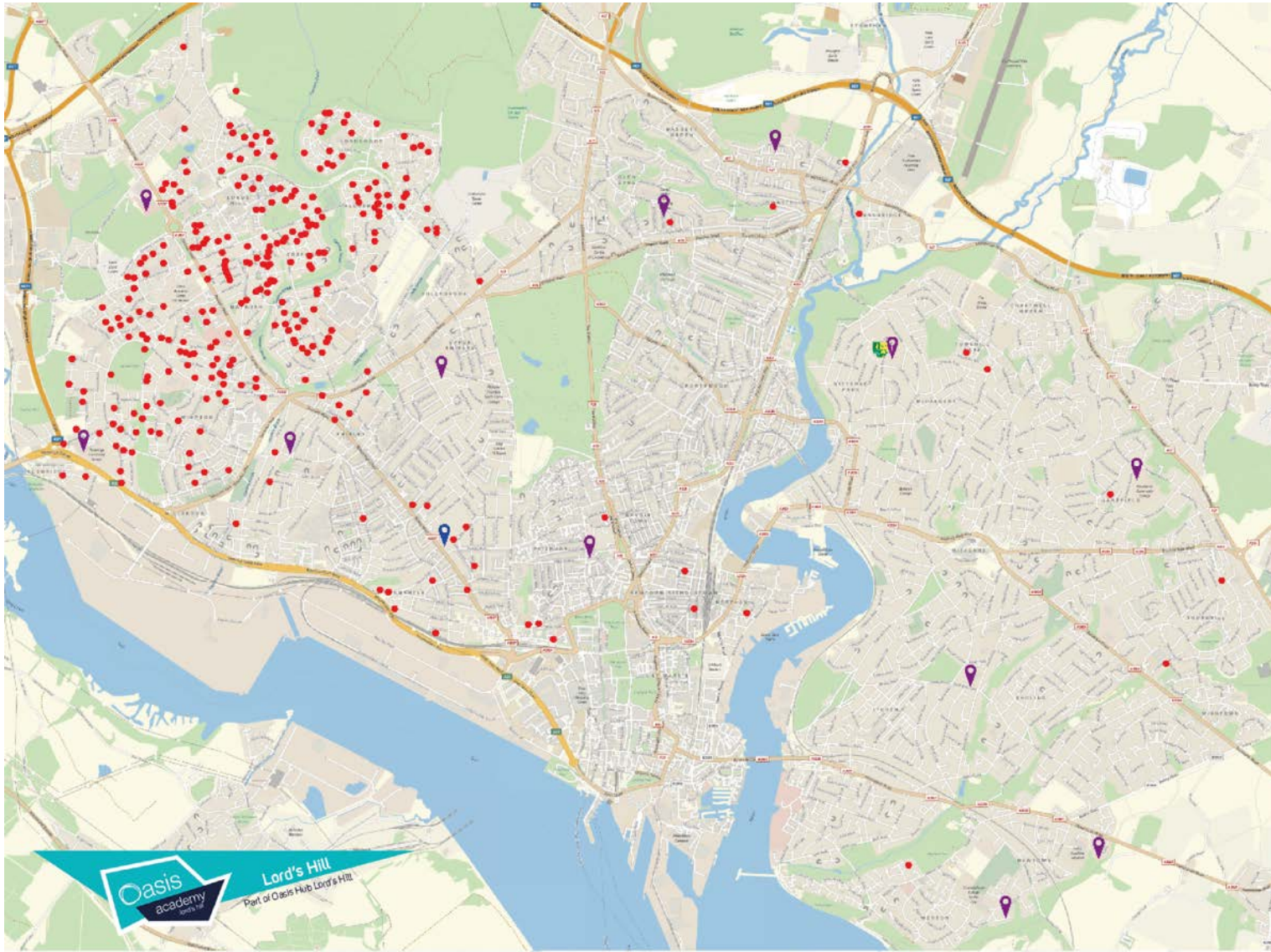
Flexible Teaching Spaces

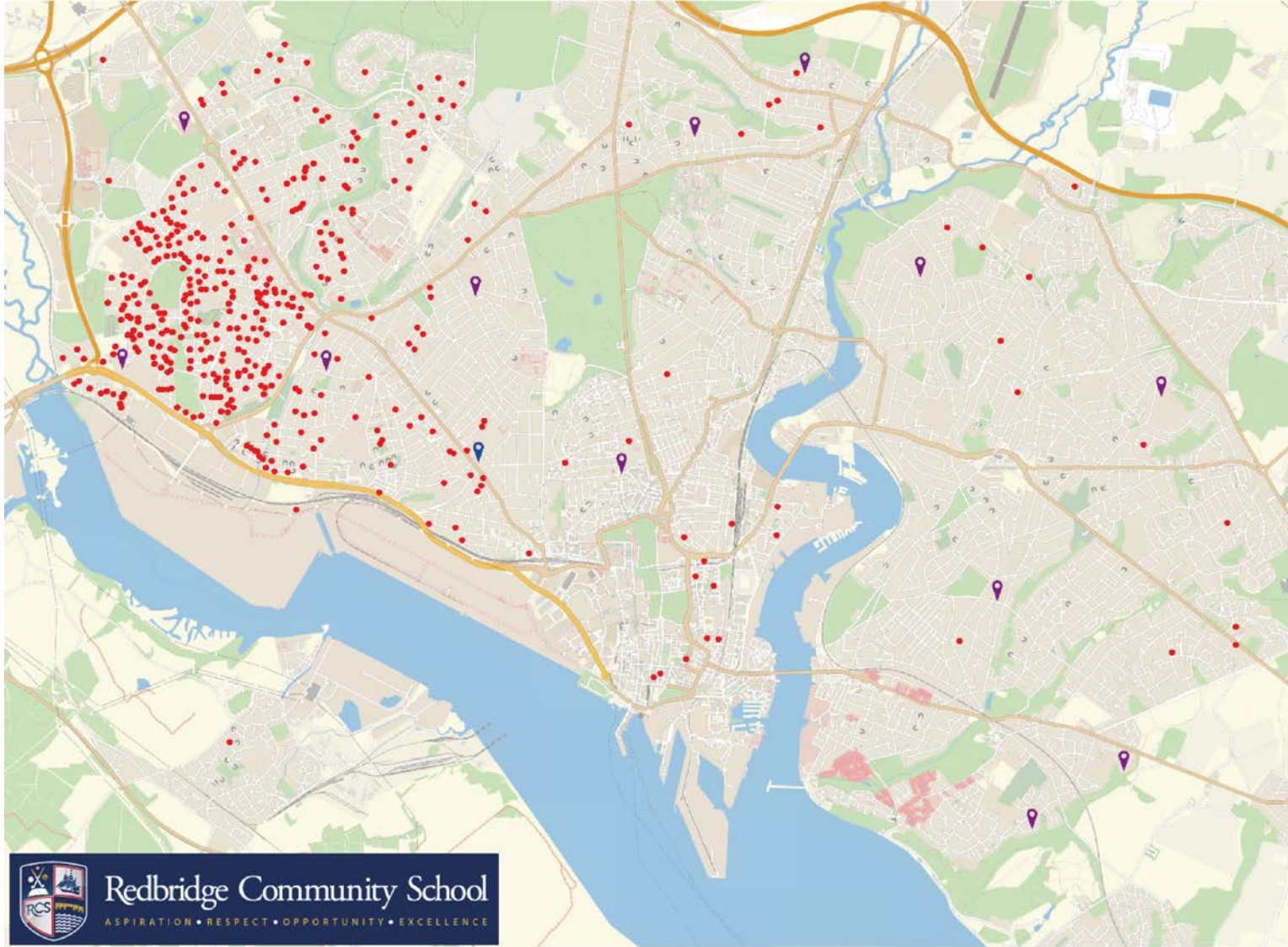
An All-Through School for Southampton

Public Consultation: November 2018 - January 2019. Statutory Notice & Representation Period: January - February 2019. Prepared by Capital Assets, Southampton City Council.

FAITHFUL+GOULD
Member of the SNC Lend Lease Group

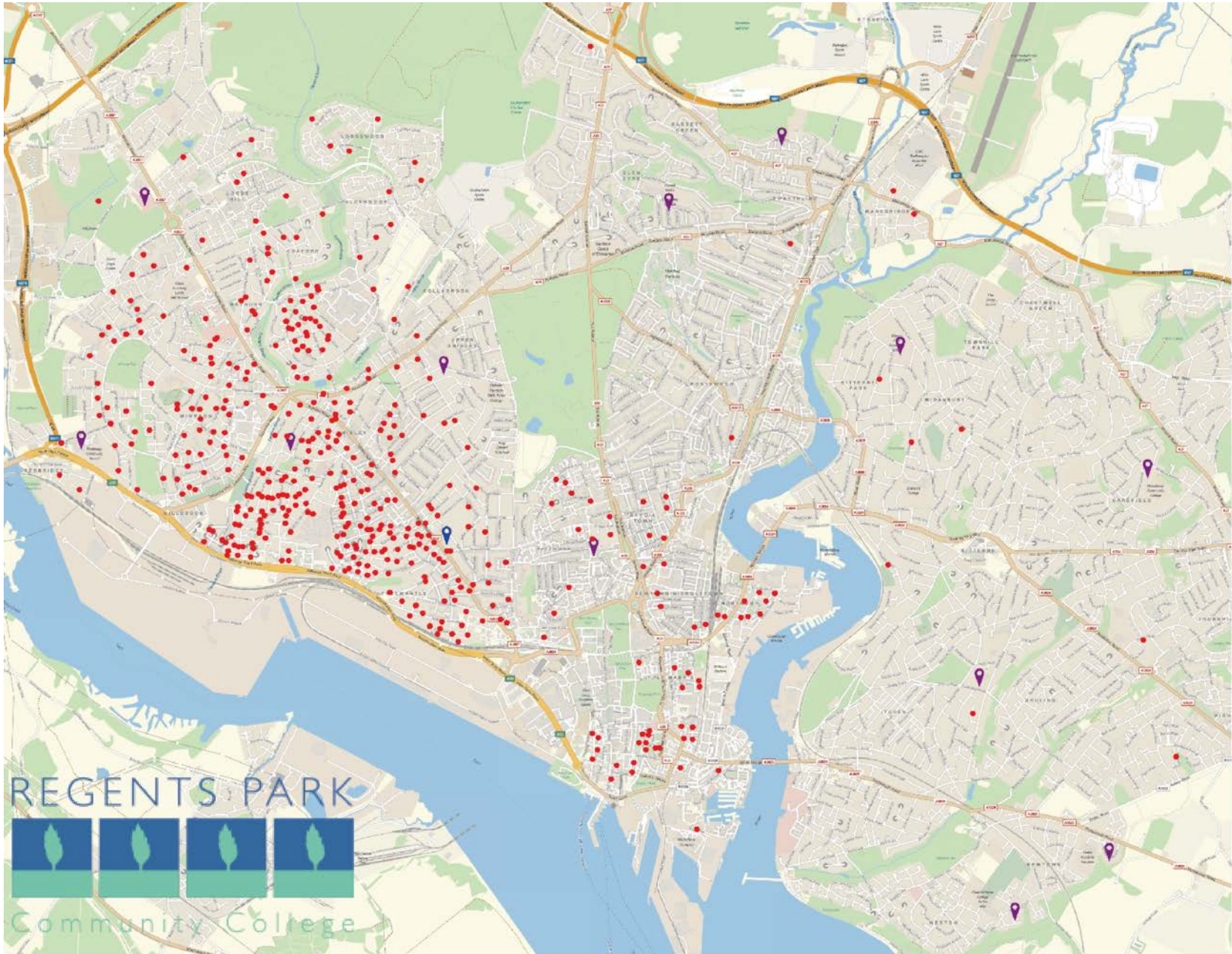


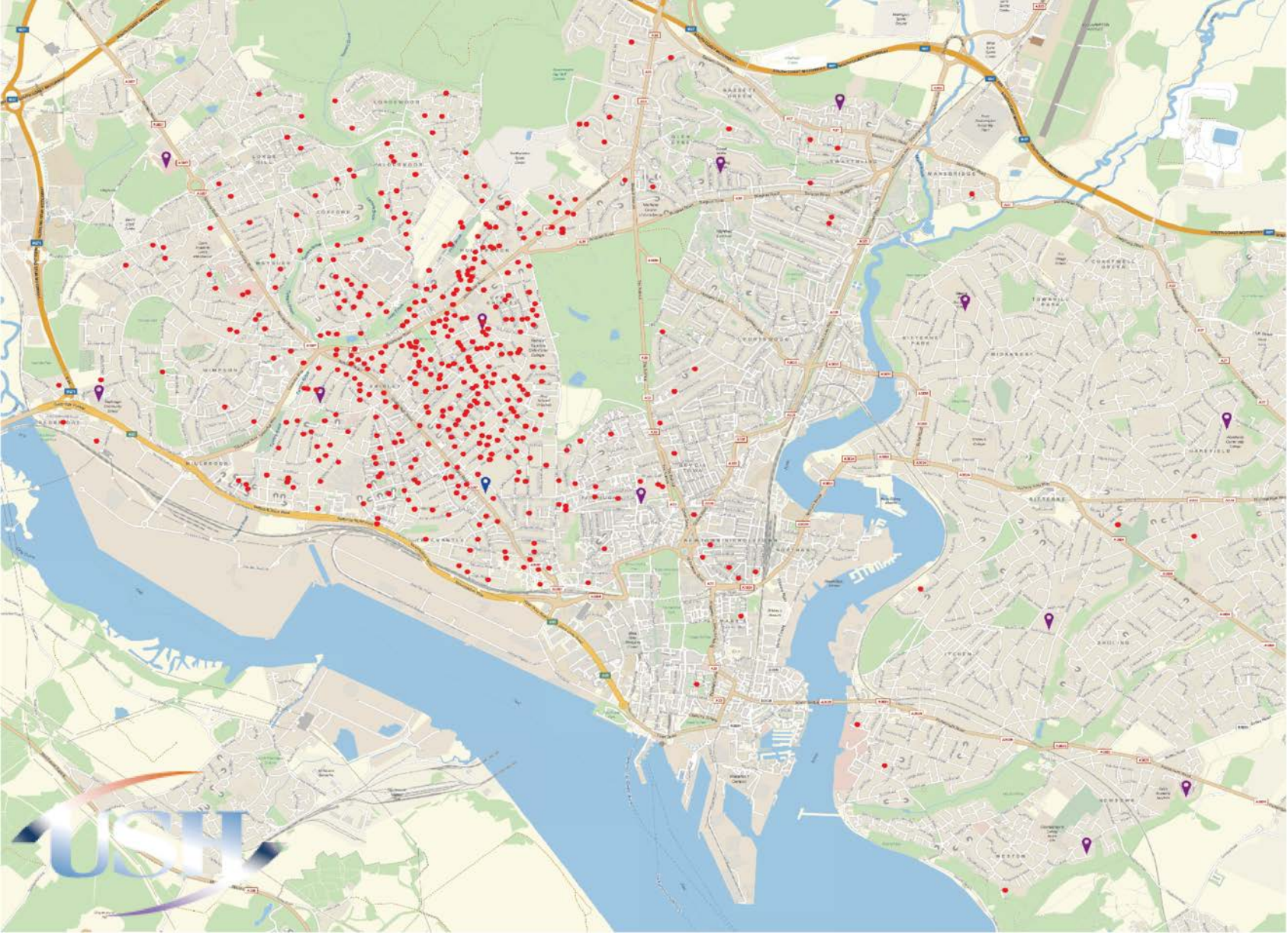


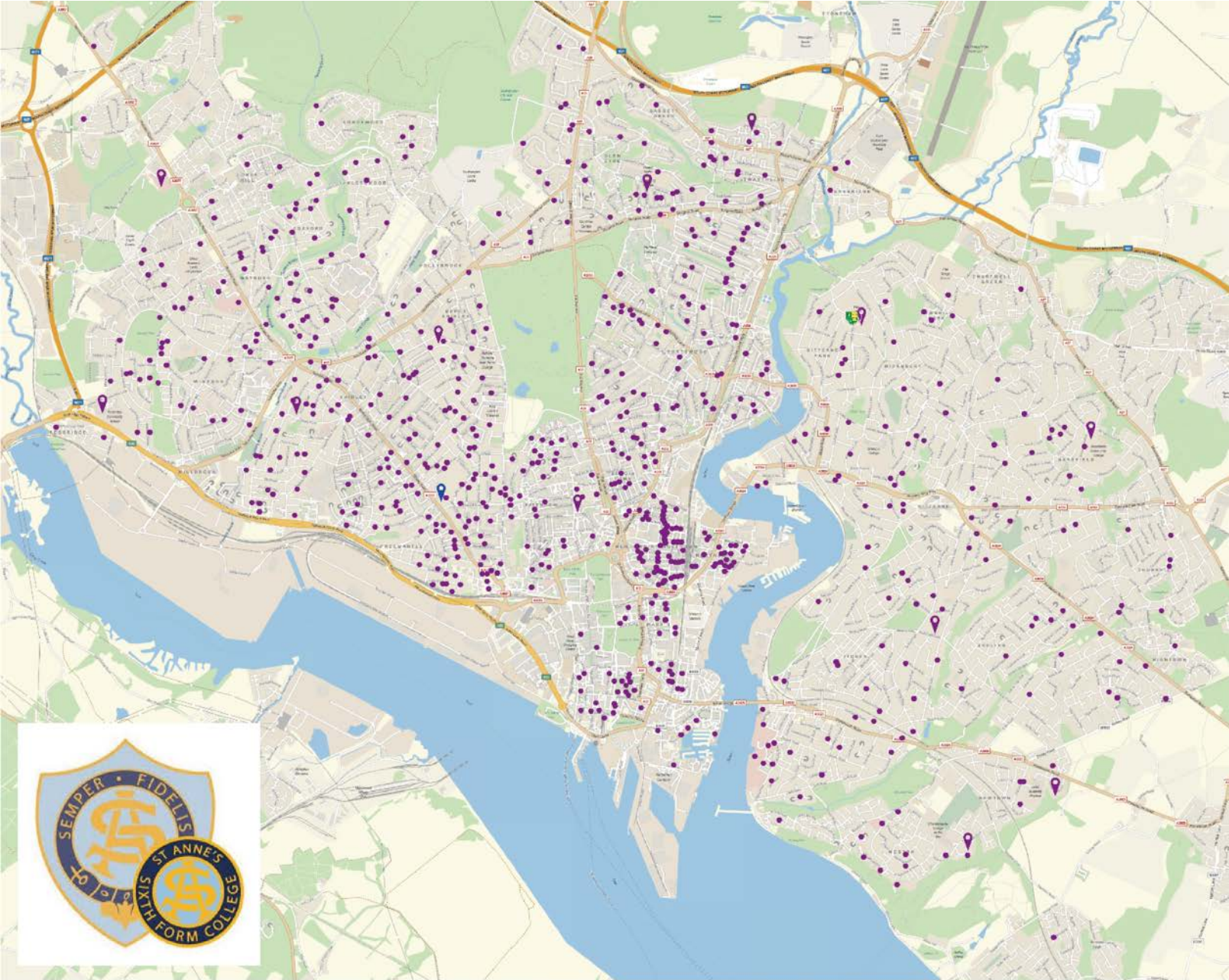


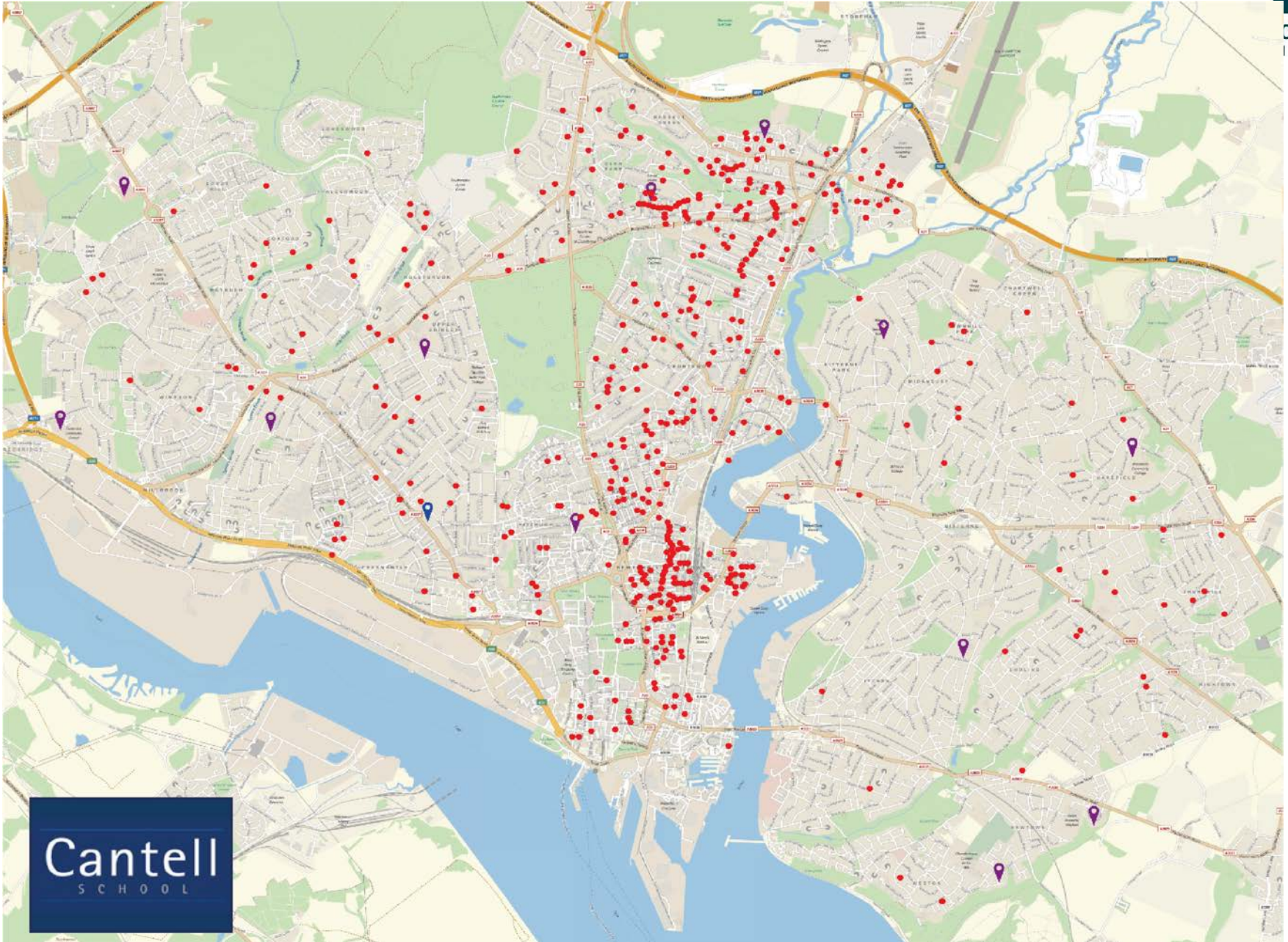
Redbridge Community School

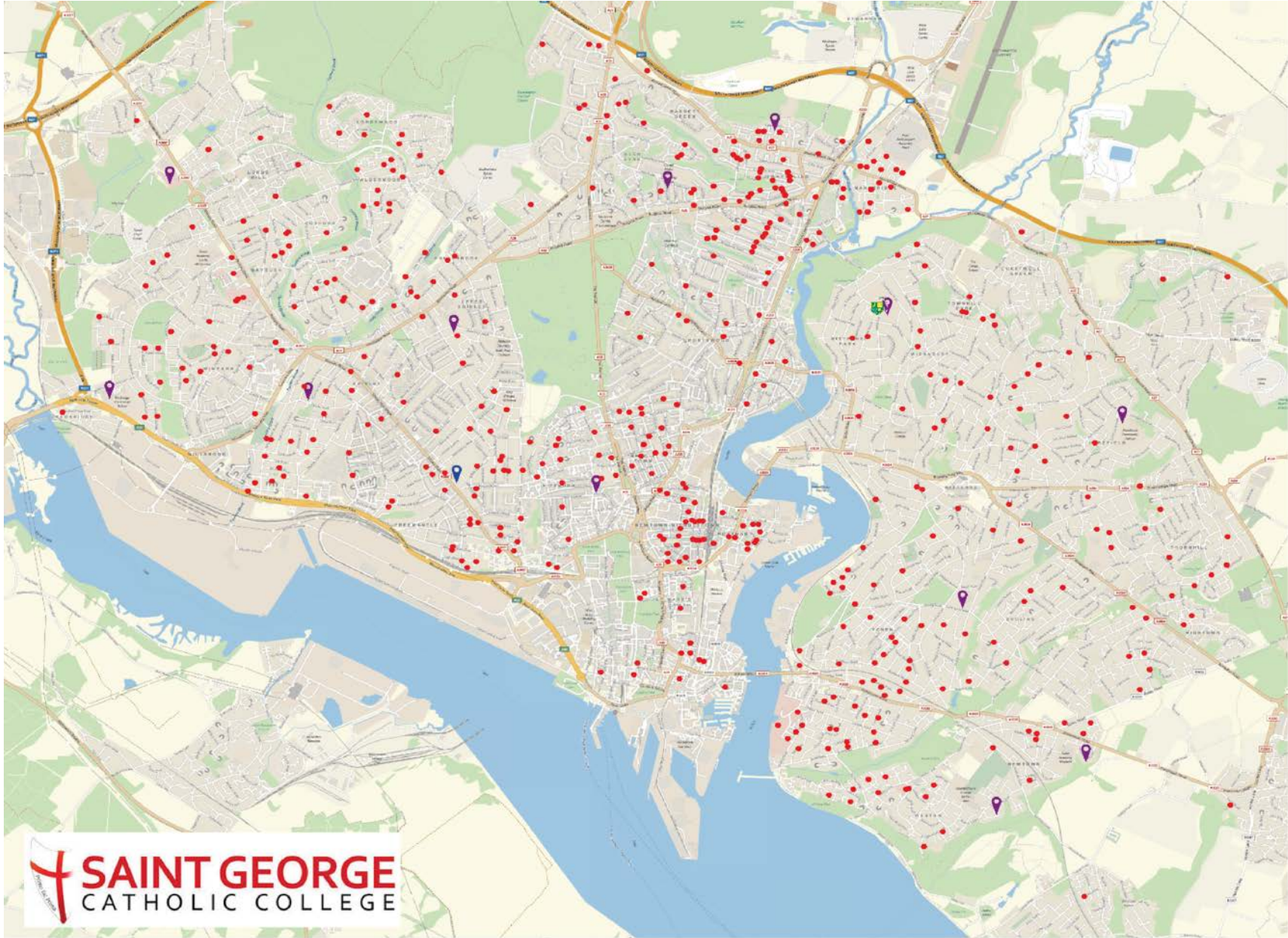
ASPIRATION • RESPECT • OPPORTUNITY • EXCELLENCE



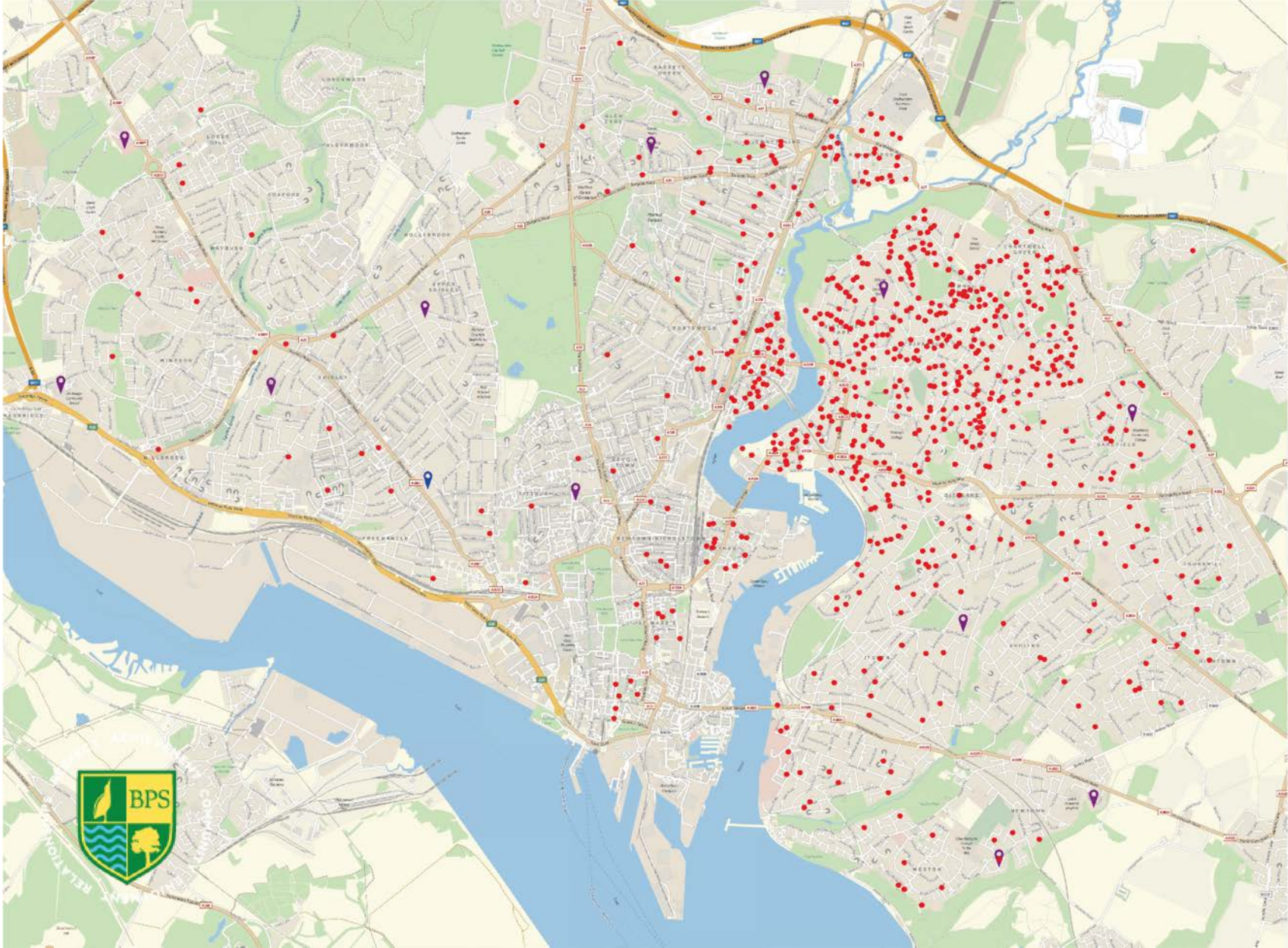


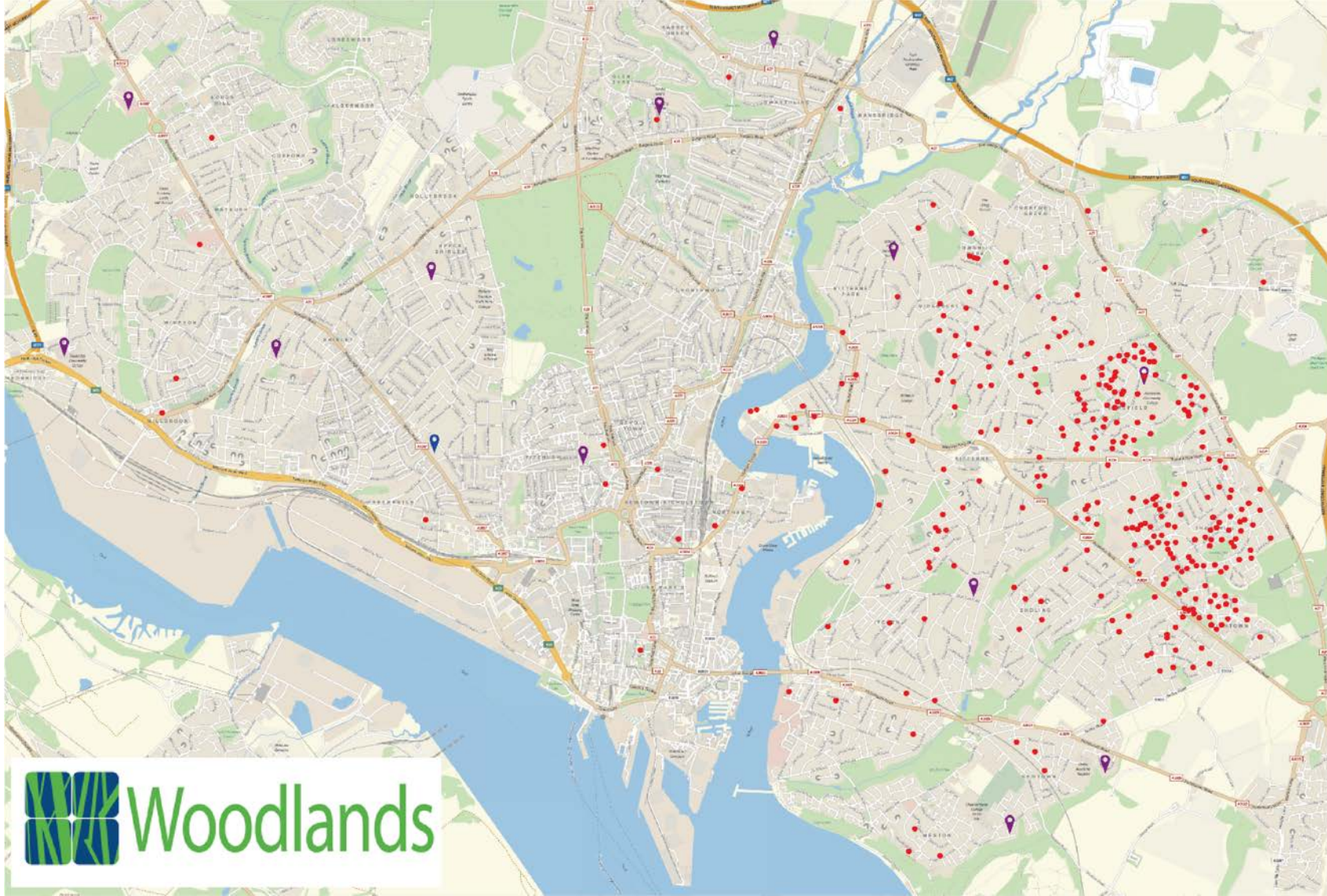




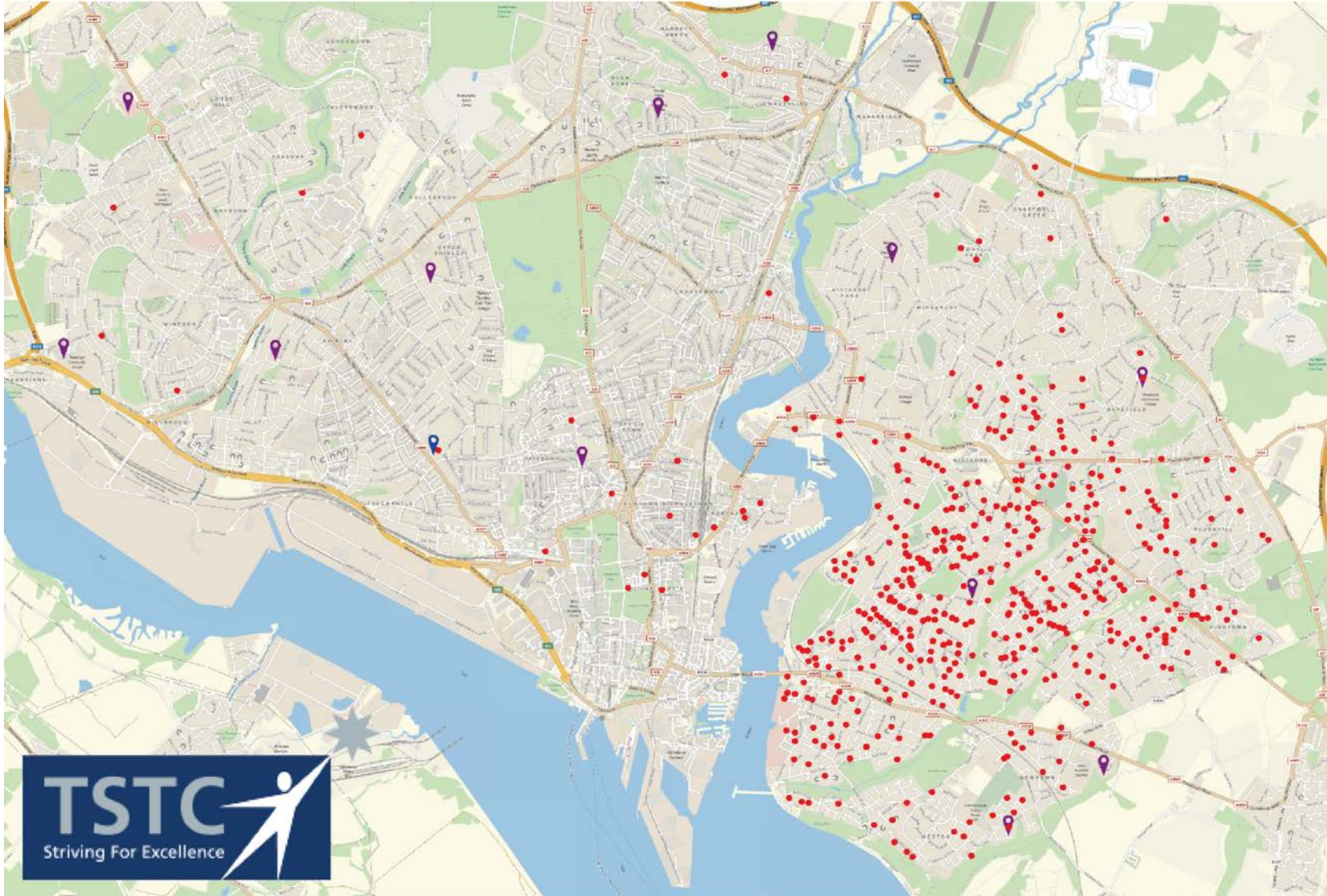


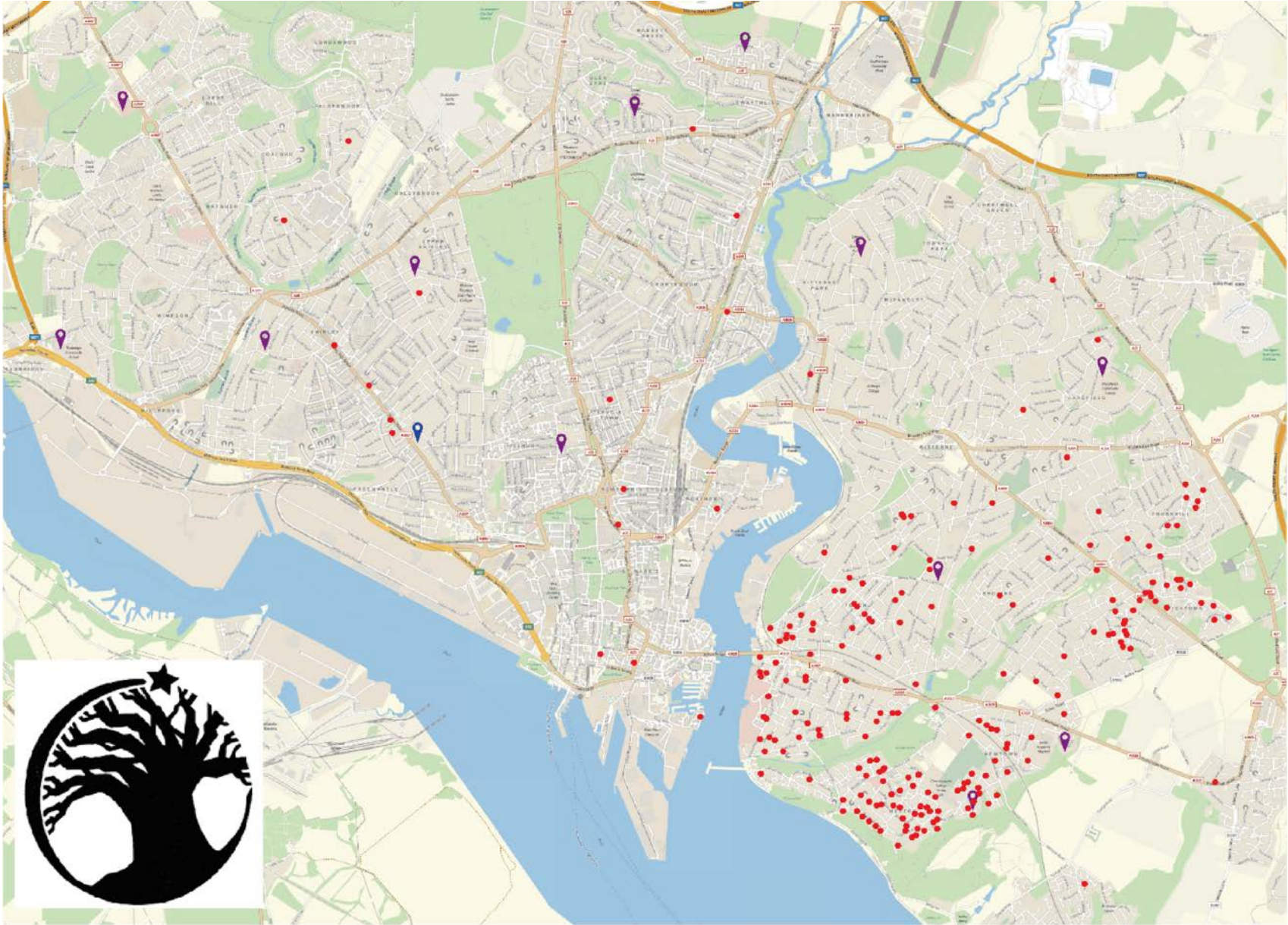
 **SAINT GEORGE**
CATHOLIC COLLEGE

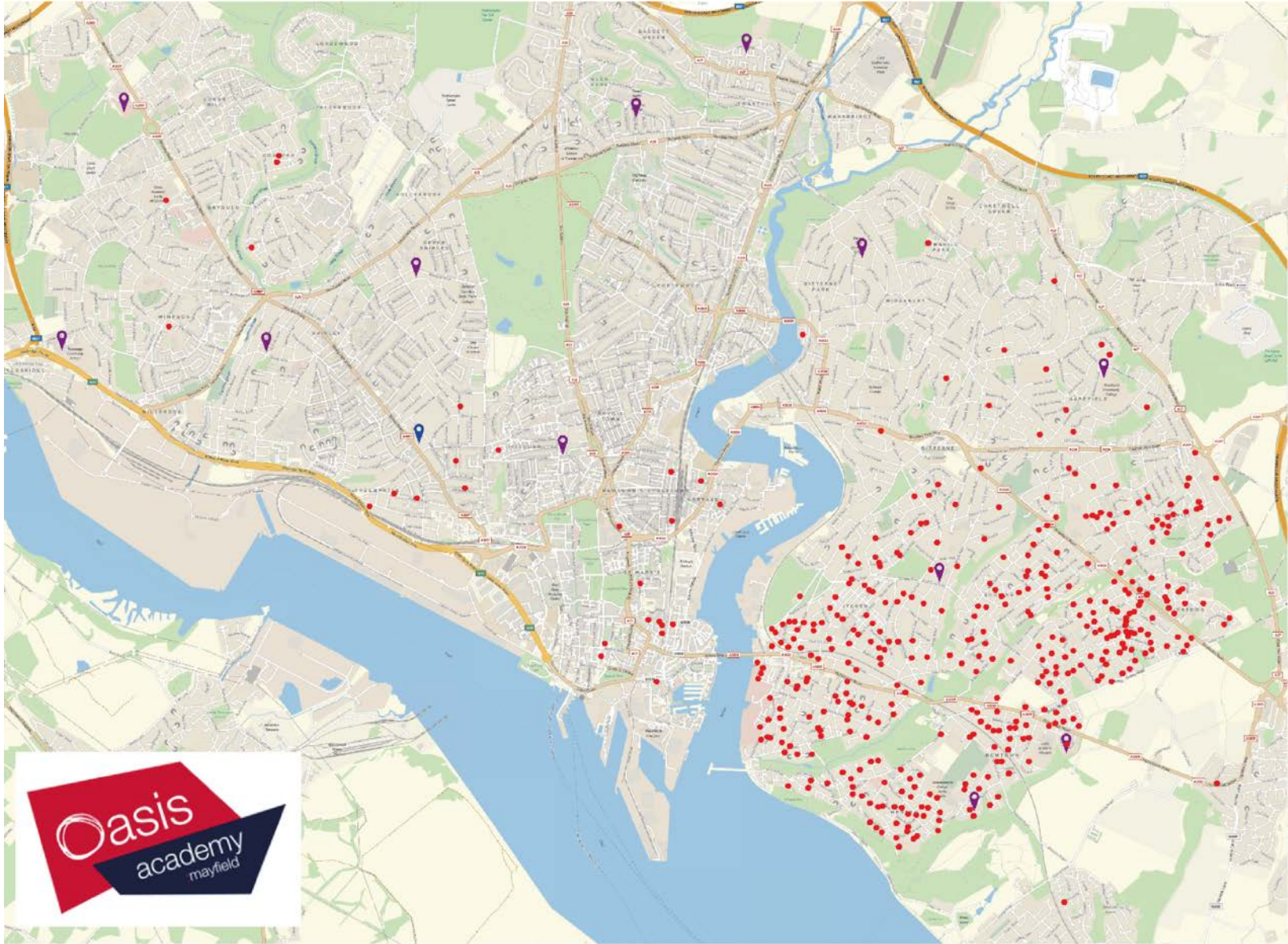




Woodlands







Appendix 3

Southampton City Secondary Schools (Feeder Schools)

Secondary School	Feeder Schools
Redbridge Community School	Newlands Primary School, Mansell Park Primary School, Tanners Brook Junior School, Redbridge Primary School, Mason Moor Primary School
Oasis Lordshill Academy	Sinclair Primary School, Oakwood Primary School, Fairisle Junior School, Shirley Warren Primary School.
Upper Shirley High School	Hollybrook Junior School, Shirley Junior School, Wordsworth Primary School.
Regents Park Community School	Foundry Lane Primary School, St. Mark's C of E Primary, Freemantle C of E Community, St. John's Primary and Nursery School.
St. Anne's Catholic School	Holy Family Primary School, Springhill Catholic Primary School, St. Patrick's Primary School
St. George Catholic College	Holy Family Primary School, Springhill Catholic Primary School, St. Patrick's Primary School
Cantell School	Bevois Town, Bassett Green Primary School, Mount Pleasant Junior School, Portswood Junior School, Swaythling Primary School, Mansbridge Primary School, St. Mary's C of E (VC) Primary School
Bitterne Park School	Beechwood Junior School, Bitterne Park Primary School, Bitterne Manor Primary School, Portswood Primary School, St. Deny's Primary School, Moorlands Primary School, Townhill Junior School
Oasis Sholing Technology Academy	Sholing Junior School, St. Monica Primary School, Bitterne C of E (VC) Primary School
Woodlands Community School	Thornhill Primary School, Kanes Hill Primary School, Harefield Primary School, Hightown Primary School.
Oasis Mayfield Academy	Valentine Primary School, Ludlow Junior School, Weston Park Primary School, St. Monica Primary School, Hightown Primary School.
Chamberlayne College for the Arts	Weston Park Primary School, Hightown Primary School.



**SOUTHAMPTON CITY COUNCIL
CHILDREN'S SERVICES AND LEARNING
HOME TO SCHOOL, AND POST-16, TRANSPORT POLICY
2018/19 ACADEMIC YEAR**

1 SUMMARY

- 1.1 This document sets out the criteria for receiving travel assistance and gives information on what type of travel assistance children and students can expect to receive.
- 1.2 Southampton City Council reviews this Policy annually.

2 BASIC PROVISION AND THE LAW

- 2.1 The provision of Home to School Transport is covered in law by section 509 (1 - 6) of the 1996 Education Act (the "Act"), and sections 508A, 508B, 508C, 509AD and schedule 35B of the Act (inserted by Part 6 of the Education and Inspections Act 2006).
- 2.2 The basic provisions are:
 - 2.2.1 The Local Authority has a duty to ensure that suitable travel arrangements for "eligible children" in their area are made, where necessary, to enable them to attend school.
 - 2.2.2 The duty applies to "home to school" travel arrangements at the start of the day, and "school to home" travel arrangements at the end of the day. It does not relate to travel between educational institutions during the school day or part-time time tables.
 - 2.2.3 Arrangements must be free of charge except where public transport passes are lost or damaged and there is a charge for a replacement.
- 2.3 Eligible children are those categories of children in an authority's area for whom travel arrangements will always be required.
- 2.4 Eligible children are those of compulsory school age.

3 ENTITLEMENT TO TRAVEL ASSISTANCE

- 3.1 Early Years (age 2 to statutory school age or school Year R)
 - 3.1.1 Travel assistance will be provided to children attending the nearest appropriate early years setting to their home where their placement is supported by the Early Years and Portage team or the Special Educational Needs team and the distance between their home and the early years setting is more than 2 miles.
 - 3.1.2 Travel assistance will be provided to children attending the Early Learning Group if the distance between home and the setting is over 2 miles and

placement is agreed by the Early Years and Portage Manager.

- 3.1.3 Parents will be expected to accompany their children whilst they are travelling where appropriate and may need to make arrangement for their return journeys.

3.2 Primary Schools

- 3.2.1 Travel assistance will be provided to children attending the nearest appropriate primary school to their home where the distance between their home and the school is more than 2 miles (3 miles for children in years 4-6 who do not meet the means testing criteria).

3.3 Secondary Schools

- 3.3.1 Travel assistance will be provided to children attending one of the three nearest appropriate schools to their home where the distance between their home and the school is more than 2 miles but less than 6 miles and where they meet the means testing criteria.
- 3.3.2 Travel assistance will be provided to children attending the nearest appropriate secondary school to their home where the distance between their home and the school is more than 3 miles.

3.4 Special Schools, Units and Pupil Support Services

- 3.4.1 Travel Assistance will be provided to all children attending Rosewood and Cedar Schools from age 2 years if placement agreed by the Local Authority. This will usually be in the form of a personal budget for children aged below 3 years of age.
- 3.4.2 Travel assistance will be provided to primary aged children attending the nearest appropriate school where the distance between their home and the school is more than 2 miles.
- 3.4.3 Travel assistance will be provided to secondary aged children attending one of the three nearest appropriate schools to their home where the distance between their home and the school is more than 2 miles but less than 6 miles.

3.5 Faith Schools

- 3.5.1 Children attending Secondary Schools - travel assistance will be provided to secondary aged children attending the nearest appropriate denominational / faith school to their home where the distance between their home and the school is more than 2 miles but less than 15 miles, where appropriate evidence of faith is supplied and where they meet the means testing criteria.

3.6 Post-16 Education (Not Special Schools)

3.6.1 Help is available to students attending further education through free or discounted tickets from the Southampton 16-19 Student Bus Travel Scheme.

3.6.2 The scheme provides:

- subsidised termly tickets with the two main Southampton operators, First and Bluestar;
- unlimited city travel for students between 6.00am-12.00am, seven days per week including half term holidays but excluding Christmas, Easter and Summer holiday periods.

3.6.3 The following conditions apply to the Southampton 16-19 Student Bus Travel Scheme:

- The student is under 19 years of age on 31st August prior to when they start their course;
- The student is eligible for guaranteed payments from the 16-19 Bursary Fund in order to receive free bus travel;
- The student is eligible for local discretionary payments from the 16-19 Bursary Fund in order to receive free or discounted bus travel, depending on the bursary amount;
- Students not eligible for the 16-19 Bursary Fund will receive discounted bus travel

3.7 Post-16 Education - Students with Special Educational Needs

3.7.1 Travel assistance will be provided to the nearest college / school with a sixth form offering an appropriate course.

3.7.2 An appropriate course is one that enables the student to meet his or her employment objectives or is specifically designed to meet the student's special educational needs.

3.7.3 The following conditions apply to all students:

- By applying for travel assistance agreement is being given to have an assessment for Independent Travel Training
- They had a Statement of Special Educational Needs or an Education, Health and Care Plan maintained by the Local Authority until the completion of their secondary education;
- They are under 25 years of age on 31 August prior to when they start their course;
- The distance between their home and the college/school with a sixth form is more than 3 miles

4 SUPPLEMENTARY NOTES ON ENTITLEMENT

4.1 Distances will be measured as follows:

4.1.1 Minimum distances will be measured by the shortest available safe walking route following recognised public footpaths

4.1.2 Maximum distances will be measured by the shortest available driving route

4.2 Children must be attending a qualifying school / college. Qualifying schools / colleges are defined as follows:

4.2.1 Community, foundation or voluntary schools

4.2.2 Community or foundation special schools

4.2.3 Non maintained special schools

4.2.4 Pupil referral units

4.2.5 Maintained nursery schools

4.2.6 City technology colleges (CTC), city colleges for the technology of the arts (CCTA) or Academies

4.2.7 Colleges maintained by the Skills Funding

Agency In addition, for children with special educational needs:

4.2.8 An independent school (other than a CTC, CCTA or Academy) if it is the only school named in a child's statement or EHC plan, or if it is the nearest of two or more schools named in the statement/EHC plan

4.2.9 Non-maintained early years settings

4.3 For a school to be 'appropriate', it must be a qualifying school, with places available, that provides an education appropriate to the age, ability and aptitude of the child, and any special educational needs that the child may have. In addition, the foundation of the school (faith / non faith) and any restrictions on admissions (single sex schools) must not conflict with parents' faith, beliefs or philosophical convictions.

4.4 When assessing the availability of places, the normal time of application will be used, for example, for those transferring to a secondary school this would be the closing date for applications. The following rules regarding expressions of preference apply:

- 4.4.1 Where parents express a preference for a school / college other than one at which their child may be eligible for travel assistance under section 3 of this policy, do not obtain a place at their preferred school, and are later unable to obtain a place at a school / college at which their child may be eligible for travel assistance, such assistance will only be offered if the school / college at which a child may have been eligible would not have been able to offer a place had it been a preferred school / college.
- 4.4.2 Where children qualify as above travel assistance will only be available to the nearest school with an available place.
- 4.5 Where a child has been permanently excluded from school, they will be entitled to travel assistance to the next nearest school to their home that in the opinion of the Local Authority can offer them an appropriate education.
- 4.6 To meet the means testing criteria, children must be entitled to free school meals or their parents must be in receipt of the maximum level of Working Tax Credit.
- 4.7 Parents will have to apply for travel assistance annually with up to date evidence of benefits being supplied.
- 4.8 Once eligibility has been confirmed on income grounds, children will be assumed to be eligible for the rest of the school year.
- 4.9 If a child/student has a change of address at any point within the school year, their eligibility will be reassessed following a new measurement of the distance between their home and the school / college.

5 EXCEPTIONAL CIRCUMSTANCES AND MEDICAL CONDITIONS

5.1 Child Medical Conditions

5.1.1 Transport may be provided within the minimum walking distances where written evidence from a GP or hospital Consultant is provided stating:

- What medical problems/disabilities the child has and how this affects their ability to walk to/from school/college
- The child cannot walk the given distance to/from school/college
- How long this situation is likely to last

5.1.2 The final decision remains with the Local Education Authority.

5.2 Parent Medical Conditions

5.2.1 Transport may be provided within the minimum walking distances where written evidence is provided from an appropriate independent professional confirming that the child requires accompaniment to school.

5.2.2 In addition written evidence from a GP or hospital Consultant is provided stating:

- What medical problems/disabilities the parent has and how this affects their ability to accompany their child to/from school/college
- The parent cannot walk the given distance to/from school/college
- How long this situation is likely to last

5.3 Exceptional Circumstances

5.3.1 Where a child is not otherwise entitled, travel assistance may be provided following a review of any exceptional circumstances put forward.

5.3.2 Reviewing Medical / Exceptional Travel Assistance

5.3.3 Travel assistance granted on medical/exceptional grounds will be regularly reviewed with a maximum review period of 1 year.

The final decision remains with the LA.

6 TRANSPORT PROVISION

6.1 When considering what type of transport provision is appropriate for each child/young person, the LA will consider:

- Age and maturity of the child.
- Ability and aptitude of the child.
- Any special educational needs the child may have.
- The type of vehicle the child is travelling on.
- The length of the journey.
- Nature of the possible routes from home to school, particularly in relation to safety.
- Whether the child is physically able to walk the distance involved.
- Whether the child needs to be accompanied and whether it is possible for the child to be accompanied.

Sections 6.2 to 6.11 give a guide on what provision is likely to be made available.

6.2 Early Years settings including special nursery

6.2.1 Transport appropriate to each child's individual needs will be provided.

6.3 Primary Schools

6.3.1 Passes for use on public transport will be provided.

6.3.2 In exceptional circumstances, alternative transport provision will be provided.

6.4 Secondary Schools

6.4.1 Passes for use on public transport will be provided.

6.4.2 In exceptional circumstances, alternative transport provision will be provided.

6.5 Special Schools, Units and Pupil Support Services

6.5.1 For pupils attending The Polygon School and secondary aged pupils attending Pupil Support Services, passes for use on public transport will be provided. In exceptional circumstances, alternative transport provision will be provided but will be reviewed termly.

6.5.2 For all others, transport appropriate to each child's individual needs will be provided.

6.6 Post-16 Education - Students with Special Educational Needs

6.6.1 Following assessment/consideration of Independent Travel Training transport appropriate to each student's individual needs will be provided.

6.7 Walking Escort

6.7.1 An escort may be provided to accompany a child / student on the walk to school / college / sixth form, where walking is an appropriate means of making the journey, and parental consent to the arrangement has been obtained.

6.8 Public Transport Escort

6.8.1 An escort may be provided to accompany a child / student on public transport, where public transport is an appropriate means of getting to school / college / sixth form.

6.9 Children and young people who are assessed as being eligible for free school travel

may be offered a Personal Travel Budget for the purpose of travel to and from their education setting.

- 6.10. In a small number of cases children and young people who are assessed as being eligible for free school travel may be offered a mileage allowance of 30p per mile payable at the end of each full school term

7 SPECIFIC AREAS OF POLICY

7.1 Privilege Places

7.1.1 A spare place on a contract vehicle may be offered to a child who is not entitled to travel assistance. Privilege places can be withdrawn if they are needed for eligible children. A flat rate charge will be made, except where the child qualifies for free school meals or parents are in receipt of the maximum level of Family Tax Credit.

7.2 Journey Times

7.2.1 Transport will be arranged so as to be non-stressful. In normal circumstances, the maximum journey time will be 60 minutes (primary mainstream) and 75 minutes (secondary mainstream).

7.2.2 Limited exceptions, up to a normal maximum of 75 minutes, may be necessary where special schools (and students with S.E.N. attending colleges) are concerned.

7.2.3 Journeys to and from out-city schools may also, by definition, exceed the standard maximum times.

7.3 Pick-up and Drop-off Points

7.3.1 Where appropriate, parents may be expected to take their child to / from a pick up / drop off point.

- Such points will be within 1 mile of the child's home.
- For post-16 students, the applicable distance will be 1.5 miles.

7.4 Journeys To and From Other Destinations

7.4.1 Where a pupil or student is eligible, the City Council will normally only provide assistance between home and the school or college at which the pupil or student is enrolled. It will not normally offer assistance to or from other points, for example:

- A work experience placement
- A medical appointment

- An address other than the home address including childminders
- A journey from one educational establishment to another, except where it supports an integration programme agreed by the LA.
- Ad hoc visits to schools, colleges or other establishments
- Link courses
- Respite care. Pupils and students will be entitled to transport assistance to and from local respite care facilities where their eligibility for this care has been determined through a Community Care Assessment and the assessment determined their transport needs as either Category 1 – Critical or Category 2 - Substantial.

7.5 Change of Address

- 7.5.1 Assistance will not normally be offered for children who change address up to and including Year 11.
- 7.5.2 Contract transport will not be arranged and the travelling time in each direction must be less than 90 minutes.

7.6 Entitlement errors

- 7.6.1 Where travel assistance is found to have been granted in error, notice of one full term will be given to allow families time to make other arrangements.
- 7.6.2 Where entitlement has been denied in error, transport will be arranged as soon as possible and consideration will be given to reimbursing parents retrospectively, with a normal time limit of the start of the academic year in question.

7.7 Reimbursement where the provision of transport is delayed

- 7.7.1 Where a delay occurs in providing travel assistance (i.e. after 10 working days) which is over and above the normal operational timescale for doing so, and the application for transport has been submitted in good time, reimbursement may be made to cover expenses incurred (upon production of evidence of expenditure) from the date from which travel assistance would otherwise have been provided.
- 7.7.2 In the case of entitlement being granted upon appeal, reimbursement may be made of expenses incurred upon production of evidence of expenditure from the date on which the appeal was lodged or, if this falls within a school holiday period, from the start of the following term or half-term.

7.8 Schools re-organisation (by the City Council)

- 7.8.1 Other than by exceptional decision, the normal entitlement policy will apply to the children of families where closure or reorganisation takes place.
- 7.8.2 Change of school day
- 7.8.3 Provided that governing bodies of Local Authority maintained schools have

followed the procedures for change laid down in the Education (No 2) Act 1988 (Section 21) (and that governing bodies of other schools have taken full account of those procedures, as advised by the then Secretary of State), the City Council will seek to rearrange transport accordingly.

7.8.4 However, if additional costs are involved, the City Council reserves the right to make arrangements for all or part of those costs to be charged to the school concerned.

8 EXCLUSIONS FROM TRANSPORT

8.1 The City Council reserves the right to refuse to provide travel assistance where a child's / student's behaviour is such that it is unacceptable.

9 DEFINITION OF FAITH / RELIGION / PHILOSOPHICAL CONVICTION

9.1 The City Council will follow national guidelines in relation to the evidence of faith / religion / philosophical conviction required to be eligible to travel assistance under this policy. The following evidence will be required:

- A copy of the child's baptismal certificate showing that they are baptised into the faith of the school.
- A letter from the family's religious leader confirming that they are otherwise accepted into the faith of the school, or, confirming that because of their faith, their preference is to attend a church school.

10 APPLICATION AND APPEALS PROCEDURE

10.1 For children attending special schools and units transport applications and entitlement decisions are dealt with by the Special Educational Needs Team as part of the placement process. Appeals will be dealt with jointly with the Transport Co-ordination Unit.

10.2 For children attending Pupil Support Services transport applications and entitlement decisions are dealt with by the Manager of Pupil Services as part of the placement process. Appeals will be dealt with jointly with the Transport Co-ordination Unit.

10.3 For children attending mainstream schools and colleges, applications for transport should be made to the Transport Co-ordination Unit.

10.4 Where a child is not eligible for travel assistance, parents may ask for the decision to be reconsidered to include any exceptional circumstances they wish to put forward. A form will be provided for this purpose, supplementary evidence may be necessary.

10.5 Where a child is not granted travel assistance on exceptional grounds, parents may appeal against the decision of officers to the Education and Employment (Education Awards and School Transport Appeals) Sub-Committee. A form will be provided for this purpose, supplementary evidence may be necessary.



St Mark's CE Primary School

Admissions Policy

Policy Statement and Guidelines

Policy Date: Autumn 2018

Review Date: Autumn 2019

Admissions Policy



It is our responsibility, in accordance with the United Nations Convention on the Rights of the Child, to give all children the right to learn happily and safely in school. 'Article 29 (Goals of education): Children's education should develop each child's personality, talents and abilities to the fullest. It should encourage children to respect others, human rights and their own and other cultures. It should also help them learn to live peacefully, protect the environment and respect other people. Children have a particular responsibility to respect the rights of their parents, and education should aim to develop respect for the values and culture of their parents. '

We follow Southampton City Council's Admission Policy, which is as follows:

Southampton City Council

Admission Policy for Community and Voluntary Controlled Infant/Primary Schools for 2018/19.

Southampton City Council is the admission authority for all Community and Voluntary Controlled infant and primary schools in the city. Voluntary Aided and Trust and Foundation schools are their own admission authorities and set their own admission arrangements. As required in the School Admissions Code the authority will consider all on-time preferences at the same time for September 2019 admissions.

Parents may express up to three (3) preferences, listing them in the order in which they would accept them. All preferences will be considered and where more than one school could be offered, the parents will be offered a place for their child at the higher ranked of the schools that could be offered.

Children with statements of special educational needs (SEN)/EHC Plans that name the school

Children with statements of special educational needs/EHC Plans that name a school must be admitted to that school under the Education Act 1996 and with regard to the SEN Code of Practice. These children will be admitted to the named school, even if it is full, and are therefore outside the normal admission arrangements. As required by the Code these children will count as part of the Published Admission Number (PAN) for the school.

Oversubscription criteria

Applications submitted by 15 January 2019 will be dealt with first. If the number of applications submitted by 15 January 2019 is greater than the Published Admission Number (PAN) for a school, admissions to the school will be decided according to the following priorities:

1. Children in public care (looked after children) and previously looked after children as defined in paragraph 1.7 of the School Admissions Code 2014
2. Children subject to a child protection plan or deemed to be vulnerable by the Senior Officer with responsibility for safeguarding in Southampton City Council.

3. Children who have a brother or sister already on the roll of the school who will continue to attend that school for the following year. (This includes children living as siblings in the same family unit.) In the case of applications for places at infant schools a sibling at the linked junior school will count as a sibling at the infant school.
A sibling is defined as a brother or sister including half, step, or foster or adoptive brother or sister, living within the same family unit at the same address.
4. Children who live within the school's designated catchment area and whose parents have satisfied the Local Authority that their child has a significant medical or psychological condition which means they must attend the preferred school rather than any other. Applications must be supported by appropriate written evidence from a doctor or psychologist.
5. Children who live within the school's designated catchment area.

A "designated catchment area" for a school is the area set out in the definitive catchment area map for each school. This map is held by Southampton City Council, Civic Centre, Southampton SO14 7LY. A schedule of addresses, to be read in conjunction with the map, is also kept by the Council.

Parents wishing to know if their address is in a particular catchment area can contact the Admissions Team, or log on to the council website www.southampton.gov.uk, and enter their postcode in the 'Where I live' box at the bottom of the homepage. The My Nearest page will allow you to view the nearest schools.

If the school is oversubscribed from within these criteria above, priorities (ii) to (iii), as set out at 6 below, will be used to determine which children will be offered places.

6. Children who live outside the school's designated catchment area, in the following order:
 - (i) Children whose parents have satisfied the Local Authority that their child has a significant medical or psychological condition which means they must attend the preferred school rather than any other. Applications must be supported by appropriate written evidence from a doctor or psychologist.
 - (ii) Children whose parents are applying for their child to attend a Church of England voluntary controlled school on denominational grounds. Evidence of regular church attendance at services held by the Church of England or a local ecumenical partnership (as defined in the school's prospectus) must be certified by the vicar or someone else of authority in the church. "Regular" is defined as "attending worship services at a Church of England church or local ecumenical partnership at least twice a month for the previous two years before the deadline for admissions set by Southampton City Council."
 - (iii) Children who live closest to the school based on the shortest practicable walking distance using public roads and footpaths. Distances are measured from home to school for all. Distances from home to school are measured as shortest walking distances. These are calculated using a computerised mapping system that uses data supplied by Ordnance

Survey. Distances are measured from the point designated in the system as the home address to the point designated in the system as the mid-point of the nearest open gate to the school, using public roads and footpaths.

Should a school be oversubscribed from within any of the criteria 6(i) to 6(ii) above, then distance as defined in 6(iii) will be used to prioritise applications within these categories. Should there be two or more identical distances requiring prioritisation, this will be done by casting lots. Lots will be drawn by the Principal Officer for Education and Early Years, People Directorate, Southampton City Council.

Late applications

The closing date for applications is 15 January 2019. Applications received after that date will be late applications. If a school has places available after admitting all on-time applications, late applications will be considered in accordance with the priorities set out above.

Unplaced children

Any child who remains unplaced after their application has been processed, because either they could not be offered a place at any school requested or their parents did not complete an application, will be offered a place at their catchment school, if places are still available and the address has a catchment school. If there are no places available at their catchment school, they will be allocated a place at the nearest school to their home address with places available. Distance to their home address will be measured by public roads and footpaths.

Waiting lists

If a place cannot be offered at a higher ranked community or voluntary controlled school, unsuccessful applicants will automatically be placed on the waiting list for the school. If places become available, children on the waiting list will automatically be offered them according to the priorities set out above and any previous offer of a school place will be withdrawn.

The length of time on the waiting list cannot be taken into account. Unsuccessful late applications will be treated in the same way as unsuccessful on-time applications and placed on the waiting list according to the priorities set out above.

Waiting lists will be maintained by the Admissions Manager at Southampton City Council for all community and voluntary controlled schools. Waiting lists will be maintained until the end of the school year 2018-19.

Entry into Reception Class

The offer made to parents for reception class on the initial offer date is of a full time place from the start of term after 1 September 2019. St Mark's PAN from 2019 is 60. Schools normally wish to stagger entry into school from that date and arrange for some initial part time attendance to ensure a smooth transition from pre-school into school or from home to school.

Parents have the right to defer their child's entry into reception class to any point up to the time the child is of statutory school age (the term starting after their child's 5th birthday) or until the start of the summer term if their child is not of statutory school age until after the start of the summer term in the reception year. Parents CANNOT however defer entry until the start of year 1 i.e. the reception class place cannot be held open over the summer holidays. The child must start school at some point in the reception year. If a parent does not enrol their child at the offered school at some point in the reception year they must make an in year application for a year 1 place.

Parents can request part time education for their child in the reception year up until the child is of statutory school age if it is in the child's best interests.

Parents of summer-born children, that is children born between 1st April and 31st August, may, in addition, choose to send their child to school in the September following their 5th birthday and may **request** that their child is admitted out of their normal age group to reception year rather than Year 1. Any parent wishing to apply for their summer-born child to start school outside their normal age group must do so by completing the form entitled 'Application for Entry Outside the Normal Age Group' which is available to download on-line. This form enables parents to set out their reasons as to why they feel their child should be admitted outside their normal age group. It is a parent's responsibility to include any supporting evidence. Applications for entry outside the normal age group should be made by 31st October 2018.

Each case will be decided on its merits by the individual admission authority for the school concerned – this will either be the Local Authority or the Governing Body. Parents will be notified of the outcome of their request in writing by 15th December 2018. If a parent is refused their request to apply outside their child's normal age group they will still have time to make an on-time application for their child to start school with their correct age group before the closing date of 15th January 2019. Each decision will be made based on the merits of the case presented.

PLEASE NOTE:

Parents should be aware that if they are allowed to apply for a place outside their child's normal age group, this is not a guarantee of a place at their preferred school. Their application will be considered along with the other applications made for children in the correct age group for that year and places will be offered strictly according to the admission criteria for the school. If the school to which the parent has applied is unable to offer a place to a child outside their normal age group, the Local Authority, or any other admission authority, are under no obligation to agree admission to a year group outside the normal age group. This means that if a parent is unsuccessful in an application outside their child's normal age group, their child could be placed straight into a Year 1 class (their correct age group) resulting in the child missing up to a year of education.

Likewise, if the child is admitted to a reception class that is outside their normal age group then when a subsequent application is made to junior or secondary school, the admission authorities for these schools are under no obligation to offer a place outside the normal age group and again a child could be placed in a higher year group, resulting in a year of education

being missed. Parents should take this into account before requesting admission outside their child's normal age group.

Admission Criteria for Infant and Primary Community and Voluntary Controlled (VC) Schools

The following schools are those for which the Local Authority (Southampton City Council) is the admission authority. Some schools that are their own admission authority (Academies or Trust school) also have these as their admission arrangements. This is detailed in the list of own admission authority schools later on in the prospectus. It is important that parents check the admission criteria for the schools they are applying to make sure they understand fully how an application for a place at the school will be considered and ranked.

Infant Schools

Fairisle Infant	120
Maytree Nursery and Infant	90
Sholing Infant	90
Weston Shore Infant	30
Woolston Infant	60

Primary Schools

Bassett Green Primary	90
Bevois Town Primary	60
Bitterne C of E Primary	60
Bitterne Manor Primary	30
Bitterne Park Primary	90
Mansbridge Primary	30
Mansel Park Primary	60
Mason Moor Primary	45
Moorlands Primary	60
Newlands Primary	60
Oakwood Primary	60
Redbridge Primary	30
Shirley Warren LC Primary and Nursery	60
Sinclair Primary	30
St Denys Primary	30
St Mark's C of E (VC) Primary	60 for Year R, Year 1, Year 3, Year 4, Year 5 75 for Year 2, Year 6
St Mary's C of E (VC) Primary	90
St Monica Primary	90
Swaythling Primary	30
Thornhill Primary	60
Valentine Primary	120
Weston Park Primary	90

Appendix 6 All-Through Schools in England

The table below provides details of other all-through schools in England. There are currently a total of 102 all-through schools in England and 163 in the UK

URN	LA	LA Name	UID	Ref	School	Website
100171	203	Greenwich	3526	2033526	Saint Mary Magdalene Church of England All Through School	http://www.koinoniafederation.com/St-Mary-Magdalene-Greenwich http://www.koinoniafederation.com/Secondary-Phase
100590	208	Lambeth	2657	2082657	Woodmansterne School	http://www.woodmansterne.lambeth.sch.uk/
100747	209	Lewisham	4323	2094323	Prendergast Ladywell School	https://www.prendergast-ladywell.com/
100749	209	Lewisham	4636	2094636	Trinity Church of England School, Lewisham	https://www.trinitylewisham.org/
102856	317	Redbridge	4032	3174032	Seven Kings School	http://www.sevenkings.school/
103080	320	Waltham Forest	4000	3204000	Buxton School	http://buxtonschool.org.uk/
103096	320	Waltham Forest	4062	3204062	George Mitchell School	https://www.georgemitchellschool.co.uk/
103258	330	Birmingham	2179	3302179	Starbank School	https://www.starbankschool.co.uk/
105560	352	Manchester	4271	3524271	Abraham Moss Community School	https://www.abrahammoss.manchester.sch.uk/
107562	381	Calderdale	4022	3814022	Calder High School, The Calder Learning Trust	https://www.calderlearningtrust.com/ https://www.roydshall.org/ https://www.roydshallprimary.org/
107755	382	Kirklees	4003	3824003	Royds Hall Community School	
107758	382	Kirklees	4019	3824019	Almondbury Community School	https://www.almondburycs.org.uk/
108076	383	Leeds	4063	3834063	Roundhay School	https://www.roundhayschool.org.uk/
110516	825	Buckinghamshire	4701	8254701	St Michael's Catholic School	http://www.stmichaels.bucks.sch.uk/
111401	876	Halton	4104	8764104	The Grange School	https://www.thegrange.com/ http://infant.alderwood.hants.sch.uk/index.asp http://junior.alderwood.hants.sch.uk/index.asp http://senior.alderwood.hants.sch.uk/index.asp
116234	850	Hampshire	2729	8502729	Alderwood School	
116407	850	Hampshire	4012	8504012	The Westgate School	https://www.westgate.hants.sch.uk/
116463	851	Portsmouth	4303	8514303	Mayfield School	https://mayfield.portsmouth.sch.uk/ http://www.litchamschool.net/
121168	926	Norfolk	4053	9264053	Litcham School	

URN	LA	LA Name	UID	Ref	School	Website
131752	205	Hammersmith & Fulham	6905	2056905	Ark Burlington Danes Academy	http://burlingtondanes.org/welcome-old
133306	330	Birmingham	4334	3304334	Al-Hijrah School	http://alhijrahschool.co.uk/
133554	420	Isles of Scilly	3005	4203005	The Five Islands School	http://www.fiveislands.scilly.sch.uk/
133769	303	Bexley	6905	3036905	The Business Academy Bexley	https://www.harrisgarrard.org.uk/
135070	209	Lewisham	6906	2096906	Haberdashers' Aske's Knights Academy	https://www.haaf.org.uk/Knights-Academy
135073	209	Lewisham	6905	2096905	Haberdashers' Aske's Hatcham College	https://www.haaf.org.uk/Hatcham-College
135195	886	Kent	6908	8866908	Folkestone Academy	http://www.folkestoneacademy.com/
135242	213	Westminster	6907	2136907	Ark King Solomon Academy	http://kingsolomonacademy.org/
135264	209	Lewisham	6907	2096907	St Matthew Academy	http://www.stmatthewacademy.co.uk/
135296	352	Manchester	6907	3526907	William Hulme's Grammar School	https://www.whgs-academy.org/
135507	302	Barnet	6906	3026906	Wren Academy	http://www.wrenacademy.org/
135563	925	Lincolnshire	6905	9256905	The Priory Witham Academy	https://www.priorywitham.co.uk/
135584	210	Southwark	6912	2106912	Ark Globe Academy	http://arkglobe.org/
135597	801	City of Bristol	6910	8016910	Merchants' Academy	http://www.merchantsacademy.org/
135600	304	Brent	6906	3046906	Ark Academy	http://arkacademy.org/
135619	929	Northumberland	6905	9296905	Bede Academy	https://www.bedeacademy.org.uk/
135622	394	Sunderland	6905	3946905	Academy 360	http://www.academy360.co.uk/
135672	884	Herefordshire	6906	8846906	The Steiner Academy Hereford	https://www.steineracademyhereford.eu/
135843	209	Lewisham	5201	2095201	Prendergast Vale School	https://www.prendergast-vale.com/
135896	370	Barnsley South	3326	3703326	Holy Trinity	http://www.holytrinitybarnsley.org/
135943	803	Gloucestershire	6907	8036907	The Ridings Federation Yate International Academy	https://www.yateacademy.co.uk/
135966	928	Northamptonshire	6908	9286908	Kettering Buccleuch Academy	https://kba.uk/
136013	921	Isle of Wight	2044	9212044	The Bay Church of England School	https://www.bayceschool.org/
136288	208	Lambeth	5207	2085207	Durand Academy	
136329	312	Hillingdon	4654	3124654	Guru Nanak Sikh Academy	http://www.gurunanaksikhacademy.co.uk/
136891	872	Wokingham	4505	8724505	The Piggott School	http://www.piggottschool.org/
137089	928	Northamptonshire	4005	9284005	Caroline Chisholm School	https://www.ccs.northants.sch.uk/

URN	LA	LA Name	UID	Ref	School	Website
137093	208	Lambeth	5402	2085402	Dunraven School	https://www.dunraven.org.uk/
137141	891	Nottinghamshire	4002	8914002	Serlby Park Academy	http://www.serlbyparkacademy.org.uk/
137349	837	Bournemouth	5408	8375408	St Peter's Catholic Comprehensive School	http://st-peters.bournemouth.sch.uk/
137487	382	Kirklees	6012	3826012	Batley Grammar School	http://www.batleygrammar.co.uk/
137498	888	Lancashire	6018	8886018	Maharishi Free School	http://maharishischool.com/
137578	330	Birmingham South	4001	3304001	Ark Kings Academy	http://arkkingsacademy.org/
137753	803	Gloucestershire	4104	8034104	Bradley Stoke Community School	http://www.bradleystokecs.org.uk/
137770	937	Warwickshire	4190	9374190	Aylesford School and Sixth Form College	https://www.aylesfordschool.org.uk/
138073	928	Northamptonshire	2022	9282022	DSL V E-ACT Academy	https://dslvacademy-e-act.org.uk/
138196	316	Newham	4001	3164001	School 21	https://www.school21.org.uk/
138214	928	Northamptonshire	4066	9284066	The Duston School	http://www.thedustonschool.org/
138226	936	Surrey	2006	9362006	Cobham Free School	https://www.cobhamfreeschool.org.uk/
138375	933	Somerset	4001	9334001	Bridgwater College Academy	http://www.bridgwatercollegeacademy.org/
138383	933	Somerset	4002	9334002	Steiner Academy Frome	http://www.bridgwatercollegeacademy.org/
138518	317	Redbridge	4001	3174001	Ark Isaac Newton Academy	http://isaacnewtonacademy.org/
138567	394	Sunderland	6010	3946010	Grindon Hall Christian School	https://grindonhall.org.uk/
139049	801	City of Bristol	4005	8014005	Bridge Learning Campus	http://www.bridgelearningcampus.org.uk/
139658	392	North Tyneside	4000	3924000	Kings Priory School	http://www.kingsprioryschool.co.uk/
139661	878	Devon	4002	8784002	Steiner Academy Exeter	http://www.steineracademyexeter.org.uk/
139675	890	Torbay	4000	8904000	Unity Academy Blackpool	https://www.unity.blackpool.org.uk/
139703	316	Newham	4003	3164003	Chobham Academy	https://www.chobhamacademy.org.uk/
139856	373	Sheffield	4225	3734225	Hinde House 3-16 School	http://www.hindehouseprimary.net/ http://www.hindehousesecondary.net/
139888	330	Birmingham	4084	3304084	Washwood Heath Academy	http://washwoodheath.com/
139923	879	Plymouth	4001	8794001	Plymouth School of Creative Arts	https://plymouthschoolofcreativearts.co.uk/
140254	372	Rotherham	4020	3724020	Thrybergh Academy and Sports College	http://www.thrybergh.com/
140294	919	Hertfordshire	4067	9194067	Simon Balle All-Through School	http://www.simonballe.herts.sch.uk/
140326	381	Calderdale	4035	3814035	The Halifax Academy	https://www.thehalifaxacademy.org/

URN	LA	LA Name	UID	Ref	School	Website
140373	316	Newham	4005	3164005	Langdon Academy	http://www.langdonacademy.org/
140962	301	Barking and Dagenham	4003	3014003	Goresbrook School	https://www.goresbrookschool.org.uk/
141038	938	West Sussex	4011	9384011	The Gatwick School	https://www.thegatwickschool.org.uk/
141071	310	Harrow	2049	3102049	Whitefriars School	http://www.whitefriarsschool.net/
141104	331	Coventry	4004	3314004	Seva School	http://sevakeducationtrust.org/
141105	885	Worcestershire	6009	8856009	Holy Trinity School	https://htsfreeschool.co.uk/
141106	909	Cumbria	6025	9096025	Chetwynde School	https://www.chetwynde.co.uk/
141108	801	City of Bristol	4006	8014006	Steiner Academy Bristol	https://steineracademybristol.org.uk/
141318	330	Birmingham	4017	3304017	Bournville School	http://www.bournvilleschool.org/
141683	301	Barking and Dagenham	4028	3014028	The Sydney Russell School	http://www.sydneyrussellschool.com/
141752	330	Birmingham	4019	3304019	Ark Victoria Academy	http://arkvictoria.org/
141883	383	Leeds	4068	3834068	Temple Learning Academy	https://www.templelearningacademy.org/
142485	928	Northamptonshire	4018	9284018	Northampton International Academy	http://www.nia.uk.com/ https://www.khalsaacademiestrust.com/275/welcome-to-our-trust
142896	317	Redbridge	4002	3174002	Atam Academy	http://www.stmartins3-16.org/
143142	893	Shropshire	4002	8934002	St Martins School (3-16 Learning Community)	http://www.edmontoncounty.co.uk/
143197	308	Enfield	4007	3084007	Edmonton County School	http://www.spwt.net/
143379	211	Tower Hamlets	4277	2114277	St Paul's Way Trust School	https://avanti.org.uk/avantifields/
143679	856	Leicester	4001	8564001	Avanti Fields School	https://www.samworth.tgacademy.org.uk/
144479	856	Leicester	4004	8564004	Tudor Grange Samworth Academy, A church of England School	http://www.holytrinitybarnsley.org/
144606	370	Barnsley	4011	3704011	Holy Trinity Catholic and Church of England School	https://www.thegrange.com/
144617	876	Halton	4003	8764003	The Grange School	https://www.dixonstc.com/
144743	383	Leeds	4075	3834075	Dixons Trinity Chapeltown	https://www.kentshillpark.school/
145063	826	Milton Keynes South	4004	8264004	Kents Hill Park all-through school	https://www.yateacademy.co.uk/
145135	803	Gloucestershire	4009	8034009	Yate Academy	https://www.harrisgarrard.org.uk/
145140	303	Bexley	4003	3034003	Harris Garrard Academy	http://www.academy360.co.uk/
145477	394	Sunderland	4003	3944003	Academy 360	

URN	LA	LA Name	UID	Ref	School	Website
145863	890	Blackpool	4005	8904005	Armfield Academy	https://armfieldacademy.co.uk/
145916	881	Essex	4029	8814029	The Beaulieu Park School	http://www.beaulieuparkschool.com/
146237	926	Norfolk	4053	9264053	Litcham School	http://www.litchamschool.net/

Appendix 7 St. Mark's All-Through School Questionnaire

Consultation on Proposals to Extend the Age Range at St. Mark's C of E Primary School to form an All-Through School

The Vision for St. Mark's C of E School

There is a need for an additional 1,500 secondary school places within Southampton to meet known demand into the 2020's. The requirement for additional places is in the central region of the city. Southampton City Council will expand provision at existing secondary schools to create 600 new places. The proposals set out in this public consultation aim to create 900 additional secondary places by extending the age range at St. Mark's C of E Primary School to form an all-through School. The vision for St. Mark's School is to create a first class all-through school for Southampton providing statutory mainstream education for children from 4 years of age through to 16. St. Mark's C of E Primary School is assessed as a Good School by Ofsted. The school was inspected in 2017.

The vision and proposals build on the ethos and values of St. Mark's School namely respect, individual responsibility, inclusion and liberty. The proposals for an all-through school on the St. Mark's C of E Primary School site and Civil Service Playing Fields are in the very early stages of their development.

Q1. To what extent do you agree or disagree with the vision for St Mark's School?

Strongly agree
Agree
Neutral
Disagree
Strongly disagree

Please take some time to look at the proposals

Q2. Which of the two proposed options do you prefer?

Option 1. Refurbishment and Extension of Existing Primary School with a new build secondary phase.

Option 2. Complete demolition of the Existing Primary School and new build of both primary and secondary phase provision.

No Preference
Neither

Q3. If you have indicated a preference for either of the two options in Q2 please give the reasons for your choice.

Q4. What do you particularly like or dislike about the proposed development of the St. Mark's and Civil Service Playing Field sites?

Q5. How would you rate the need for the development and enhancement of the Civil Service Playing Fields site for shared use by the school and the local community?

Very Important
Important
Neutral
Not Important
Irrelevant
Don't Know

Q6. The proposed schemes have dedicated pedestrian access from Stafford Road, Shirley Road and Malmesbury Rd. How do you rate the proposals for pedestrian access to the all-through school?

Very Good
Good
Neutral
Poor
Very Poor
Don't Know

Q7. The outline proposals show vehicle access from Malmesbury Place and delivery access from Stafford Road. How do you rate the vehicle access proposals for the scheme?

Very Good
Good
Neutral
Poor
Very Poor
Don't Know

Q8. The proposals include for a dedicated Cycle Route on Shirley Road to encourage cyclists and to provide safe access to the school for cyclists. How do you rate the proposals for a new Cycle Route?

Very Good
Good
Neutral
Poor
Very Poor
Don't Know

Q9. The City Council is committed to promoting the use of public transport to and from the school in order to minimise additional traffic as a result of the new school. The use of existing bus routes and services are critical in achieving this. How do you rate the current bus service to and from the St. Mark's site?

Very Good
Good
Neutral
Poor
Very Poor
Don't Know

Q10. The proposed schemes include for the landscaping of the Civil Service Playing Fields. The landscaping will include for the provision of a natural screening, (e.g. trees or shrubs) adjacent to the rear of the properties on Suffolk Road, Charlton Road and Malmesbury Road. How important is it to provide screening for local residents?

Very Important
Important
Neutral
Poor
Very Poor
Don't Know

Q11. The proposed schemes have provision for on-site parking at the new school. How do you rate the proposals for on-site parking?

Very Good
Good
Neutral
Poor
Very Poor
Don't Know

Q12. Do you have any other comments, suggestions or concerns relating to the proposals of designs of the all-through school?

About you

Q13. Which of the following best defines your interest in this consultation? (Tick all that apply)

Teacher at St. Mark's C of E Primary School
Parent of child attending St. Mark's C of E Primary School
Local Business
Local Resident
Governor of St. Mark's C of E Primary School
Teacher at another school in Southampton
Governor at another school in Southampton
Diocese of Winchester
Local Councillor
Friends of the Field

Q14. What is your postcode? (This is to understand opinions across the area and will not be used to contact you)

Q15. Which of the following best describes how you think of yourself?

Male
Female
In another way
Prefer not to say

Q16. What is your age?

Under 18

18 – 24

25 – 34

35 – 44

45 – 54

55 – 64

65 – 74

75 – 84

85 +

Prefer not to say

Q17. What is your ethnic group?

White

Asian or Asian British

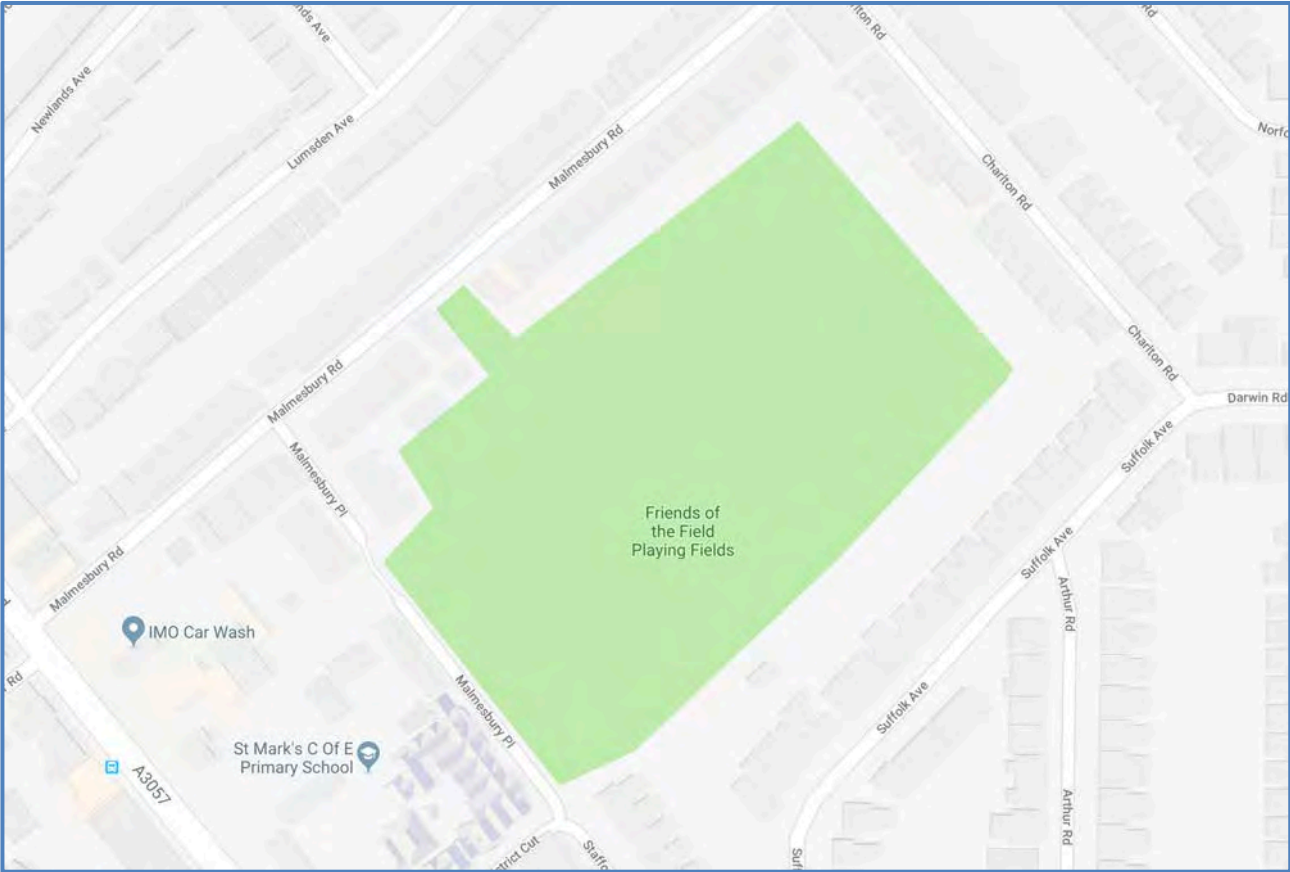
Black, Carribean, African or Black British

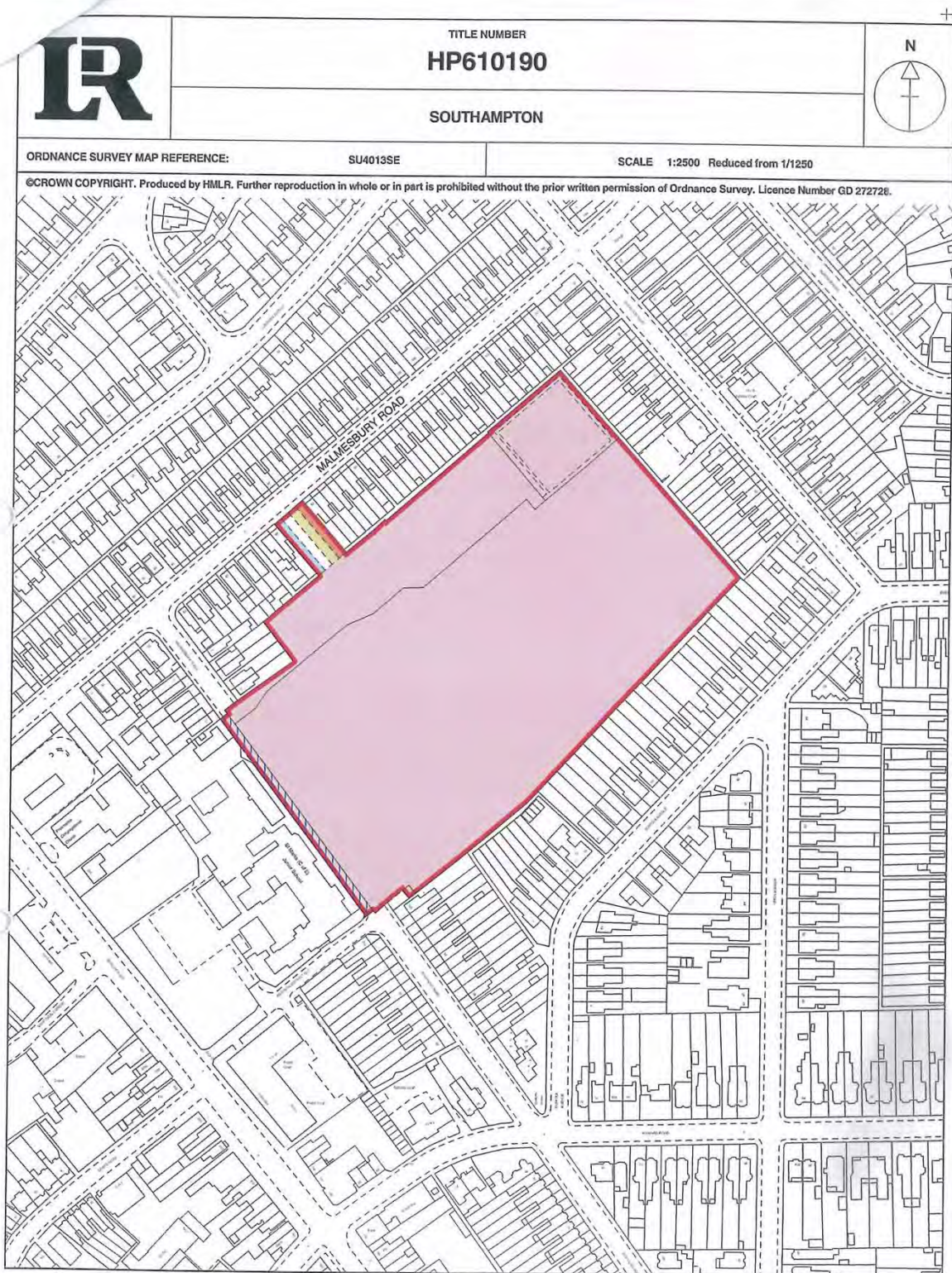
Mixed or Multiple Ethnic Groups

Any Other Ethnic Group

Prefer not to say

Appendix 8 St. Mark's Primary School and Civil Service Playing Fields Location Map





This title plan shows the general position of the boundaries: it does not show the exact line of the boundaries. Measurements scaled from this plan may not match measurements between the same points on the ground. For more information see Land Registry Public Guide 7 - Title Plans.


This official copy shows the state of the title plan on 21 January 2004 at 10:21:23. It may be subject to distortions in scale. Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original. Issued on 21 January 2004.

This title is dealt with by the Weymouth District Land Registry.





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 <p>SOUTHAMPTON CITY COUNCIL</p>	<p>PROPERTY SERVICES SOUTHAMPTON CITY COUNCIL OVERLINE HOUSE, BLECHYNDEN TERRACE, SOUTHAMPTON, SO15 1GW.</p>	<p>SCALE (1:) 1000</p>	<p>DATE 11/02/09</p>
	<p>PLAN NO V2403</p>	<p>St Marks Junior School</p>	

Secondary Schools and catchment areas 2018/19



Appendix 11 The SEN Improvement Test

Section 39 of the School Organisation Maintained Schools, Annex B: Guidance for Decision Makers (January 2014) states:

In planning and commissioning SEN provision or considering a proposal for change, LAs should aim for a flexible range of provision and support that can respond to the needs of individual pupils and parental preferences. This is favourable to establishing broad categories of provision according to special educational need or disability.

Decision-makers should ensure that proposals:

- (i) take account of parental preferences for particular styles of provision or education settings;
- (ii) take account of any relevant local offer for children and young people with SEN and disabilities and the views expressed on it;
- (iii) offer a range of provision to respond to the needs of individual children and young people, taking account of: collaborative arrangements (including between special and mainstream);
- (iv) extended school and Children's Centre provision;
- (v) regional centres (of expertise) and regional and sub-regional provision;
- (vi) out of LA day and residential special provision;
- (vii) take full account of educational considerations, in particular the need to ensure a broad and balanced curriculum, within a learning environment where children can be healthy and stay safe;
- (viii) support the LA's strategy for making schools and settings more accessible to disabled children and young people and their scheme for promoting equality of opportunity for disabled people;
- (ix) provide access to appropriately trained staff and access to specialist support and advice, so that individual pupils can have the fullest possible opportunities to make progress in their learning and participate in their school and community;
- (x) ensure appropriate provision for 14-19 year-olds; and
- (xi) ensure that appropriate full-time education will be available to all displaced pupils. Their statements of special educational needs must be amended and all parental rights must be ensured.
- (xii) Other interested partners, such as the Health Authority should be involved.
- (xiii) Pupils should not be placed long-term or permanently in a Pupil Referral Unit (PRU) if a special school place is what they need.

When considering any reorganisation of provision that the LA considers to be reserved for pupils with special educational needs, including that which might lead to children being displaced, proposers will need to demonstrate how the proposed alternative arrangements are likely to lead to improvements in the standard, quality and/or range of educational provision for those children. Decision-makers should make clear how they are satisfied that this SEN improvement test has been met, including how they have taken account of parental or independent representations which question the proposer's assessment.

Appendix 12. Glossary of Terms & Acronyms

1. **Published Admission Number, (PAN).** The published admission number, (PAN) is the total number of children admitted to a school each year. The Published Admission Number (PAN) for every year group into which pupils can be admitted, including Year 12 when there is a 6th form. The PAN is the maximum number of pupils that the admission authority will admit to each year group. Each school has a published number to admit (PAN) for the whole school.
2. **Admission Authority.** The admission authority is the authority that determines which criteria will be used if there are more applications than places. For community schools the admitting authority is the Local Authority. This accounts for the vast majority of schools. For all other schools the Governing Body is the admitting authority. This includes Voluntary Aided Schools, Voluntary Controlled Schools, Foundation Schools, and Academies.
3. **Voluntary Controlled School, (VC).** A voluntary controlled school (VC school) is a state-funded school in England and Wales in which a foundation or trust (usually a Christian denomination) has some formal influence in the running of the school. In the case of St. Mark's C of E Primary School the Diocese of Winchester is the foundation.
4. **Year Groups.** A school year runs from September 1st to August 31st the following year. The individual year groups and ages are shown in the table below:

Year Group	Age
Primary Phase	
Reception (R)	4 to 5
Year 1 (Y1)	5 to 6
Year 2 (Y2)	6 to 7
Year 3 (Y3)	7 to 8
Year 4 (Y4)	8 to 9
Year 5 (Y5)	9 to 10
Year 6 (Y6)	10 to 11
Secondary Phase	
Year 7 (Y7)	11 to 12
Year 8 (Y8)	12 to 13
Year 9 (Y9)	13 to 14
Year 10 (Y10)	14 to 15
Year 11 (Y11)	15 to 16
Post Sixteen (Sixth Form)	
Year 12 (Y12)	16 to 17
Year 13 (Y13)	17 to 18

5. **Department for Education, (DfE).** The Department for Education is the Central Government department responsible for child protection, education, apprenticeships and wider skills in England.

6. **Education & Skills Funding Agency, (ESFA).** The ESFA is the Central Government Agency accountable for funding education and training for children, young people and adults.
7. **School Catchment Area.** The geographical area served by a school is termed the catchment area. Every postal address in Southampton will be within the designated catchment area of a Primary Phase School and a Secondary School.
8. **Statutory Education.** Statutory education is defined as the provision of education for Year Groups R (Reception) through to Year 11, (Age 16).
9. **Local Education Authority, (LA).** The Local Authority is the local council (local government organisation) responsible for the delivery of statutory education within the geographic area of their responsibility. Southampton City Council is the Local Education Authority, (LA) with responsibility for the statutory education within the geographic boundary of Southampton.
10. **School Form Entry, (6FE).** One form is thirty children. The number of forms of entry, (FE) for a particular school is the number of forms of children admitted each academic year. Therefore a six form entry school, (6FE) would admit 180 children each year. This is the PAN.
11. **Primary Phase.** The primary phase refers to a school (or schools) providing statutory education for Year Groups R (Reception) through to Year 6, (Age 10 to 11). This includes both Infant and Junior Schools.
12. **Secondary Phase.** The secondary phase refers to a school providing statutory education for Year Groups 7 (Y7) through to Year 11, (Y11). Also includes sixth-form provision for Years 12 & 13 (Age 16 to 18).
13. **All-Through School.** An all-through school is a school which combines phases. Usually Primary and Secondary. It is a school which provides statutory education for an extended age range. Usually from Year R through to Year 11, (Age 4 to 16). Normally, but not necessarily located on the same site.
14. **Pre-School.** The term pre-school refers to the non-statutory provision of education children of age below 4, (statutory education).
15. **Infant School.** Infant schools provide statutory education to children from Year Groups R (reception) through to Year 2.

16. **Junior School.** Junior schools provide statutory education to children from Year Groups 3 through to Year 6.

17. **Special Educational Needs, (SEND).** Special Educational Needs (SEND) is a legal term. It describes the needs of a child who has a difficulty or disability which makes learning harder for them than for other children their age.

18. **Education & Health Care Plan, (EHCP).** An education, health and care (EHC) plan is for children and young people aged up to 25 who need more support than is available through special educational needs support. EHC plans identify educational, health and social needs and set out the additional support to meet those needs.

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DECISION-MAKER:	CABINET		
SUBJECT:	HOME TO SCHOOL TRANSPORT AND POST-16 TRAVEL ARRANGEMENTS POLICY		
DATE OF DECISION:	19 MARCH 2019		
REPORT OF:	CABINET MEMBER FOR CHILDREN AND FAMILIES		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Tammy Marks Service Manager, SEND	Tel: 023 8083 2136
	E-mail:	tammy.marks@southampton.gov.uk	
Director	Name:	Hilary Brooks, Service Director, Children, Families and Education	Tel: 023 8083 4899
		Denise Edgehill, Interim Service Director, Growth	Tel: 023 8083 4095
	E-mail:	hilary.brooks@southampton.gov.uk Denise.edgehill@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY
Not applicable.
BRIEF SUMMARY
Background
Southampton City Council has a legislative duty to make arrangements for home to school travel assistance for eligible children and young people, as set out in the Education Acts and statutory guidance. The travel assistance offer for eligible children and young people is currently set out in the “Southampton City Council Home to School, and Post-16, Transport Policy 2018/19 Academic Year”.
Demand for transport assistance under this policy has steadily increased since 2013, creating an increasing pressure on the budget for this service, and the council recognise that demand will continue to increase in future. This prompted a review of the policy, in order to identify opportunities to manage demand and pressures on the service.
Following this review the council published a proposed policy and consultation was undertaken between 27 September 2018 and 19 December 2018. Following careful consideration of the representations made in the consultation, the draft policy has been reviewed and updated with the following changes as a result of the responses received:
1) Changes to the policy for early years (under the age of 5), and

Rosewood/Cedar School pupils

- The policy has been updated to clarify that all children attending specialist early years provision with an Education, Health and Care Plan (EHCP) or through agreement for an Education Health and Care assessment, will be considered for travel assistance on a case by case basis.

2) Changes to the policy for young people aged 16 – 19

- It is proposed that the contribution of £600 with a reduced rate or £495 for low income families is not introduced. No charge will be made to those in receipt of travel assistance attending an education setting aged 16-19.

3) Clarification of the provisions and assistance for children and young people with Special Educational Needs and/or Disabilities (SEND)

- For children under the age of 5 attending school in a Reception Class, the proposed policy has been updated to remove the requirement for children to be attending school full time.

This paper presents the updated draft policy for approval following amendments in response to the feedback as part of the consultation.

RECOMMENDATIONS:

	(i)	To consider the responses to the consultation exercise on revisions to the Southampton City Council Home to School and Post-16 Transport Policy 2018/19 Academic Year.
	(ii)	To approve the policy, noting amendments in response to consultation feedback and updated national guidance.
	(iii)	To authorise the Director of Children Services and Director of Growth to take all necessary actions to implement the new policy.

REASONS FOR REPORT RECOMMENDATIONS

1.	To ensure that the local authority is compliant with the latest statutory legislation and guidance to review and publish the home to school travel assistance policy by the 31 st May 2019.
2.	To ensure that the policy is clear and easily understood and accessible by all eligible groups, in compliance with statutory responsibilities including updated procedures within the local authority.
3.	To ensure that the increasing pressures on home to school transport resources is managed to ensure financial sustainability for the future and to support resources to be deployed to achieve maximum benefit in the offer of home to school travel assistance.
4.	To ensure maximum opportunity for young people to meet their potential in adult life by offering training and support to those who are assessed to have the ability to travel independently.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

5.	a) To do nothing, not update the policy. This was rejected as the review established the need for this.
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6.	b) To not make changes to the policy following consultation. This was rejected as it is important to consider all representations in the consultation and take these into account when finalising the policy.
DETAIL (Including consultation carried out)	
	Background
7.	Southampton City Council has a legislative duty to make arrangements for home to school travel assistance for eligible children and young people, as set out in the Education Acts and statutory guidance. The statutory entitlements for travel assistance differ depending on the age and circumstances of the child or young person, and for some categories the council has discretion with regards the offer.
8.	The home to school transport budget has seen significant pressures since the enactment of the SEND Reforms, which is covered by Section 3 of the Children and Families Act 2014 and the SEND Code of Practice 2015. Increase in expenditure in this area has grown from £1.87m in 2013/14 (pre reforms) to a forecast spend of £3.47m in 18/19. This represents a continuing upward trajectory, rising from £2.40m and £2.79m in 2016/17 and 2017/18 respectively.
9.	Whilst the home to school transport policy covers several groups of eligible children, young people with SEND are the primary client group and represent the greatest driver in increasing demand for services in this area.
10.	A detailed review of the current home to school transport policy and delivery of home to school transport assistance for children and young people with SEND was carried out between October 2017 and August 2018. This review identified that the council's current home to school transport policy is unclear and difficult to follow, especially in relation to SEND, and that there are areas of policy where Southampton City Council is currently offering travel assistance in excess of the statutory duties. This review led to a formal consultation that proposed to make changes to the policy in 5 key areas.
	Consultation and engagement
11.	A formal 12 week consultation was carried out between 21st September 2018 and 19 th December 2018. The consultation covered five key areas: 1) Changes to the policy for early years under the age of 5 2) The clarification of the policy generally (for school aged pupils) 3) Changes to the policy for young people aged 16 – 19 4) Clarification of the provisions and assistance for children and young people with Special Educational Needs and/or Disabilities (SEND). 5) Clarification of the use of independent travel trainers
12.	The following policy proposals were consulted on:
13.	1) Changes to the policy for early years (under the age of 5), and Rosewood/Cedar School pupils We proposed to remove automatic entitlement for pupils from the age of 2 attending Rosewood School, The Cedar School and the Early Learning Group, in line with statutory guidance. 2) Changes to the policy for young people aged 16 – 19 We proposed to introduce a contribution for young people in receipt of home to school travel assistance in this age category. The proposed charge was

	<p>for £600 per annum, with a reduced rate of £495 for those families on low income.</p> <p>3) Clarification of the provisions and assistance for children and young people with Special Educational Needs and/or Disabilities (SEND) We proposed to introduce a standalone section of the policy so that parents and carers of children and SEND can more easily understand their entitlement.</p> <p>4) Clarification of the use of independent travel trainers We proposed to increase the number of travel trainers to enable a greater number of young people to develop independence to travel independently, achieving better outcomes in preparation for adult life.</p> <p>5) The clarification of the policy generally. We simplified both the information and format of the information in the proposed policy.</p>
14.	<p>The consultation was promoted in the following ways:</p> <ul style="list-style-type: none"> • A link to the consultation questionnaire and full Cabinet paper was included on the consultation section of the council website. A shortened link was created www.southampton.gov.uk/HTST to direct people to the webpage more easily. • A news release was sent to the local media and councillors • Stay connected e-alert: City News (7000 subscribers) – 05/10/18 • The consultation (with a link to the webpage) was promoted in several Facebook and Twitter posts throughout the consultation period.
15.	<p>The Parent/Carer Forum, as the council’s formal mechanism for engaging with parents and carers of children and young people with SEND, was used as one of the main routes of promoting the consultation. Information about the consultation was also sent to all SENCOs (Special Educational Needs Coordinating Officers), to all 75 schools in Southampton, to the voluntary sector through local SEND charities e.g. Mencap and Rose Road, and to all special schools who have featured in newsletters or printed and shared with families as well as hosting the face to face events.</p>
16.	<p>Letters were sent to all families of children and young people who will fall into the 16-18 age bracket in September 2019 as it was accepted that the recommended proposals for post 16 were likely to have the most significant impact so we wanted to ensure that every effort was made to seek the views of this group.</p>
17.	<p>A total of four face to face consultation sessions were also held. They were held on different days of the week and times of the day at four special schools across the city. The sessions consisted of a presentation giving the background, information about the engagement work with the Parent/Carer Forum and details of the proposals. The sessions were then opened up for comments and questions from attendees.</p>

Consultation considerations	
18.	Overall, there were 127 separate written responses to the consultation. A report covering all the responses is attached as Members' Room Document 3.
19.	<p>1) Changes to the policy for early years (under the age of 5), and Rosewood/Cedar School pupils</p> <ul style="list-style-type: none"> • 31% of respondents agreed or strongly agreed to the proposal of changes for under 5's. 15% neither agreed nor disagreed and 53% disagreed or strongly disagreed. • Some respondents felt that children attending certain special schools should receive an automatic entitlement to home to school travel assistance, due to a child's SEND needs. • Some respondents felt that the assessment for children under the age of 5 with SEND linked to the 'exceptional circumstances' criteria was not clearly explained within the draft policy, and would amount to a level of confusion. • The proposed policy is needs led system, rather than an automatic entitlement linked to the school. This means that the entitlement is linked to the child's needs rather than the placement, futureproofing the policy against future changes to provision intakes, as well as ensuring that the policy is fair and equal in its treatment of all children. • However, the council recognises concerns from respondents so have proposed an amendment that explicitly states entitlement linked to EHCPs meaning that all children in this age group will be assessed for entitlement.
20.	<p>2) Changes to the policy for young people aged 16 – 19</p> <ul style="list-style-type: none"> • 75% of respondents disagreed or strongly disagreed with the proposed changes to the policy for young people aged 16-19. The concerns were all linked to the proposed implementation of up to a £600 annual contribution charge for this group. 80% of respondents to this area of the proposals stated that there would be a negative impact to them, their family or community, if these changes were to be implemented. • The charging proposals for this group attracted significant feedback, with families concerned about the affordability of the proposal, the cumulative impact of benefit reforms, such as families on Universal Credit, and confusion over why their young person would be eligible again for free travel assistance when their young person turns 19 and is enrolled in adult education. • Following careful consideration of the representations made in the consultation, the council acknowledges that that the proposed reduced rate of £495 for families on low incomes did not go far enough to make the proposed charges affordable for families. • New guidance was published in February 2019 by the Department for Education highlights that whilst the Local Authority has jurisdiction to charge a contribution for travel assistance to education settings for this age group, it would be best practice to waive the charge for any young person who is likely to qualify for free travel assistance to adult

	<p>education post 19.</p> <ul style="list-style-type: none"> • A further review was undertaken to consider the cost/benefit position relating to the implementation of this proposal. The financial benefit of the initial proposal did not cover the actual delivery costs of home to school travel assistance for 16-19 year olds, with the contributory charge of up to £600 per annum representing only 8% of the average cost of a travel package only. • The cost/benefit analysis further took into account the need to consider reducing the charge for those on low incomes (in response to feedback received) and potentially waiving charges altogether for those young people who are likely to qualify for free assistance post 19 in line with the new best practice guidance published by the government. • When taking into consideration staffing costs, administration costs the overall income projection from the introduction of charges in line with the proposed policy would be limited and it is felt that this is not in the best interests of service users and the council to introduce this charge. • The amended version of the proposed policy therefore removes the introduction of a contributory charge for travel assistance for students aged 16-19.
21.	<p>3) Clarification of the provisions and assistance for children and young people with Special Educational Needs and/or Disabilities (SEND)</p> <ul style="list-style-type: none"> • 59% of respondents agreed or strongly agreed to the proposed changes to the policy that would offer clarification of the provisions and assistance for children and young people with SEND. 28% neither agreed nor disagreed and 13% disagreed or strongly disagreed. • Some respondents felt that children attending certain special schools should receive an automatic entitlement to home to school travel assistance, due to a child's SEND needs. However, as clarified under point 1, the proposed policy is needs led system, rather than an automatic entitlement linked to the school. • The draft policy stated that "Children aged under 5 attending school full time in a Reception class will be considered to be of statutory school age for the purpose of this policy". Some consultation respondents raised concerns about children attending a reception class on a part time basis. We are proposing to remove the 'full time' requirement so that any child attending a reception class will be considered statutory school age.
22.	<p>5) Clarification of the use of independent travel trainers</p> <ul style="list-style-type: none"> • 56% of respondents agreed or strongly agreed with the proposed changes to the policy for the clarification of the use of independent travel trainers. 21% neither agreed nor disagreed and 24% disagreed or strongly disagreed. • Some respondents raised concerns that some children may not be able to cope with independent travel, due to their complex needs. The policy will ensure that each child will be assessed for the suitability of independent travel training on a case by case basis. • There are no proposed changes to this part of the policy.

23.	<p>4) The clarification of the policy generally</p> <ul style="list-style-type: none"> 65% of respondents agreed or strongly agreed to the statement that the draft policy is easy to understand. 23% neither agreed nor disagreed and 12% disagreed or strongly disagreed.
24.	The main changes to the policy are relating to the removal of the charging policy for young people in receipt of home to school travel assistance accessing further education, aged 16-19.
25.	The Service continues to have a current and projected overspend, but the introduction of this charge is not considered the best way to address this after the cost/benefit analysis. The council will continue to meet its statutory duty in the most effective and efficient way possible, taking into account each individual's needs.

RESOURCE IMPLICATIONS

Capital/Revenue

26.	The table below shows the updated savings and expenditure, taking into account the impact of the revised policy on the proposed savings.				
27.		2018/19	2019/20	2020/21	2021/22
		£000	£000	£000	£000
	Costs				
	Clarification of SEND home to school transport	0	312	312	312
	Two Trainers for independent travel training	0	40	40	40
	Total Cost	0	352	352	352
	Savings				
	Remove automatic entitlement to HTST for Cedar & Rosewood schools & Early Learning Group) for pupils aged 2 – 5 based on 15 pupils	0	(20)	(20)	(20)
	Apply flat rate contribution charging for 16 - 19 year olds	0	0	0	0
	Independent travel training	0	(210)	(210)	(210)
	Total Savings	0	(230)	(230)	(230)
	Net cost	0	122	122	122
28.	The net cost of the proposals which comes to £122k proposed for 2019/20 to 2021/22 will be met from savings achieved within the Children and Families portfolio.				

Property/Other

29.	None
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LEGAL IMPLICATIONS	
Statutory power to undertake proposals in the report:	
30.	Southampton City Council has a duty to make arrangements for home to school travel assistance for eligible children as covered in Sections 444, 508A, 508B, 508C, 508D, 509AD and Schedule 35B of the Education Act 1996 (the Act), as inserted by Part 6 of the Education and Inspections Act 2006 (the EIA 2006). The council has also duties with regards to post-16 learners under section 509AA(2), (3) and (7)(a) of the Education Act 1996 and with regards to post-19 learners under section 508F of the Education Act 1996.
31.	The proposals are designed to meet the LA's statutory duties as outlined in Sections 444, 508A, 508B, 508C, 508D, 509AD and Schedule 35B of the Education Act 1996 (the Act), as inserted by Part 6 of the Education and Inspections Act 2006 (the EIA 2006).
Other Legal Implications:	
32.	Cabinet must give genuine and conscientious consideration of the consultation feedback and representations and take them into account before making its final decision. In order to ensure this takes place, consultation has been carried out in accordance with national guidelines in order to form a material consideration for Cabinet.
33.	The proposals are wholly consistent with and take into account the Equality Act 2010 and the SEND Code of Practice 2015.
34.	The proposals have been fully assessed in accordance with the Council's statutory duties under the Equality Act 2010, including the Public Sector Equality Duty. A detailed Equality Impact Assessment with mitigation and remediation measures is included with this report and will be reviewed and updated throughout the consultation in order to inform the Council's final decision on this matter.
RISK MANAGEMENT IMPLICATIONS	
35.	The proposal to implement the policy will, in the worst case scenario, represent a financial risk of up to £122K. This is in the context of an existing and projected overspend for the service. The current budget 2018/19 is £2.18M, with a projected overspend in 2018/19 of £1.3M due to increasing demand.
36.	The level of cost is uncertain, estimated at £122K dependent on the number of additional applications received due to the clarification of the SEND offer in the policy. Over time, this potential cost may be offset by savings generated by increasing numbers of young people travelling independent post 16, following an increase in independent travel training. Further work is being undertaken to explore increasing specialist educational provision for SEND within the city to reduce the dependency on high cost out of city provision (and therefore travel costs to suitable provision).
37.	The council will continue to meet its statutory duty in the most effective and efficient way possible, taking into account each individual's needs.
POLICY FRAMEWORK IMPLICATIONS	
38.	The draft policy will support the delivery of the Council Strategy 2016-2020 outcome 'children and young people get a good start in life'.

KEY DECISION?	Yes	
WARDS/COMMUNITIES AFFECTED:	All	
<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	None.	
Documents In Members' Rooms		
1.	Updated Draft Home to School Transport Assistance Policy	
2.	Equality and Safety Impact Assessment	
3.	Summary of consultation feedback	
Equality Impact Assessment		
Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.		Yes
Privacy Impact Assessment		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		No
Other Background Documents		
Equality Impact Assessment and Other Background documents available for inspection at:		
Title of Background Paper(s)		Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.		
2.		

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DECISION-MAKER:	CABINET COUNCIL		
SUBJECT:	CONNECTED SOUTHAMPTON TRANSPORT STRATEGY 2040		
DATE OF DECISION:	19 MARCH 2019 (Cabinet) 20 MARCH 2019 (Council)		
REPORT OF:	CABINET MEMBER FOR TRANSPORT AND PUBLIC REALM		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Iain Steane	Tel: 023 80832283
	E-mail:	iain.steane@southampton.gov.uk	
Director	Name:	Denise Edghill	Tel: 023 80834095
	E-mail:	denise.edghill@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
NOT APPLICABLE	
BRIEF SUMMARY	
<p>The Connected Southampton Transport Strategy 2040 is Southampton City Council's (SCC) long term umbrella transport strategy for the City and will replace the current Local Transport Plan 3 (LTP3). It sets out the long-term approach for meeting the challenges that Southampton will face and proposes how SCC intends to plan, invest and manage transport in the city to 2040. It identifies three strategic goals that will support <i>A Successful Southampton</i>, with a transport <i>System for Everyone</i> and ensuring people have <i>Better Ways to Travel</i>. To achieve this, the strategy will need to guide a range of complex projects and strategies for different areas of the city, which support the City Centre, our economic drivers, neighbourhoods, and wider City Region. Following a consultation in 2018 the strategy has taken on board a range of views and ideas and demonstrates that SCC has the support from local residents, visitors and stakeholders ensuring we will work together to improve the transport network over the next two decades.</p>	
RECOMMENDATIONS:	
CABINET	
	(i) Notes the outcomes of the 12 week public consultation that began on 25 th July 2018 and ended on 17 th October 2018 on the draft Connected Southampton Transport Strategy 2040. The outcome of the consultation is outlined in paragraphs 12 to 18 and Appendix 4.
	(ii) To consider and recommend to Council the draft Connected Southampton Transport Strategy 2040 as the new Local Transport Plan for Southampton.
	(iii) To authorise the Service Director – Growth, in conjunction with Cabinet Member for Transport & Public Realm, to make minor amendments to the document before publication
COUNCIL	

	(i)	Notes that the public consultation feedback has been taken into account by Cabinet and has informed the final Connected Southampton Transport Strategy 2040
	(ii)	Approves the Connected Southampton Transport Strategy 2040 as the new Local Transport Plan for Southampton
	(iii)	Delegates authority to Service Director – Growth, in conjunction with Cabinet Member for Transport & Public Realm, to implement any variations

REASONS FOR REPORT RECOMMENDATIONS

1.	As the Local Transport Authority (LTA), SCC has a statutory duty to produce a Local Transport Plan (LTP) for Southampton, under the Transport Act 2000 as amended by Local Transport Act 2008. The 2008 Act requires LTPs to consist of a long term strategy and a short term implementation plan. It permits LTAs to replace and amend the long-term strategy as and when they require. The current LTP (LTP3) covers the period 2011-2031 and the Implementation Plan covers the period 2015-2018. This will be superseded by the new Connected Southampton 2040 Transport Strategy (LTP4) and will cover the period up to 2040 and a new Implementation Plan will be prepared to cover 2019-2022.
2.	LTP3 was prepared jointly with Hampshire County Council and Portsmouth City Council, was published in 2011 and includes a joint strategy across South Hampshire along with place specific actions. The 14 Policies within that strategy (LTP3) are proposed to be retained as they remain relevant. The focus of this Paper is to present Southampton's updated long term vision for transport – Connected Southampton Transport Strategy 2040 (LTP4)- following public consultation, for approval.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3.	Whilst the current LTP3 (2011-2031) is in date and broadly in line with the provisions of the 2008 Act and SCC has a current Implementation Plan, significant changes in Central Government transport and wider policy, the emergence of Local Enterprise Partnerships, Clean Air requirements, changing funding sources including Transforming Cities Fund, and the City's growth aspirations, it is considered that an updated long term transport strategy (LTP4) is required.
4.	Other options considered <ul style="list-style-type: none"> - Retain LTP3 but update of three year Implementation Plan only to cover period 2019-2022. This would ensure SCC is compliant with legislation but would not present a refreshed long term vision and plan for transport in the city consistent with growth and Clean Air aspirations. - Light touch review of existing LTP3 to update policies, change references to new organisations to reflect new policy, funding and decision making. This would provide an updated Solent wide LTP3 to 2031 developed in partnership with the other Solent LTAs but would not take into account wider long term specific ambitions for Southampton and across the Solent. - A full replacement of the Solent LTP3 to establish new Solent wide transport policies developed in partnership with the four Solent LTAs.

	Would set out the long term transport vision Solent -wide collating the joint ambition of the four LTAs.
DETAIL (Including consultation carried out)	
5.	<p>Southampton City Council is taking the opportunity to produce a new LTP for Southampton – Connected Southampton – in order to take account of support the city’s bold and ambitious plans for sustainable growth over the next twenty years.</p> <p>The purpose of Connected Southampton is to:</p> <ul style="list-style-type: none"> - Set out the role and purpose of the LTP and its relationship with the Council Strategy and other policies; - Provide an evidence led Transport Strategy vision for Southampton that explains the strategic approach and guiding principles for transforming transport; - Set out the specific components of the strategy and how they will achieve the vision; - Provide an overview of how much it will all cost, how it will be paid for, and how it will be delivered; and - Set out how it will ensure that it is delivering on what is expected of it.
6.	<p>Connected Southampton consists of a number of parts that together provide the evidence-led policy for transport in Southampton and will enable SCC to lever in funding for delivery and influence other policies and development in the city and City Region.</p> <p>These are:</p> <ul style="list-style-type: none"> - Joint South Hampshire Strategy – 14 Solent wide transport policies; - An Issues & Options evidence base discussing what has been achieved since 2011 (LTP3), assessing latest data and modelling, and other long-term plans from within and outside of SCC; - Transport Strategy 2040 – provides the long-term transport strategy to 2040 setting out the vision for transport and the approach for how this vision will be turned into reality - Three Year Implementation Plans that provide detail on how the Strategy will be delivered detailing individual projects, funding and evaluation of how SCC is progressing towards meeting the vision; and - A series of Supporting Mode or Place Plans that sit below the Strategy and provide more detail.
7.	<p>The challenges that Southampton faces in the future means that transport needs to support sustainable growth to remain <i>successful</i>, make sure transport provides a <i>system for everyone</i>, and reduce the negative impacts on people and businesses by supporting <i>better ways to travel</i>. To do this the vision is to focus on making it easier for people to move about and how transport can create a Place. The outcome of this is that traffic will no longer dominate, people will have the opportunities to get to where they want to go how they want to, the City is cleaner and healthier, and no one is disadvantaged or excluded from using realistic transport options.</p>
8.	<p>To achieve the vision and meet the challenges in the future Connected Southampton Transport Strategy 2040 is focused around three strategic goals that in turn are supported by a number of themes.</p> <ul style="list-style-type: none"> - A Successful Southampton – using transport improvements to support the sustainable economic growth of Southampton by preparing,

	<p>investing and maximising how an already congested transport system operates, so it is connected, innovative and reliable;</p> <ul style="list-style-type: none"> - A System for Everyone – making Southampton an attractive place to improve people’s quality of life, so that everyone is safe, and have equal and inclusive access to transport regardless of their circumstances; and - A Better Way to Travel – supporting people in changing the way they move about by widening their travel choices so they can get around actively and healthily and travel in the city is moving towards zero emission.
9.	<p>The Strategy proposes to take a spatial approach to implementation of the strategic goals. Distinct areas of the city have been identified and by focusing on how they work, how people move about, what they want, what barriers there are, and what is planned there for the future suitable transport solutions can be developed. The spatial areas are:</p> <ul style="list-style-type: none"> - The City Centre – a focus of major redevelopment in the city to support growth in employment and housing and creating a liveable city centre environment; - Economic Drivers – main hubs for development including the Port, Hospitals, Universities, Itchen Riverside, Adanac Park, Woolston, and Millbrook; - Neighbourhoods – as a diverse city there are series of local distinctive neighbourhoods where people live that link to the City’s District Centres; and - City Region – recognising that people’s journeys don’t stop at the city boundary and there are complex travel patterns both into and out of Southampton.
10.	<p>A 12 week public consultation was held between 25th July and 17th October 2018. The draft document was hosted on the SCC website (www.southampton.gov.uk/roads-parking/transport-policy/ltp4.aspx) along with a questionnaire for people to respond to.</p>
11.	<p>Key stakeholders, including transport service providers, public transport operators, and other organisations that represent users of the transport network in Southampton, were contacted and offered briefing sessions to explain the Strategy in more detail and encourage them to respond to the consultation. Five stakeholder sessions were held before the start of the consultation period with Go!Southampton, Chamber of Commerce, Cycle Forum, South Western Railway, and the Solent LEP.</p>
12.	<p>A press release was sent at the start of the consultation period along with social media posts, the launch was covered in the Daily Echo along with a subsequent article on 24th August in advance of the public events. The consultation was heavily promoted through the Council and MyJourney Social Media platforms throughout the consultation period with regular updates or specific posts on the ‘Big Ideas’ proposed the strategy and commencement of the major highway works at Millbrook Roundabout during the period to maintain interest. A link to the questionnaire was sent to all people on the Your City, Your Say database. Appendix 2 provides detail on the Communication Strategy.</p>

13.	<p>To assist residents to engage in the process, a total of four public drop in sessions and specific briefings were held in September across the city as set out below.</p> <ul style="list-style-type: none"> - Public Event 1 – Civic Centre, 4th September, - Public Event 2 – Shirley Library, 15th September, - Public Event 3 – Portswood Library, 19th September, - Public Event 4 – Bitterne Library, 29th September, - Sustainable City Expo, NST City, 12th September, - Southampton CCG Consult & Challenge Group, 19th September, - GO!Southampton Breakfast Briefing, 27th September.
14.	<p>The consultation overlapped partially with the public consultation on the Clean Air Zone. The latter commenced and concluded approximately four weeks earlier. Although the two consultations were both related to transport, it was considered that the likelihood of this causing confusion was limited. It was agreed that the two consultation teams would signpost people as necessary to the other consultations. Responses to the Clean Air Zone consultation which raise general points about improving travel and transport specifically were considered as part of the analysis for the Connected Southampton Strategy. Comments relating to improving cycling, public transport and electric vehicle facilities were incorporated into the final strategy. Overall the two consultations running in parallel ensured a greater level of awareness and engagement on both transport and wider environmental impacts and were deemed a success.</p>
15.	<p>In total, the Connected Southampton consultation generated 1,413 written responses from individuals, organisations and stakeholders. 13 written responses were received from ABP Southampton, University of Southampton, Portsmouth City Council, Hampshire County Council, Eastleigh Borough Council, First Southampton, Go South Coast, Highways England, New Forest District Council, SHBOA, Trustees of Barker Mills Estates, and University of Southampton Science Park. Submissions from 55 businesses and organisations were also received as part of the questionnaire responses. 4 emails/letters were received from individuals.</p>
16.	<p>A total of 29 “posts” and “tweets” were made by the SCC Communications team using the SCC Facebook, Twitter and LinkedIn social media platforms. This generated a total of 218,340 impressions (number of time people seen the post) were made generating 18,002 engagements (clicks, comments, reactions, shares). The LTP was also promoted through the My Journey social media platforms, reaching over 4,000 people generating 80 engagements. The My Journey engagement was towards the end of the consultation period. A breakdown of the social media engagement is in Appendix 3.</p>
17.	<p>The number of comments in the questionnaire totalled 2,426 and were assigned to 11 broad categories – disagreement with the proposals or with specific elements, alternative suggestions, road related suggestions, public transport suggestions, general disagreement, the negative impacts, the positive impacts, agreement with the principles, and then to each of the three themes.</p> <p>Of the people who answered the question – to what extent do you agree or disagree with the vision for transport in Southampton – 77% agreed or strongly agreed with 10% disagreeing. Each of the individual strategic goals</p>

	<p>has very high levels of responses agreeing or strongly agreeing – between 81% and 88%.</p> <p>From the feedback the top 5 ‘categories’ are below along with a response for how these are taken into account in the final strategy:</p> <table border="1"> <thead> <tr> <th>Category</th> <th>No.</th> <th>Response</th> </tr> </thead> <tbody> <tr> <td>Agreement that need to improve cycle routes and cycling in general</td> <td>253</td> <td>The Strategy and the supporting Cycling Strategy set out SCC’s plans for improving cycling both for the infrastructure and the supporting measures such as training, education and promotion.</td> </tr> <tr> <td>Agreement that need to improve public transport</td> <td>172</td> <td>The Strategy introduces the Southampton Mass Transit System as a holistic way of improving public transport as an important way of getting around Southampton. This includes improvements to support bus services. The emerging supporting Public Transport Plan will set out this in more detail working in partnership with the public transport operators.</td> </tr> <tr> <td>Support for a Park & Ride to serve Southampton</td> <td>168</td> <td>The Strategy sets out approach for introducing a Park & Ride system to serve Southampton initially focusing on supporting institutions/large employers that have constrained parking on their sites and then to incrementally improve P&R to serve the City Centre alongside infrastructure changes and bus priority.</td> </tr> <tr> <td>Agreement that there is a need to improve connections to key locations</td> <td>121</td> <td>The Strategy takes an spatial approach to applying transport improvements and one of the spatial areas are the key economic drivers in Southampton such as the Port, Universities, Hospitals and main employment areas. Connections include better public transport, cycling and walking links to encourage more people not to drive to these sites, as well targeted highway improvements where necessary.</td> </tr> <tr> <td>General agreement with the proposals</td> <td>107</td> <td>No changes made</td> </tr> </tbody> </table>	Category	No.	Response	Agreement that need to improve cycle routes and cycling in general	253	The Strategy and the supporting Cycling Strategy set out SCC’s plans for improving cycling both for the infrastructure and the supporting measures such as training, education and promotion.	Agreement that need to improve public transport	172	The Strategy introduces the Southampton Mass Transit System as a holistic way of improving public transport as an important way of getting around Southampton. This includes improvements to support bus services. The emerging supporting Public Transport Plan will set out this in more detail working in partnership with the public transport operators.	Support for a Park & Ride to serve Southampton	168	The Strategy sets out approach for introducing a Park & Ride system to serve Southampton initially focusing on supporting institutions/large employers that have constrained parking on their sites and then to incrementally improve P&R to serve the City Centre alongside infrastructure changes and bus priority.	Agreement that there is a need to improve connections to key locations	121	The Strategy takes an spatial approach to applying transport improvements and one of the spatial areas are the key economic drivers in Southampton such as the Port, Universities, Hospitals and main employment areas. Connections include better public transport, cycling and walking links to encourage more people not to drive to these sites, as well targeted highway improvements where necessary.	General agreement with the proposals	107	No changes made
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18.	Once the Connected Southampton Transport Strategy 2040 is approved a new Three-Year Implementation Plan covering 2012-2022 will be produced.																		
RESOURCE IMPLICATIONS																			
<u>Capital/Revenue</u>																			
19.	To deliver on its priorities and aspirations for transport SCC receives an annual grant from the Department for Transport (DfT) to deliver against policies in the Local Transport Plan. This grant allocation is split into Integrated Transport Block (ITB) and Highways Maintenance Block (HMB).																		

	This provides the core level of funding for delivery of transport schemes through the Integrated Transport Programme and Highways Maintenance Programme and is a formula based allocation.
20.	In addition there is external funding from ad hoc DfT grants awarded to SCC, Developer Contributions, and opportunities to bid for additional funding from bodies such as central Government including recent successes through Transforming Cities Fund, National Productivity Investment Fund and Joint Air Quality Unit Clean Air Zone opportunities, Solent LEP, European Union projects, or InnovateUK. The LTP provides the policy framework and demonstrates where and how SCC, partners and stakeholders are planning and investing in the transport network.

Property/Other

21. N/A

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

22. As the Local Transport Authority (LTA) for Southampton, under the Transport Act 2000 as amended by Local Transport Act 2008, SCC has the statutory duty to prepare a LTP and as Local Highway Authority the powers to undertake the proposals, often in partnership, within it.

Other Legal Implications:

23. An Equalities Impact Assessment has been completed as the LTP has positive benefits for residents, businesses and visitors in Southampton. The strategy does not set out details of how and when these projects would be delivered, and more detailed impact assessments on specific projects will be undertaken alongside any implementation proposals.

24. A comprehensive Habitats Regulation Assessment (HRA) and Strategic Environment Assessment (SEA) were completed during the preparation of the joint LTP3 Strategy for South Hampshire in 2010 to assess the impact of the 14 policies and delivery interventions that sit beneath them at a high level.

RISK MANAGEMENT IMPLICATIONS

25. The risk of not adopting an up to date LTP is that policies may not be reflective of current Government and industry thinking, existing policies and strategies would remain. The provisions of the 2008 Act place the responsibility on LTAs to ensure they have up to date policies and strategies for transport provision in their area. Impact on service delivery and finance is low with medium impact on reputation of the Council for not having relevant transport strategies and policies.

POLICY FRAMEWORK IMPLICATIONS

26. The Local Transport Plan is one of the listed documents on the Policy Framework and as such is a statutory document the City Council must produce in accordance with Transport Act 2000 and Local Transport Act 2008 (Part 2).

KEY DECISION? Yes

WARDS/COMMUNITIES AFFECTED: All

SUPPORTING DOCUMENTATION

Appendices

1.	None
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Documents In Members' Rooms

1.	Connected Southampton Transport Strategy 2040 (LTP4)
2.	Communication Strategy
3.	Social Media Summary
4.	Consultation Headline Results Summary
5.	Consultation You Said We Did Report
6.	Equality & Safety Impact Assessment (ESIA)

Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	Yes
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Data Protection Impact Assessment

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	No
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Other Background Documents

Other Background documents available for inspection at:

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

DECISION-MAKER:	CABINET		
SUBJECT:	A REVISED CLEAN AIR STRATEGY FOR SOUTHAMPTON		
DATE OF DECISION:	19 MARCH 2019		
REPORT OF:	CABINET MEMBER FOR GREEN CITY		
<u>CONTACT DETAILS</u>			
AUTHORS:	Name:	Steve Guppy Rob Gloyns	Tel: 023 8091 7525 023 8091 2983
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Director	Name:	Mitch Sanders	Tel: 023 8083 3613
	E-mail:	Mitch.Sanders@Southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY

Not Applicable.

BRIEF SUMMARY

It is proposed that the Clean Air Strategy for Southampton 2016-2025 is updated to reflect recent progress and changes in national policy including duties regarding the delivery of a Clean Air Zone Business Case. The update will also identify new measures of success and capture the latest progress being delivered by our Electric Vehicle Action Plan and the roles of the emerging Green City Charter. It is proposed that the updated Clean Air Strategy for Southampton will be adopted as a level 2 strategy in the Council's Strategy and Policy Framework.

RECOMMENDATIONS:

	(i)	To consider and approve the amended Southampton City Council Clean Air Strategy (Appendix 1 to this report).
	(ii)	To delegate authority to the Service Director for Transactions & Universal Services, to introduce future revisions, including making minor or consequential amendments following consultation with the Cabinet Member for Green City, so that the Strategy is able to respond to both national and local changes.

REASONS FOR REPORT RECOMMENDATIONS

1.	To ensure that the Council has a current, clear, accessible and transparent strategy that articulates its vision and priorities for improving air quality in the city up to 2025.
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ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2.	Not updating the strategy was rejected as it is important for the Council to provide a clear and accessible statement of intent to residents, visitors, businesses and other stakeholders that is consistent with the approach the council are taking to improve air quality.
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DETAIL (Including consultation carried out)	
3.	Poor air quality remains a significant public health issue for the population of Southampton. It is estimated that at least 29,000 early deaths in the UK each year can be attributed to exposure to particulate emissions. This figure could exceed 50,000 deaths when also considering NO ₂ exposure. (Royal College of Physicians, <i>Every breath we take: the lifelong impact of air pollution</i> , Feb 2016). Costs to society, businesses and NHS services due to poor air quality are estimated to exceed £30 billion every year in the UK.
4.	Local authorities in the UK have a responsibility under Local Air Quality Management (LAQM) legislation to review and assess air quality and meet national objectives. The European Union Ambient Air Quality Directive (EU AAQD) requires all member states to comply with limits on key air pollutants including Nitrogen dioxide (NO ₂).
5.	Defra published the first UK plan for tackling roadside concentrations of nitrogen dioxide in December 2015 which set out the plan for the UK meeting the EU AAQD limit for NO ₂ . This identified Southampton as one of five cities required to implement a mandatory Clean Air Zone (CAZ) at the earliest opportunity and no later than 2020. This informed the Clean Air Strategy 2016-2025. The UK plan was subsequently updated in 2017 and required local authorities to assess the need for introducing measures to reduce roadside concentrations of nitrogen dioxide to legal levels within the shortest possible time through a feasibility study.
6.	<p>Southampton City Council has now undertaken a feasibility study assessing measures for achieving EU AAQD limit within the shortest possible time. The feasibility study identified the most effective route was a package of measures that include:</p> <ul style="list-style-type: none"> • Introduce new licensing requirements for taxi and private hire vehicles, • Require all operational buses in the city to meet a minimum emission standard. • Promote active and sustainable travel through the My Journey programme. <p>Throughout the CAZ feasibility study the council continued to implement measures to improve air quality including, but not limited to, the retrofitting of operational bus engines with emission reducing technology, enhancing and introducing new cycling infrastructure and incentivising the uptake of low emission taxis.</p>
7.	The current Clean Air Strategy was developed in consultation with the Cabinet Member for Transformation, a working group (including officers from Scientific Services, Transport Policy, Strategy and Public Health) have developed detailed actions under each priority area. This was guided by the responses received from the 2014-15, Air Quality Scrutiny Inquiry public engagement exercise. The Health and Wellbeing Board, CMT and Cabinet Member for Transformation have been briefed and consulted as the Strategy has been developed. Public Health England and the Government's Joint Air Quality Unit (Defra/DfT) were also been consulted informally during the development of the Strategy and have provided advice and input.

8.	During the CAZ feasibility study, SCC undertook a consultation on proposals to introducing a Class B CAZ which would introduce penalty charges for buses, coaches, taxi, private hire vehicles and heavy good vehicles that do not meet euro 6/VI diesel or euro 4 petrol. This resulted in over 9,000 responses with a range of comments, suggestions and queries and highlighted the appetite for tackling air pollution, beyond legal limits. It also demonstrated the commitment of all stakeholders in the city to playing their part in improving air quality. A Green City Charter is proposed as mechanism for satisfying this wider ambition and delivering wider environmental improvements. The updated the Clean Air Strategy accounts for this.
9.	The Council has received government funding from Department for Transport to develop and implement an electric vehicle action plan (EVAP). EVAP will see a citywide network of electric vehicle charging infrastructure, communications campaigns and the replacement of the council's combustion engine vehicles with electric alternatives. EVAP now forms an integral part of the clean air strategy and the update to the strategy accounts for this.
10	To ensure the Clean Air Strategy is consistent with a non-charging approach to the CAZ, EVAP and emerging Green City Charter as detailed, it is proposed that an updated Clean Air Strategy for Southampton is adopted.

RESOURCE IMPLICATIONS

Capital/Revenue

10.	There are no immediate additional resource requirements arising from the approval of the strategy. The Strategy takes into account objectives within the Clean Air Zone Business Case, and this is subject to a funding bid submitted to government in January 2019. It also accounts for activities being delivered as part of the wider Air Quality Action Plan and Green City Action Plan programme which will have their own existing budgets or need to identify appropriate funding streams (including new grant opportunities) with approvals made in line with financial regulations.
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Property/Other

11.	There are no immediate impacts.
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

12.	S.1 Localism Act 2011 permits a Council to do anything in the discharge of its functions provided not otherwise restricted by existing legislation (known as the general power of competence). This includes implementing policy designed to improve and deliver environmental protections and air quality measures in order to meet the requirements of the European Union Air Quality Directive. Additional legal implications arising from the designation of a Clean Air Zone and associated matters will be addressed in future decisions as and when further clarity on the regulatory framework for zones is published.
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Other Legal Implications:

13.	The Council has a number of statutory duties relating to air quality as detailed in the report. This Strategy will assist the Council in meeting these duties and preparing for compliance with the Directive.
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RISK MANAGEMENT IMPLICATIONS	
There could be potential reputational risk for SCC if it is not seen to be 'delivering' the stated goals in the Strategy.	
POLICY FRAMEWORK IMPLICATIONS	
14.	Contained in the report and Strategy attached at Appendix 1.

KEY DECISION?	Yes	
WARDS/COMMUNITIES AFFECTED:	All	
<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	Clean Air Strategy 2019-2025	
Documents In Members' Rooms		
1.	Equality and Safety Impact Assessment	
Equality and Safety Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.		Yes
Privacy Impact Assessment		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		No
Other Background Documents		
Other Background documents available for inspection at:		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.		



A Clean Air Strategy for Southampton 2019-2025



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



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



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

AIR QUALITY IN SOUTHAMPTON

- There are many different pollutants that can affect the quality of the air we breathe. Nitrogen dioxide and Particulate Matter are the main concern in the UK.
- The negative effects of exposure to air pollutants occur at every stage of life, from early stages of development through to old age. Those with existing cardiovascular and respiratory disease are most at risk, but a wide range of health effects have been linked to the wider population including stroke, heart disease, obesity, lung cancer and asthma. Reducing the health impacts of local air pollution is identified as a priority by Public Health England in its Strategic Plan (2016 to 2020).
- The Council have been monitoring key pollutants in the city including nitrogen dioxide, particulate matter, ozone and sulphur dioxide over the last 20+ years. This data has been enhanced by air quality modelling exercises to determine pollutant levels across the city.
- The Council has a statutory duty to assess and review air quality in its area and make reasonable efforts to achieve statutory thresholds. Ten Air Quality Management Areas have been identified in the city where specific actions are required to improve NO₂ levels.

- In the UK, between 28,000 and 36,000 deaths are currently estimated as a result of exposure to air pollution (COMEAP, 2018). Costs to society, business and NHS services due to poor air quality exceed £20 billion a year (Royal College Physicians, 2016).
- Exposure to particulate matter alone is currently estimated to attribute to 110 deaths in Southampton each year.
- Road transport is one of the most significant contributors to pollution across the city. Industry, port operations and background pollution are also significant in certain areas of the city.
- Diesel cars are the highest contributors to nitrogen oxide emissions in Southampton of the road transport sector.
- Air Quality is a consideration for the Planning Authority and the Council is obliged to ensure that impacts on air quality are taken into account when approving developments.

These charts illustrate the varied contributions to pollution across the city.

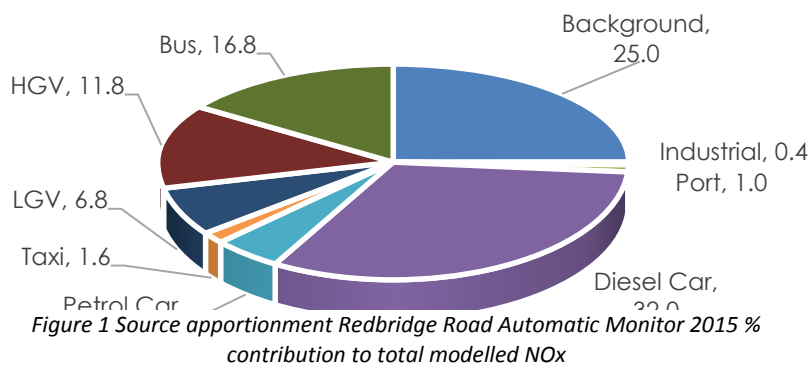
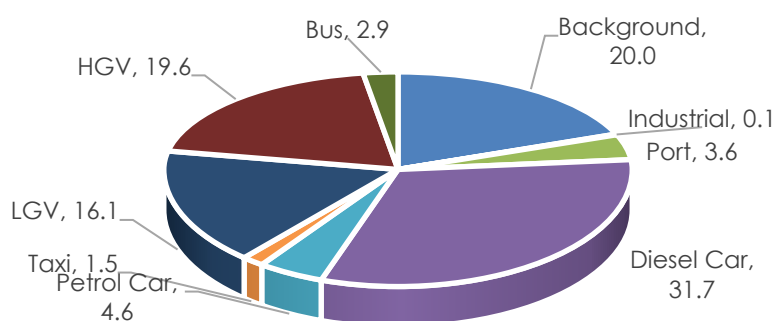


Figure 2 Source apportionment Northam Road Diffusion Tube (N144) 2015 % contribution to total modelled NOx

WHAT ARE WE GOING TO DO?



- The Council is committed to improving Southampton's air quality, reducing health impacts, and fulfilling our legal obligations.
- We will aspire to satisfy World Health Organisation air quality guideline values and by 2025 we want to see nitrogen dioxide levels of 25 µg/m³ as the norm in our city.

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

PRIORITY	WHY THIS IS IMPORTANT
Improve air quality in the city	<ul style="list-style-type: none"> • Air pollution has an adverse effect on people's health. Reducing health and wellbeing of Southampton's residents of all ages. • The threshold level for nitrogen dioxide (annual average) is exceeded. It is a statutory duty to make reasonable efforts to reduce levels below the threshold. • If air quality does not improve it could become a significant barrier to economic development.
Supporting businesses and organisations	<ul style="list-style-type: none"> • The Council cannot deliver improvements in air quality on its own. It needs to promote the benefits of change in terms of both health and prosperity. • The Council will need to engage with residents, visitors, businesses and organisations, technologies, public transport and the take up of active travel such as walking and cycling.
Collaborating with communities and residents	<ul style="list-style-type: none"> • Cleaner air in Southampton can only be achieved if individuals and organisations work together. • These measures can provide direct benefits to the health and wellbeing of the city. A positive message we can expect to see improvements sustained over time. • Our communities and residents will need support to ensure they are able to take up these measures.
Promoting sustainability	<ul style="list-style-type: none"> • It is important that measures to improve air quality in Southampton are sustainable. This might happen if the most polluting vehicles are displaced from the city. • The Council will promote sustainable change – as well as making sure it demonstrates its own efforts and the positive differences it is making.

- The Council will continue to develop and implement measures as part of the city's Air Quality Action Plan and Clean Air Zone plan to deliver and facilitate improvements in air quality.

- We will adopt a Green City Charter that will establish a commitment to deliver a range of environmental improvements including improved air quality. We will encourage and support city stakeholders to do the same.

WHAT DO OUR RESIDENTS SAY ABOUT AIR QUALITY IN SOUTHAMPTON?



- **In 2018 a consultation was held on proposals for a Clean Air Zone**, 9,309 responses were received demonstrating the importance of air quality in Southampton.
- 75% of respondents felt air quality in Southampton was a fairly or very big problem 22% thought that air quality was not much of a problem or not a problem at all.
- Stakeholders suggested a wide range of measures that would be needed to help improve the city's air quality including promoting public transport, cycling and walking, traffic improvements, low emissions vehicles, and port improvements.

OUR CHALLENGES	OURSUCCESSSES
<ul style="list-style-type: none"> • Air pollution is linked to many major health problems facing cities like Southampton. Estimates suggest that 5.8% of deaths in Southampton in 2017 were attributable to long term Particulate pollution alone. • Those who live in deprived areas or have existing medical conditions are disproportionately affected by poor air quality. • Between 2008/9 and 2012/13, Southampton has become relatively more deprived – of the 326 Local Authorities in England, Southampton is now ranked 54th (previously 72nd) most deprived. • Southampton's port is the busiest cruise terminal and second largest container port in the UK. Its continued success is vital to the city's economy • As a regional retail and economic centre, Southampton's economy is heavily reliant upon its transport links. • In 2015 government identified Southampton City Council as one of the first five cities which would be required to assess the need for a charging Clean Air Zone. Southampton has since received routine media attention concerning its air quality. • We have been able to demonstrate that we can achieve legal levels without the need for a charging Clean Air Zone, but need to satisfy higher expectations and spread our resources across multiple actions. 	<ul style="list-style-type: none"> • The Council introduced its first Air Quality Action Plan in 2007. At its last review, it identified 48 individual activities delivering improvements in local air quality. This will again be reviewed and updated to account for the latest developments and work undertaken by the council. • The city has a long established air monitoring network that provides robust data on current and historical pollution levels. Four continuous monitoring stations and 60+ passive sampling sites currently provide data on current levels and ongoing trends. Data is shared routinely on the council's website. • Our air monitoring network has been able to demonstrate a steady improvement in the city's air quality since 2007. • Both the existing Local Transport Plan and Local Development Plan recognise the health impact of air quality and identify how improvements can be achieved. • The Council was amongst the first authorities to offer an Air Alert service. This is free to anyone but is particularly valued by those with respiratory illnesses who can be more sensitive to air pollution. • The My Journey campaign has achieved significant success in promoting public transport and active travel choices across the city. Over the programme period car journeys have reduced by 3% and cycling has almost doubled. In 2018 the council started construction of an enhanced cycling infrastructure across the city. • The Council is working closely with key partners and has assisted and supported local bus operators, port operators and the University of Southampton in seeking and acquiring funding for activities to assess and improve air quality, including £2.7m to retrofit 145 operational buses with accredited emission reduction technology. • Southampton was a focus city for the inaugural National Clean Air Day in 2017 and 2018. • In partnership with Eastleigh Borough Council we launched a low emission taxi incentive scheme in 2017. A quarter of Southampton taxis had upgraded to low emission vehicles by 2019. • The council introduced a Clean Air Network in 2017 allowing businesses and communities to access information on air quality, the actions they can take and where support is available. It also provides a forum to share experiences and seek advice from other members.

PRIORIT	OUTCOME	WHAT ARE WE GOING TO DO?
Improve air quality in the city	Adopt an effective programme of measures to reduce emissions of nitrogen dioxide, particulates and other pollutants in Southampton	<ul style="list-style-type: none"> • Introduce a package of measures to improve roadside concentrations of nitrogen dioxide in accordance with Defra's UK plan for tackling roadside concentrations of NO₂. Maintain an Air Quality Action Plan that delivers a wider range of measures. Ensure future revisions of our Local Transport Plan, Local Development Plan and all other Council and city plans and strategies provide suitable and adequate policies to reduce emissions and deliver cleaner air. • Improve transport and freight delivery systems through efficient infrastructure, uptake of new and innovative technologies and increased uptake of public transport, cycling and walking. • Encourage the uptake of low emission technologies and vehicles in our fleet and across the city to surpass national averages. • Identify where alternative fuels and innovative solutions might deliver positive outcomes and support their assessment and introduction.
Supporting businesses and organisations	Work with businesses and organisations to promote the uptake of low emission technology and change travel behaviours	<ul style="list-style-type: none"> • Establish a Green City Charter that will bring together all residents and stakeholders in the city to tackle environmental challenges, including air quality. • Maintain and develop our Clean Air Network to ensure ongoing engagement with key stakeholders in the city and region. • Work with the Port of Southampton and other key stakeholders to identify and support initiatives that will reduce their emissions. • Continue to promote sustainable travel through maintaining the "My Journey" campaign and explore options for further development. • Empower businesses to take responsibility for their contributions to air pollution and implement improvements.
Collaborating with communities and residents	Work with and support the education of communities and individuals to identify and support behaviours which improve air quality	<ul style="list-style-type: none"> • Develop a role for residents and community groups in our Clean Air Partnership. • Support the education sector to raise awareness of air pollution and how to reduce emissions. • Incentivise the use of public transport, cycling and walking. • Empower communities and individuals to take responsibility for their contributions to air pollution. • Provide good quality, timely information and data on local levels of pollution to enable residents to adopt behaviours to maintain their own health.
Promoting sustainability	Southampton City Council will be an exemplar of sustainable working practices in relation to reducing emissions and improving local air quality	<p>The Council will:</p> <ul style="list-style-type: none"> • Lead by example, ensuring our plans, policies and working practices support and promote an improvement in local air quality whilst delivering wider environmental and economic benefits locally, regionally and nationally. • Introduce a programme of measures to reduce its emissions and act as a key partner, sharing best practice on reducing emissions and promoting sustainable working methods whenever it can. • Use its influence on the local supply chain to ensure impacts on air quality are considered when

HOW WILL WE MEASURE SUCCESS?

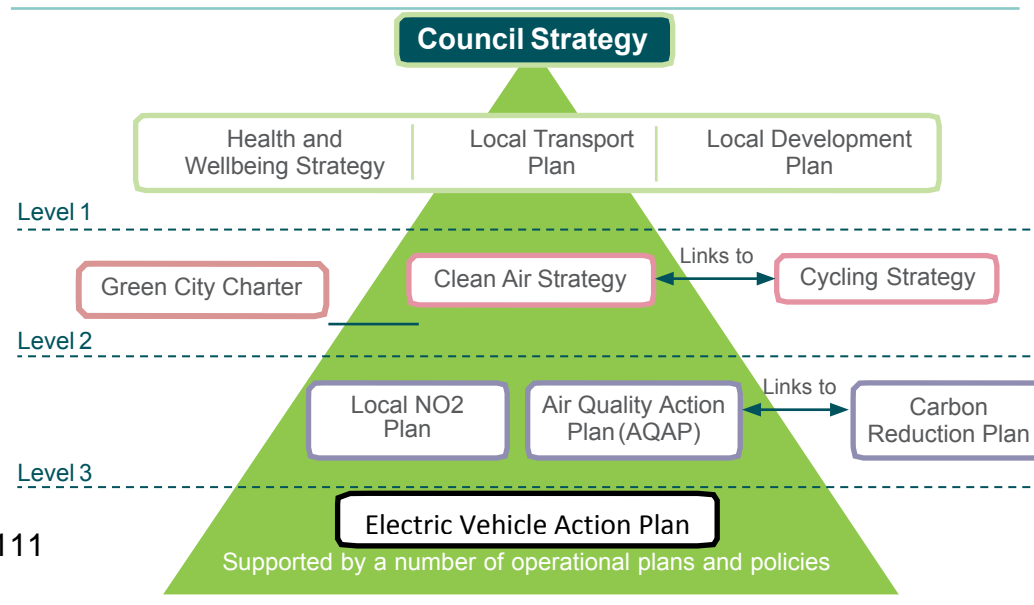
We will:

- Achieve all statutory air quality standards in the shortest possible time and deliver ongoing reductions in emissions and improvements in air quality that acknowledge the World Health Organisation Guidelines.
- Monitor air quality, evaluate the impacts of economic growth and improvement measures, and share our findings.
- Work with stakeholders and encourage collaborative delivery of improvements.
- Reduce the fraction of mortality attributable to particulate air pollution.
- Increase the proportion of journeys made by public transport or active methods.
- Increase the uptake and use of ultra-low and zero emission vehicles in the city.

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

Specific details, targets and progress will be published in our Air Quality Action Plan which will be reviewed and updated annually for the duration of this strategy. Page 111

LINKS TO OTHER STRATEGIES AND PLANS



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DECISION-MAKER:	CABINET		
SUBJECT:	A GREEN CITY CHARTER FOR SOUTHAMPTON		
DATE OF DECISION:	19 MARCH 2019		
REPORT OF:	CABINET MEMBER FOR GREEN CITY		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Steve Guppy	Tel: 023 80 917525
	E-mail:	steve.guppy@southampton.gov.uk	
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	E-mail:	mitch.sanders@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY

N/A

BRIEF SUMMARY

Last summer the council undertook a consultation exercise to seek opinions on measures needed to improve local air quality. The council had been required by government to assess if a Clean Air Zone was needed to deliver compliance with the European Union's limit level for Nitrogen Dioxide. The [consultation exercise](#) received an unprecedented response and there was significant support for delivering improvement. The subsequent proposal indicated that nitrogen dioxide concentrations have improved in recent years, by as much as 24% in some of our most polluted areas, as consequence of both local and national action. It recommends a package of measures to ensure the likelihood of compliance being achieved. However, the consultation illustrated that there is significant ambition and aspiration to achieve more than the CAZ project could deliver. A new set of objectives and actions are needed if this is to be satisfied.

The Government published its Environment Strategy in early 2018, '[A Green Future: Our 25 Year Plan to Improve the Environment](#)' which proposes to deliver a range of measures to improve the environment within a generation. A set of priorities are identified and it recommends that local efforts be guided by the same goals. The UK [Clean Air Strategy](#) was published in January 2019 and advocates a joined up approach in delivering cleaner air, wider environmental and public health improvements and sustainable development. Both form part of a wider vision promoting sustainable development.

A special Cabinet meeting was held on the 22nd January where approval was granted to submit the proposed *Plan to Deliver Compliance with the EU Limit for Nitrogen Dioxide* to the Secretary of State. That Plan was submitted on the 31st January 2019. At the same cabinet meeting the recommendation to develop a Green City Charter was also approved. See agenda [here](#).

The Green City Charter ('the Charter') is intended to identify priorities and commitments that will facilitate the council and other city partners and stakeholders to deliver actions that will:

- reduce pollution and waste;
- minimise the impact of climate change;
- reduce health inequalities and;
- create a more sustainable approach to economic growth.

The Charter will identify a clear set of objectives which satisfy the local need and appetite for change whilst being aligned with national priorities.

A Green City Working Group comprising of council officers from across its services has been established to support the delivery of the Charter and has conducted both internal workshops and an engagement exercise with external stakeholders to ensure the Charter caters for all groups and identifies appropriate priorities for action.

The Green City Working Group will establish a delivery, action and governance plan (Green City Plan) that will establish how the commitments within the Charter will be satisfied and engagement with external stakeholders is maintained. The Green City Working Group will report to the Cabinet Member for a Green City and seek to have the plan implemented no later than 2020.

RECOMMENDATIONS

(i)	To adopt the Green City Charter as published in this paper.
(ii)	To delegate powers to the Director of Transactions & Universal Services to develop and introduce a Green City Plan by 2020 that will demonstrate how SCC will deliver on those commitments included in the Green City Charter.
(iii)	To support the promotion of the Green City Charter with stakeholders to encourage its wider adoption and the subsequent development of actions that will satisfy its aims, objectives and commitments.

REASONS FOR REPORT RECOMMENDATIONS

1.	The development of a Green City Charter will facilitate the delivery of the Councils existing priority outcomes, refresh existing activities, and deliver new ones. It will ensure that environmental impacts are given due consideration in the delivery of services and decision making and where possible ensure we maximise the opportunity to deliver benefits. It will provide an opportunity to satisfy the expectations and ambitions identified in the Clean Air Zone Consultation exercise. It will seek to encourage city stakeholders to adopt the same set of principles and deliver their own actions. It will encourage all stakeholders including both business, community groups and public sector organisation to work together to deliver a shared outcome, making Southampton a cleaner, healthier, more sustainable and attractive environment for all.
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ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2.	No alternative options considered.
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DETAIL (Including consultation carried out)	
3.	<p>Southampton is a large and diverse city, with a strong and growing economy (currently assessed 3rd in the PwC Good Growth for Cities index). Southampton is a regional hub for transport, business, commerce, leisure and retail as well as being home to a major international cargo and passenger port.</p>
4.	<p>Southampton is predominantly urban in character and the built up area and the city's influence extends beyond its administrative boundary. However, Southampton is also a city with a large amount of green space, with 49 parks and 1,140 hectares of open space, including the Common. It also neighbours the New Forest National Park, Southampton Water, the Solent and the range of protected environments within them.</p>
5.	<p>It is important to ensure that the city continues to support economic growth, but that this growth continues to support Southampton to be a green and environmentally sustainable city that will be resilient to the challenges of climate change. A move towards a low carbon, cleaner economy and greener landscape will enable the city to grow and evolve as a modern, healthy and attractive place to live, work and do business.</p>
6.	<p>Southampton City Council have been issued a Ministerial Direction requiring it to undertake a local assessment (feasibility study) of air quality in the city, and produce a business case for a Plan to demonstrate how compliance with the EU Ambient Air Quality Directive (AAQD) of 40 µg/m³ for Nitrogen dioxide (NO₂) can be achieved in the shortest possible time. This was submitted to the Secretary of State for Environment for approval on the 31st January 2019.</p>
7.	<p>Between June 21st 2018 and the 13th September 2018 the council undertook a consultation exercise with neighbouring authorities, local communities and businesses to: explain the objectives of the Clean Air Zone study; consider the potential health and economic impacts; understand any concerns; and assess the need for any mitigating actions or identify alternative options for consideration.</p> <p>The response was unprecedented. 9,309 replies were received and have been accounted for in developing the Clean Air Zone business case and identifying a preferred option for the Plan that will deliver compliance. 75% of respondents indicated that they thought air quality was a fairly or very big problem in Southampton. 80% agreed with the overall aim of a proposed Clean Air Zone and 56% supported a vehicle charging scheme as a means of delivering improvement. 78% and 77% believed it would deliver positive impacts on the environment and public health respectively.</p> <p>Of the comments received some of the most significant topics raised concerned; the need for action to improve air quality, the proposed measures not being enough and, the need to focus on sources other than road transport.</p>

8.	<p>The subsequent Plan being proposed indicates that nitrogen dioxide concentrations have improved in recent years as consequence of both local and national action. It also recommends a package of measures to ensure the likelihood of compliance being achieved. However, the consultation illustrated that expectations and ambitions for cleaner air in Southampton extended beyond achieving legal compliance and the objectives set by the governments Clean Air Zone Framework.</p> <p>A new set of objectives and actions is needed if this is to be satisfied. To satisfy this expectation a proposal to introduce a Green City Charter is recommended which will provide an opportunity to establish more ambitious improvements through alternative long-term, far-reaching projects.</p>
9.	<p>The Clean Air Zone consultation and the wider stakeholder engagement work has identified that there is a significant appetite amongst stakeholders to contribute to delivering improvements. Although the council has far reaching responsibilities it recognises that it cannot deliver the scope of change needed to achieve the standard of air quality that many want. The council also believes that encouraging and supporting voluntary change can be more effective in the long term than enforcing it.</p> <p>The Green City Charter can provide a vehicle to harness the enthusiasm seen during the Clean Air Zone Consultation and seek to maintain and even accelerate to momentum apparent during this exercise.</p>
10.	<p>The principles driving improved air quality support wider environmental improvements and benefits to the city. Similarly, the approach to delivering improved air quality (like partnership working) can be applied more generally to create a set of objectives and commitments that are mutually beneficial and can collectively build a more sustainable city.</p>
11.	<p>Making Southampton a greener city can only be achieved through partnership working with local residents, businesses and other stakeholders. Everything we do, whether as an individual in work, at home or visiting the city, or as an organisation, has an environmental impact. The council's intention is to work with partners to develop a shared set of principles that will ensure the environment is at the forefront of all decision making whether at work or at home.</p>
12.	<p>Government published its Clean Air Strategy on the 14th January 2019. This forms part of a wider government vision on the environment including the vision for a Green Brexit (the new Environment Bill) and A Green Future: Our 25 Year Plan to Improve the Environment. Section 3 identifies the link between clean air, the wider environmental and public health agenda and sustainable development. It states that <i>"in the past, pollution was sometimes seen as a price we had to pay for progress, but that is outdated thinking. We now know that clean, green and healthy environments in urban and rural areas are an essential component of progress, not a barrier to economic development"</i>.</p>

13.	<p>Government published 'A Green Future: Our 25 Year Plan to Improve the Environment' in January 2018. This identifies key environmental benefits and pressures and sets out goals and targets for improving the environment within a generation. It details how government will work with communities and businesses to do this. It recognises many organisations and partnerships pursue their own plans, and opportunities for joining up and integrating environmental work are missed. At a local level it suggests that environmental effort be guided by the goals it has outlined but also to reflect local needs and priorities as well as being more integrated and efficient.</p> <p>A Green City Charter can achieve this and can ensure Southampton is best placed to benefit from the support, initiatives and funding that central government will provide through the delivery of its own strategy.</p>
14.	<p>Southampton City Council is already actively delivering schemes that support sustainable living. These include its Clean Air Strategy, the MyJourney sustainable travel programme, Fuel Poverty Action Plan and CitizEn Energy. But there is scope to build on these and an opportunity to use the experiences gained in delivering them to invest in a wider range of opportunities that will benefit the council and the city.</p>
15.	<p>Other cities have been recognised as Green Cities for the efforts they have made to promote sustainable living. They have been able to demonstrate the significant benefits a more sustainable economy can deliver. Southampton can learn from these cities, identify good practice and how to deliver it.</p>
16.	<p>An internal Green City Working Group of Southampton City Council officers developed a draft Charter. An initial workshop session on the 11th December 2018 was used to identify the key objectives and themes for further development using the priorities published in the government's 25 Year Plan and feedback from the CAZ consultation as a guide. A subsequent session on the 9th January 2019 attended by cabinet members and a wider range of officers developed the objectives further and developed some specific commitments around the identified themes. The draft charter was included with the proposal for a Green City Charter presented to cabinet on the 22nd January 2019.</p>
17.	<p>A programme of external stakeholder engagement was subsequently undertaken to develop the Charter further to ensure it is suitably extensive; focused on the key priorities; inclusive to all and capable of delivering the positive outcomes needed to achieve its aims. This engagement included an online survey, a Youth Forum event, People's Panel poll and three workshops attended by members of the local business community and health community, academia, community and campaign groups, neighbouring councils and government agencies. Feedback from the engagement exercises has been used to generate the Green City Charter as published in appendix 1.</p>
18.	<p>During the external engagement exercise some stakeholders have expressed a wish to become "early adopters" and have indicated a commitment to sign-up as part of the Charter's official launch.</p>

The Green City Working Group will establish a delivery, action and governance plan that will establish how the council will deliver on the commitments included in the Charter and how it will ensure wider adoption of the Charter and delivery of actions amongst other stakeholders, including joint working opportunities. It intends to introduce a stakeholder group that will be able to scrutinise adoption of the Charter, provide steer on subsequent actions and develop ideas and joint working. Green City Working Group will report to the Green City Cabinet Member and seek to have the plan implemented no later than 2020.

RESOURCE IMPLICATIONS

Capital/Revenue

There is currently a budget of £30k set aside for delivery of the Green City Charter in the 2019/20 budget proposals agreed at Council on 20th February.

The Charter represents an opportunity to establish more ambitious improvements through alternative long-term, far-reaching projects which will be developed during Action Planning exercise. This will involve a full assessment of any costs associated with the delivery of the proposed actions that are not covered by existing budgets, identification of appropriate funding streams (including new grant opportunities) and approvals made in line with financial regulations.

There are a number of existing projects and budgets across the Council that will support the Green City Charter and become part of that programme. These will need to be assessed and built into the Green City Action Plan, but are likely to include;

Capital & Revenue Projects	General Fund Capital Budgets		General Fund Revenue Budgets	
	2018/19	2019/20 - 2020/21	2018/19	2019/20
	£M	£M	£M	£M
Cycling & cycle network improvements	2.734	0.809		
Urban Freight Strategy	0.008	0.047		
Electric Vehicle Action Plan	0.270	0.812		
Proposed electric vehicle fleet replacements	-	0.820		
Green Projects – partnership with Environment centre	0.063	-		
City wide insulation projects	0.056	-		
Bus retrofitting	1.170	1.500		
MyJourney behavioural change (Transport Access Fund)			0.695	0.795
Totals	4.301	3.988	0.695	0.795
Grand Total		8.289		1.490

The Council also submitted a business case to government for reducing Nitrogen Dioxide levels within the City with a funding request of up to £6.4M and, if accepted, it will also form part of the Green City Charter work stream.

Property/Other

None associated directly with adoption of the Charter. The delivery and action plan will confirm implications associated with specific actions that subsequently emerge.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

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

Other Legal Implications:

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

RISK MANAGEMENT IMPLICATIONS

There are is a potential reputational risk for SCC if it is not seen to be 'delivering' the stated goals in the Charter.

POLICY FRAMEWORK IMPLICATIONS

A Green City Charter will support the delivery of the Council Strategy 2016-2020 outcome "People in Southampton live safe, healthy, independent lives".

A Green City Charter will support the delivery of the Health and Wellbeing Strategy 2017-2025 outcomes "People in Southampton live active, safe and independent lives" and "Inequalities in health outcomes are reduced".

A Green City Charter will support the Clean Air Strategy by providing a mechanism to deliver further improvements in local air quality.

A Green City Charter is consistent with the principles outlined in the Government's Environment Strategy, '[A Green Future: Our 25 Year Plan to Improve the Environment](#)' and their [Clean Air Strategy](#).

KEY DECISION?	No
WARDS/COMMUNITIES AFFECTED:	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	A Green City Charter for Southampton
2.	Engagement Summary Report
Documents In Members' Rooms	
1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out?	No
Privacy Impact Assessment	
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
Other Background Documents	
Equality Impact Assessment and Other Background documents available for inspection at:	
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
None	

Green City Charter for Southampton

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

- 1. We want to be carbon neutral by 2030;**
- 2. We will take actions that will improve the quality of life in our city. We want the *Healthy Life Expectancy Indicator* to be the best amongst our peers and to remove the difference cities like Southampton experience with rural areas in terms of *deaths attributed to air pollution*;**
- 3. We will work in partnership – share our knowledge and inspire others;**
- 4. We will protect and enhance our natural environment;**
- 5. We will make the best use of our resources, reduce our energy consumption, minimise waste and ensure we repair, reuse and recycle;**
- 6. We will encourage, promote and incentivise the use of sustainable and active travel;**
- 7. We will reduce emissions and aspire to satisfy World Health Organisation air quality guideline values. By 2025 we want to see nitrogen dioxide levels of 25 µg/m³ as the norm;**
- 8. We will use energy that is generated from renewable sources and support the generation of sustainable energy that does not compromise local air quality;**
- 9. We will use services and products that support our vision.**

We are committed to delivering on these commitments.

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Green City Charter – Engagement report

Introduction

Last summer the council undertook a consultation exercise to seek opinions on air quality. This consultation received a huge response and illustrated that there is significant ambition and aspiration to do more to make the city greener. The council is developing a new Green City Charter which will seek to deliver actions that will reduce pollution and waste, minimise the impact of climate change, stop health inequalities and create a more sustainable approach to economic growth. The Green City Charter will play a key role in helping Southampton City Council deliver its vision of a cleaner, greener more sustainable and resilient city in partnership with residents, businesses and organisations from across the city.

In order to create a charter that the whole city can own and contribute to a range of engagement has been undertaken to gather feedback and ideas to feed into the final charter. It has also provided an opportunity to get some early suggestions of commitments that organisations and individuals could make to the charter once launched.

Methodology

A range of methods were used to capture the views and feedback from a range of stakeholders. The following list of engagements took place:

1. Online suggestion box situated on the homepage of the council website.
2. A People's Panel Poll asking respondents to prioritise potential actions for the Green City Charter to get feedback from a wide range of members of the public.
3. Engagement session with the Youth Forum.
4. Engagement sessions with key stakeholders.
5. Clean Air Zone Consultation analysis. There were a number of points raised within the responses to the consultation that can help feed into the development of Green City Charter.

By using a range of feedback from different sources the resulting charter can be a document that many groups recognise and support.

Feedback received

The feedback received from the different sources outlined, has been analysed and summarised within the following section. In total, 1,126 people were engaged on the Green City Charter.

Online suggestion box

An online suggestion box was situated on the homepage of the council website for a total of 6 weeks. A total of 105 respondents completed the short survey. Respondents were asked to provide any ideas or suggestions for the Green City Charter or an offer of support or a commitments that would like to make. Figure 1 shows the ideas and suggestions raised by respondents. The offers of support and commitments are summarised within a later section.

Figure 1 - Ideas or suggestion for the Green City Charter

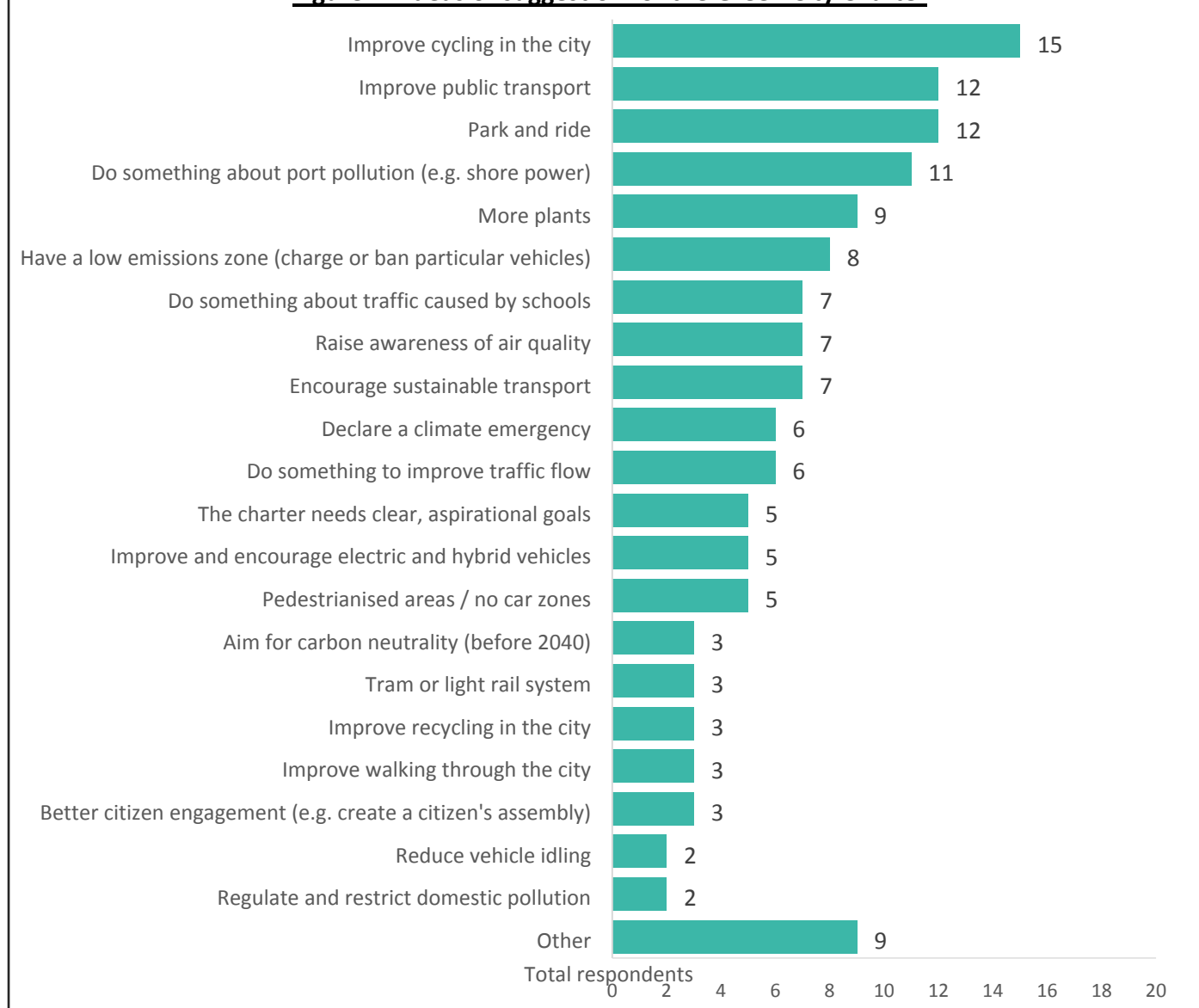


Figure 1

The following table gives the unique ideas and suggestions given which have been listed as 'Other' in Figure 1:

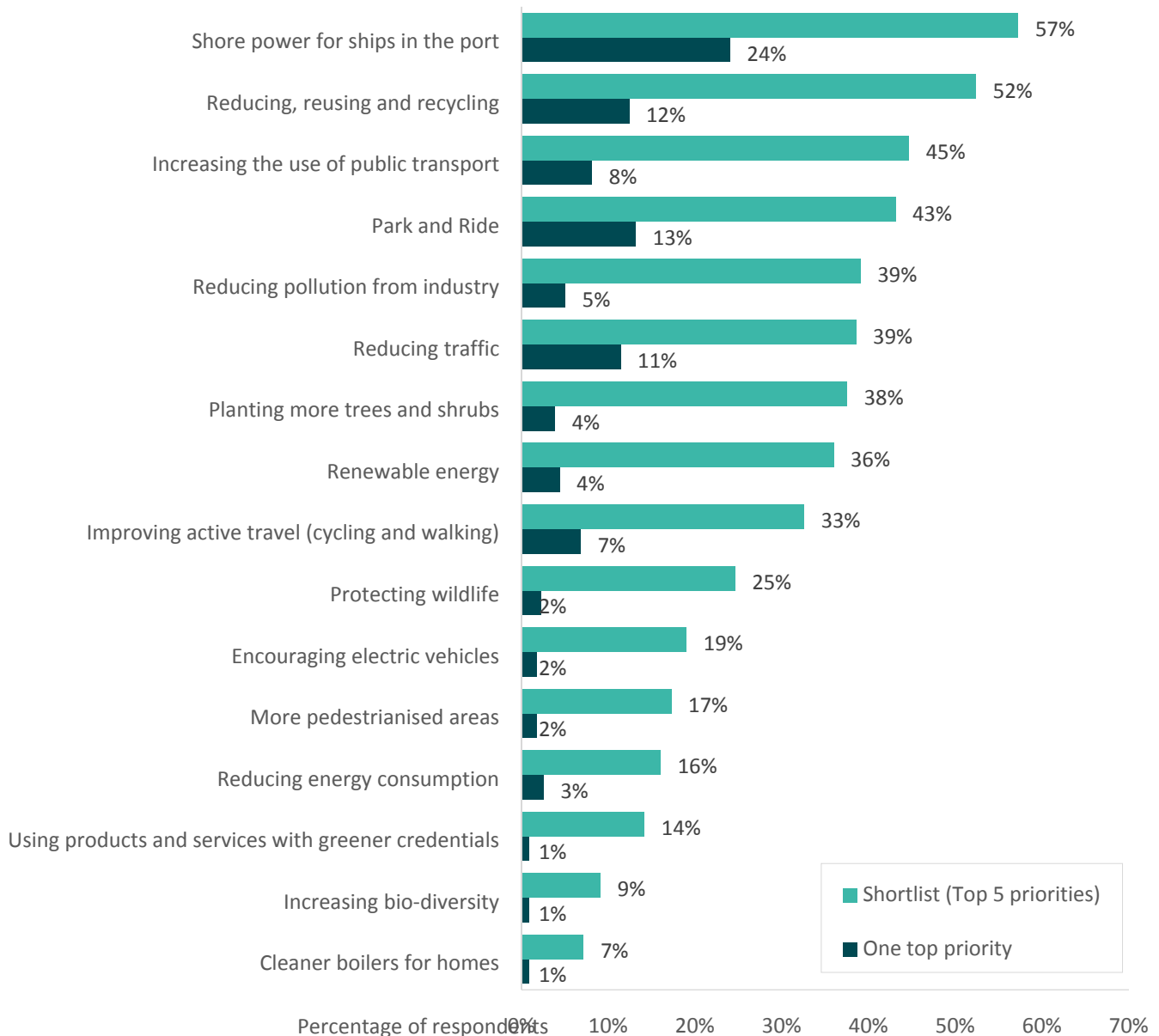
Don't develop or expand the city more until emission levels are an acceptable level
More car clubs to reduce the number of cars that need to be parked on the roads and pavements.
Increase city centre parking
Get rid of parking in city centre
Use technology to reduce traffic. (i.e. parking bay sensors that tell an app for drivers what spaces are available in the city to save them driving around)
Workplace parking levies
Last mile deliveries by cargo bike
Improve advice on what is best environmentally as it is inconsistent and keeps changing
We have lots of ideas for how energy efficiency, energy generation and fuel poverty work could be streamlined to be more effective and have a greater impact. We also have ideas for how air quality work could be tied together, more action focused and lead to an increased public and stakeholder engagement.

The Southampton Warmth for All Partnership (SWAP) welcome the opportunity for a Green City Charter in strengthening opportunities to reduce fuel poverty, support low carbon and renewable energy initiatives, improve the health and wellbeing of local communities and reduce health inequalities.

People’s Panel Poll

In the latest People’s Panel poll, members were asked to prioritise actions that they felt should be included within the Green City Charter. A total of 973 respondents completed the poll. Respondents were first asked to select up to 5 actions from a list of 16 that they felt should be prioritised higher than the others. From their shortlisted 5 actions, they were then asked to select just one that would be their top priority. Figure 2 show the results of these two questions.

Figure 2 - People's Panel rating of priorities for the Green City Charter.



Youth Forum engagement

In total 18 young people attended the youth forum champions event to feedback on the draft charter and give their suggestions. The young people started the session with the Leader of the council hearing about the vision for the Green City Charter and a time to ask him some questions.

The young people were given an opportunity to provide feedback on the wording and content of each of the charter commitments, the main themes of their views were:

- The commitments are very wordy and contain unclear terms
- It is not always clear what the commitment is aiming to achieve
- Some of these things should be happening already (recycling, reducing energy consumption etc.)
- The commitments don't talk about educating people on the benefits of these things or the risks if we don't do anything

The group was also asked to rank the draft commitments in order of priority, they did this in two groups the three themes that featured in the top five for each group are below:

- Enhancing the natural environment
- Using renewable energy
- Promoting sustainable and active travel

Engagement sessions with key stakeholders

On 4 March 2019, three stakeholder workshops were held at the civic centre to gather feedback from a variety of business and health representatives, academics and experts and environmental and community groups, to inform the targets and actions of the Green City Charter. Each session ran for an hour where discussion on the vision for the Green City Charter was opened up to the stakeholders before moving on to an activity where groups were asked to add suggestions and pledges of their own to the charter.

Over the course of the day, feedback was captured from these three workshops and used to amend the charter. The following views on the vision and themes are below:

Vision statement

From the feedback, stakeholders felt that the charter should extend further than climate change and the themes should be broadened. The word proposed wording focusing on resilience was disliked across all 3 working groups as it was felt too 'defeatist' in accepting the effects of climate change, rather than progressively reducing the effects.

Communication was a large factor in the vision of the charter and stakeholders felt that working together with shared values and collaboratively was essential. The second paragraph should therefore widen the scope of the charter and highlight the level of partnership required to ensure a successful charter. The sentence for removing economic barriers should be removed as it was felt to be negative and the charter should reflect positive outcomes and growth.

Some stakeholders agreed with the vision, supporting the idea of 'lifelong commitments', however, some felt that the focus needs to be more tangible.

1. We will protect and enhance our natural environment and improve the quality of life of those in our communities.

Stakeholders were keen to establish what was meant by 'enhance' and suggested that all policies should reflect this statement of protecting the quality of life for people, noting this statement was key.

2. We will reduce emissions and improve air quality, beyond existing legal standards.

Stakeholders felt that stating 'beyond' legal levels was too vague and not a measurable target. It was felt that set targets should replace the broadness of this theme, such as those being set by the World Health Organisation to reduce NOx by 2025.

3. We will prioritise the use of sustainable and active travel.

It was agreed that the term 'prioritise' did not come across proactive enough and 'encourage', 'promote', and 'incentivise' was preferred. A lot of stakeholders wanted to include specifically the implementation of more cycling, bus routes and pedestrianised zones.

4. We will innovate using new technology to reduce emissions, waste and energy consumption.

Although the majority agreed with the approach to 'innovate' there was debate around what that translated to in delivery, for example, whether it should include specific mention of the universities and their involvement or whether it reflects future use of technological innovation. The feedback also highlighted the similarities between theme 4 and 6, both with a targets to reduce energy consumption and minimise waste.

5. We will seek to use of energy that is generated from renewable sources and support the generation of local sustainable energy that does not compromise air quality.

The term 'seek' did not feel ambitious enough and stakeholders wanted a bolder commitment to the charter that was accountable for swifter change. Stakeholders noted that the charter currently does not have any targets to educate or raise awareness to the importance of consumption.

6. We will make the best use of our resources, reduce our energy consumption, minimise waste and ensure we reuse and recycle as much as we can.

Stakeholders raised concerns that this theme overlapped with theme 4.

7. We will help to create a city which will support our vision and is resilient to the challenges presented by climate change.

Feedback from the 3 working groups suggested that this theme was a reflection of the charter's vision rather than a specific commitment, setting out the type of place the city wants to be or inspire towards.

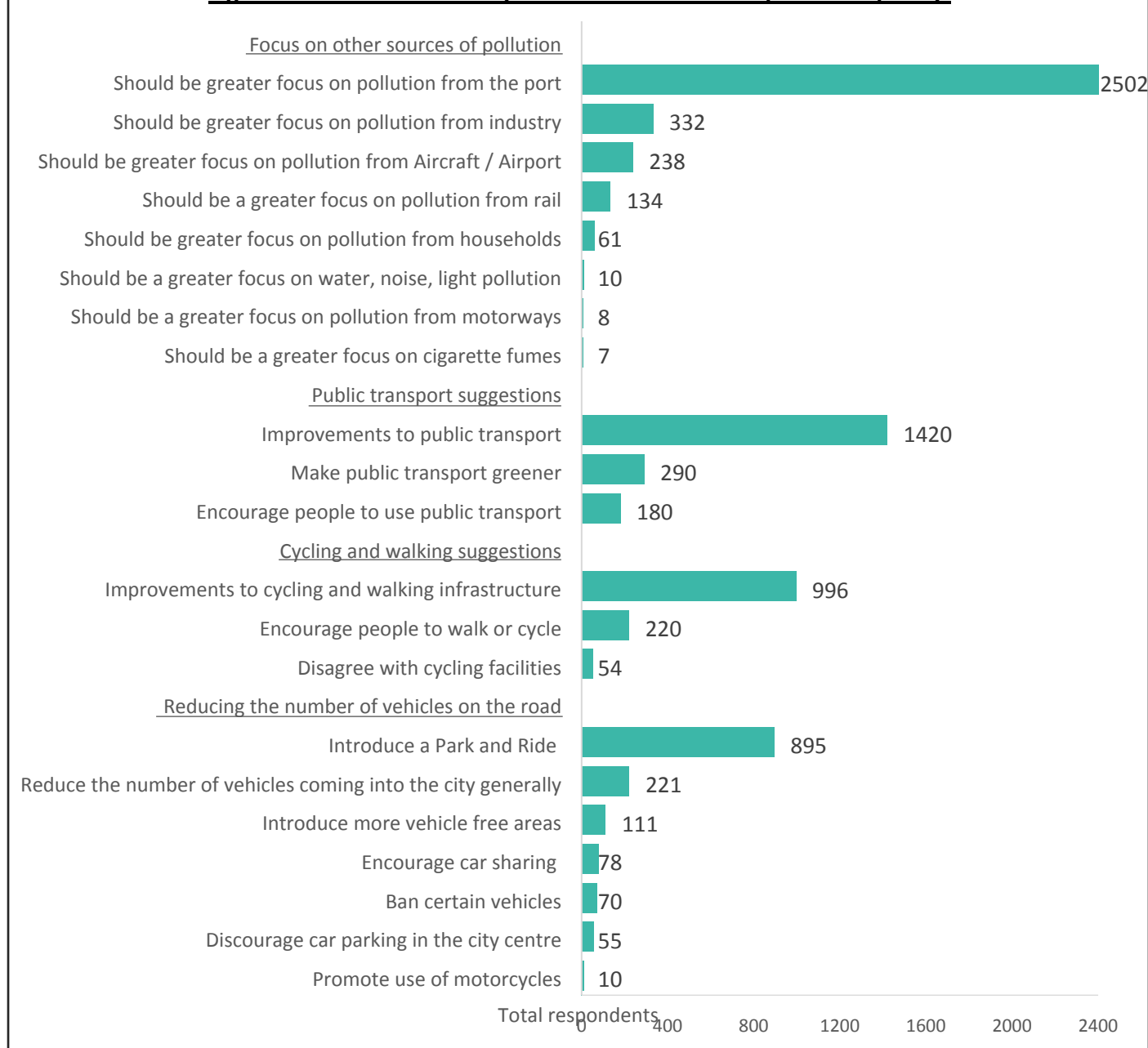
8. We will seek to use services and products that share our vision.

Previous feedback already suggested that the word 'seek' was not ambitious enough. Stakeholders noted a lack of health targets within the charter, to increase the quality and health outcomes of the community.

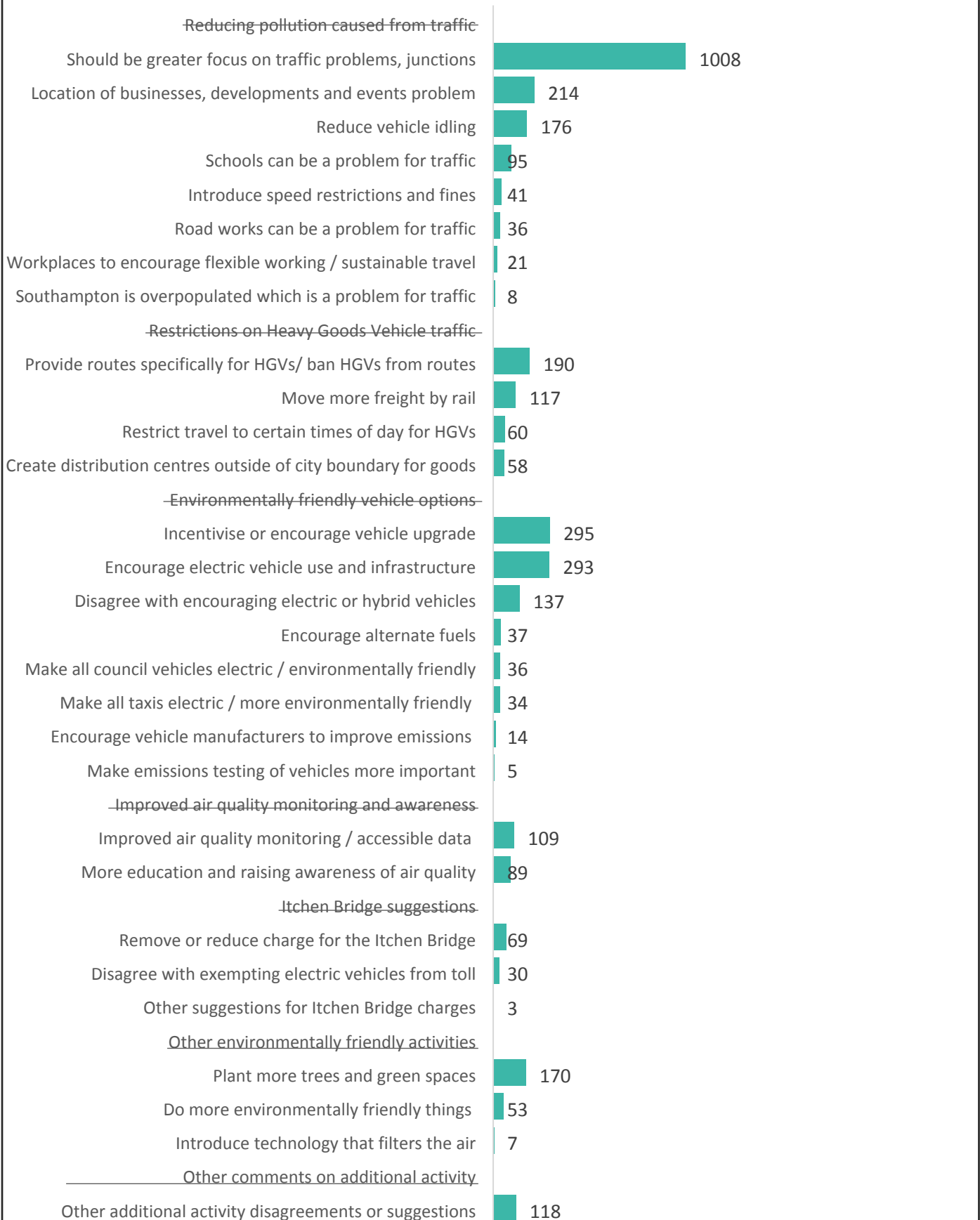
Clean Air Zone consultation

The Clean Air Zone consultation ran for 12 weeks from 21 June 2018 to 13 September 2018 and sought views on proposals for a Clean Air Zone in Southampton. In total, there were 9,309 responses to consultation through a combination of questionnaires, emails, letters and social media comments. This was the highest response of any consultation run in Southampton. All written responses were read and comments were assigned to 132 categories based upon similar sentiment or theme. Around 50 of these categories were specific suggestions for additional activity that could be done to improve air quality. Figure 3 shows these suggestions and the numbers of respondents that raised this in their comments. The five suggestions raised by the highest numbers of respondents suggested that there should be: a greater focus on pollution from the port (2502 respondents); improvements to public transport (1420 respondents); a greater focus on traffic problems and junctions (1008 respondents); improvements to cycling and walking infrastructure (996 respondents); and the introduction of a Park and Ride (895 respondents).

Figure 3 - Additional activity that can be done to improve air quality.



Additional activity that can be done to improve air quality continued



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DECISION-MAKER:	CABINET		
SUBJECT:	CONCESSIONARY FARES SCHEME 2019/20		
DATE OF DECISION:	19 MARCH 2019		
REPORT OF:	CABINET MEMBER FOR TRANSPORT & PUBLIC REALM		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Pete Boustred	Tel: 023 8083 4743
	E-mail:	pete.boustred@southampton.gov.uk	
Director	Name:	Denise Edghill	Tel: 023 8083 4095
	E-mail:	denise.edghill@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
None	
BRIEF SUMMARY	
To agree the final scheme and the reimbursement rate to bus companies for the concessionary fares scheme for 2019/20	
RECOMMENDATIONS:	
(i)	To agree to reimburse bus operators in line with the Department for Transport Concessionary Fares Guidance and the methodology as detailed in appendix 1. This will use the Reimbursement Calculator published by the Department for Transport to determine the reimbursement rate for each operator.
(ii)	To agree the local enhancements above the statutory minimum, which is to allow concessionary travel from 0900 rather than 0930 and between 2300 and 0030 for Southampton residents.
REASONS FOR REPORT RECOMMENDATIONS	
1.	To enable the Council to comply with the statutory requirement to serve bus operators with the minimum 28 days' notice of the local enhancements and the reimbursement rate that the Council will use.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
2.	The Council could withdraw the local enhancements that are offered to City residents but this is likely to achieve little saving as most passengers would just travel 30 minutes later in the morning once free travel is allowed.
DETAIL (Including consultation carried out)	
3.	<p>The Council is required by law to give bus operators 28 days' notice of the Scheme that will operate and the proposed methodology for determining the reimbursement rate.</p> <p>This report will allow the Council to give the required notice. Should the bus operator refuse to participate in the concessionary fare scheme the Council would need to issue a participation notice requiring them to do so. For the</p>

	Notices to be effective, final confirmation is necessary of the additional local enhancements to the statutory minimum i.e. travel from 0900 rather than 0930 and between 2300 and 0030 for Southampton residents. Non Southampton residents will qualify to the statutory minimum. The proposed scheme for 2019/20 is the same as that which was agreed and operates in 2018/19. This offers residents greater opportunity to access health and other facilities so helping with well-being.
4.	The Department for Transport provides local authorities with guidance each year on the reimbursement and a calculator to use. This takes various factors into account and the information on the scheme that the authority has submitted. The Council will apply the DfT Concessionary Fares Guidance including the Reimbursement Calculator to determine the reimbursement rates for each operator. This is the same methodology as applied for 2018-19 scheme year.
5.	The Council also produces a claim form that operators are required to populate with data on concessionary fare use and average fares. As the bus network in Southampton has been subject to several changes, intensive competition and reductions in fares, the Council will continue to calculate the average fare and reimbursement as based on the DfT Concessionary Fares guidance as has been the case for the 2018/19 Scheme and will not be entering into a fixed arrangement with any of the larger operators. Once the scheme starts on 1 st April bus operators then have 56 days to appeal to the Secretary of State on the proposed reimbursement rates. Appendix 1 shows details of the proposed scheme for 2019/20.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
6.	The budget for concessionary fares in 2019/20 is £5,084,000 as approved by Full Council on the 21 st February 2019 and is forecast to be an appropriate level to fund the proposed scheme in 2019/20.
<u>Property/Other</u>	
7.	There are no property or other implications
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
8.	Concessionary fares are governed by the Transport Acts of 1985 and 2000, and the Concessionary Fares Act of 2007. If it were to be agreed that the future that no enhancements over and above the statutory minimum will be offered, then the 1985 Act does not apply as all local enhancements are made under the Concessionary Fares Act 2007.
<u>Other Legal Implications:</u>	
9.	The provision of a concessionary travel scheme in accordance with the national minimum is a statutory duty. A discretionary power exists to provide a scheme that extends the entitlement of services over and above the national minimum. Any scheme must be made having regard to the Human Rights Act 1998 (with any national minimum scheme will be deemed to comply). Statutory notice must have been given by 1 st December 2018 and any

	representations received in accordance with the Notice considered and determined in accordance with the Act and Regulations.
RISK MANAGEMENT IMPLICATIONS	
10.	Once the scheme starts on 1 st April bus operators then have 56 days to appeal to the Secretary of State on the proposed reimbursement rates. This could impact on the final reimbursement rates if the bus operators were to win an appeal. The risk of this is managed by the Council Scheme being consistent with the DfT Concessionary Fares guidance.
POLICY FRAMEWORK IMPLICATIONS	
11.	The provision of concessionary travel accords with the policy direction of the City's adopted Local Transport Plan (2011) by helping the Council meet its targets for increasing the use of sustainable transport modes (and bus travel in particular) and also increasing accessibility and promoting social inclusion.

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Scheme details for 2018/19

Documents In Members' Rooms

1.	None
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Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	No
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Data Protection Impact Assessment

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	No
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Other Background Documents

Other Background documents available for inspection at:

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

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Scheme Conditions

SOUTHAMPTON CITY COUNCIL CONCESSIONARY FARES SCHEME 2019/20 ('the Scheme')

Introduction

The Concessionary Fares Scheme agreed by Southampton City Council will come into effect on 1 April 2019 and continues until 31st March 2020. This Notice and Scheme replaces the Southampton Concessionary fares Scheme 2018/19 and supersedes all previous Schemes and Notices

Legislation

The scheme is made in accordance with the Concessionary Bus Travel Act 2007, the Transport Act 2000, the Travel Concessions (Eligibility) Act 2002 and the discretionary powers contained in the Transport Act 1985 ('the Acts').

Responsible Authority

The responsible authority for the Scheme shall be Southampton City Council. The Scheme shall be funded by Southampton City Council. The Scheme shall be administered by either Southampton City Council or its appointed agent(s).

All enquiries regarding the Scheme and all Notices required to be served upon the responsible authority under the Acts should be addressed to:

Mike Harris, Director of Growth, Civic Centre, Southampton, SO14 7LY.

A copy of the Scheme will be supplied to any person on request by post from the person specified above and is available on the Council website at www.southampton.gov.uk .

Operator Eligibility

Operators of registered bus services running within the City which is in receipt of Bus Service Operators Grant or contracted by the Local Public Transport team of Southampton City Council or a neighbouring local authority.

User Eligibility

Residents of Southampton who meet any of the following criteria will be eligible for a free concessionary fares pass:

- Men and women who have reached the female state pension age (you can calculate if you are eligible here: <https://www.gov.uk/state-pension-age/y>)
- blind people;
- partially sighted people;
- deaf people;
- people without speech (in any language);
- people with a disability, or who have suffered an injury, which, in the opinion of a qualified medical practitioner, seriously impairs their ability to walk;
- people without the use of both arms;
- people with a learning difficulty;

- people who would be refused the grant of a driving licence to drive a motor vehicle under Section 92 of Part III the Road Traffic Act 1988;
- people with a long term mental health problem; and
- travelling companions/escorts of disabled people.

For those under the female state pension age, applicants must provide confirmation that:

- i) They are in receipt of Disability Living Allowance (higher mobility component); or
- ii) They have been awarded 8 or more points Personnel Independent Payment for Moving Around or Communicating verbally
- iii) They are in receipt of War Pensions Mobility Supplement; or
- iv) They have a valid registration card for their disability; or
- v) Certification of Vision impairment; or
- vi) Have learning difficulties and attend Southampton Day Services or registered with Southampton Learning Disabilities team; or
- vi) They have a signed form (MQ14) from their doctor confirming eligibility.

Hours of Operation

The Southampton concessionary fares scheme will be based on bus travel alone. Concessionary travel available all day on Saturdays, Sundays, Bank Holidays and declared public holidays; and between 09:00 and 00:30 on other days for residents of Southampton; and between 0930 and 2300 for all other English national passholders. Blind persons will be permitted to travel at any time.

Area of Travel

Any journey that starts within the boundary of Southampton (NOTE: funding of such travel shall be subject to any inter-authority boundary/funding agreements which may be entered into and shall be deemed to be part of this Scheme. This will not affect user eligibility or operator reimbursement).

Level of Concession

The proposed scheme provides free travel on presentation of a valid pass.

Administration

The administration of the issue of concessionary fares scheme passes will be carried out by the Strategic Transport Team. A database of all people who are issued with a bus pass will be kept. The City Council will be responsible for meeting the statutory requirements for data protection.

Reimbursement Arrangements

Operators will submit monthly returns to the City Council unless otherwise agreed in advance. Payment of 85% of the estimated figure for the month will be agreed with the operator and be made on the 15th of the month. The outstanding figure will be paid once exact figures are known from verified operator returns.

The City Council will require all information produced in support of claims to be certified as accurate by a "responsible person".

The returns will be subject to periodic audit by the City Council or its nominated representatives. Bus operators will be expected to provide information reasonably required for this purpose.

The standard method of operator reimbursement will be the method used in the Reimbursement Calculator published by the Department for Transport¹, in line with Department for Transport guidance on operator reimbursement². Reimbursement for any period is the aggregate of the sum of Revenue Reimbursement (Net Revenue Foregone), Marginal Operating Costs, Marginal Capacity Costs, Peak Vehicle Requirement Costs and Scheme Administration Costs for the same period in respect of each service/route operated by each operator during that period.

Revenue Reimbursement

Under the standard method Revenue Reimbursement will be calculated for each operator as follows:

$$R = J \times F \times f_r$$

Where:

R is Revenue Reimbursement
J is the validated number of eligible passenger journeys made starting in the scheme area
F is the average fare forgone
 f_r is the Reimbursement Factor which takes account of generated travel. This factor will be determined individually for each operator.

The validated number of passenger journeys will be the number of bus boardings recorded by the participating operator commencing from a boarding stage within the scheme area, checked and validated as necessary by the City Council or its agent.

The average fare forgone will be calculated using the DfT's Reimbursement Calculator. In line with DfT Guidance, it is intended that the "Discount Factor" method will be used for all operators except where any of the following criteria are met, in which case the "Basket of Fares" approach will be used:

- Operators with cash fares only
- Operators with only cash fares and weekly tickets
- Operators with no cash fares
- Operators with atypical ticket price combinations such that the daily ticket to average cash fare price ratio is greater than 5 (before or after degeneration)
- Operators with ticket price ratios such that the Discount Factor method would lead to the proportion of daily or period tickets to cash fare ticket sales being higher than the corresponding proportion for current fare paying passengers
- Where 60 per cent or more of an operator's concessionary passenger boardings (on services serving a TCA's area) are carried on buses where the average weekday daytime frequency (09.30 to 18.00) is one bus per hour or less

The Reimbursement Factor value for each individual operator will be calculated using the Department for Transport's Reimbursement Calculator. The DfT Reimbursement Calculator uses two Single Demand Curves – one for "PTE-like" areas and one for "non-PTE-like" areas. For concessionary journeys on routes that run wholly within the Southampton scheme area the appropriate Reimbursement Factor will be determined using the "PTE-like" Single Demand

¹ <https://www.gov.uk/government/publications/concessionary-bus-travel-reimbursement-calculator>

² <https://www.gov.uk/government/publications/guidance-on-reimbursing-bus-operators-for-concessionary-travel>

Curve. For concessionary journeys on routes that run across an administrative boundary from “PTE-like” into “non-PTE-like” areas (as defined by DfT Guidance), a proportion of concessionary journeys will be reimbursed using a Reimbursement Factor based on the “non-PTE-like” Single Demand Curve, with the remainder being reimbursed using a Reimbursement Factor based on the “PTE-like” Single Demand Curve. The appropriate proportions of concessionary journeys for the “PTE-like / non-PTE-like” split will be estimated by the Council based on best available information on residency of concessionary passengers boarding the cross-boundary services within the scheme Principal Area. The default estimate is that half of such concessionary journeys will be reimbursed using a Reimbursement Factor based on the “non-PTE-like” Single Demand Curve, with the other half being reimbursed using a Reimbursement Factor based on the “PTE-like” Single Demand Curve.”

The actual value of the Reimbursement Factor used for each operator is determined by the appropriate Single Demand Curve, together with the percentage change in average commercial fares (in real terms, taking account of inflation as measured by Government Consumer Price Index (CPI) figures) on the operator’s routes that serve the scheme area between 2005-6 and 2019-20. This will be calculated by the City Council using the best available information, including data provided by the operator concerned. Care will be taken to use comparable data sets in calculating this change, to the extent possible. Where operator-specific data on the change in average commercial fares between 2005-6 and 2019-20 is not available, the City Council will use either: (a) a scheme-wide figure for average percentage change in commercial fares; or (b) the National Bus Index up to 2010-11 and the percentage change in average commercial fares between 2010-11 and 2019-20.

Marginal Operating Costs

Marginal Operating Costs will be calculated in accordance with the Department for Transport’s Reimbursement Calculator. Each operator will receive Marginal Operating Costs for each generated concessionary journey. Marginal Operating Costs will be calculated in two parts for each operator; the “Fixed” and “Variable” elements, using the DfT Reimbursement Calculator. The “Fixed Element” of operating costs equates to £0.066 per generated concessionary journey. The “Variable Element” relates directly to the average concessionary journey length for an operator. The average journey length will be taken to be the default value in the DfT Reimbursement Calculator unless the City Council can determine an alternative value based on local evidence from the operator.

The number of generated journeys to be used in the calculation of the Marginal Operating Costs will be calculated as follows:

$$J_g = J \times (1 - f_r)$$

Where:

J_g is the number of generated journeys
 J is the validated number of passenger journeys
 f_r is the Reimbursement Factor which takes account of generated travel, expressed as a decimal fraction.

Marginal Capacity Costs

Marginal Capacity Costs are the costs to a bus operator of necessarily providing increased capacity on a bus route to accommodate generated travel resulting from the concessionary travel scheme, by using the existing bus fleet more intensively through increased frequency. Marginal Capacity Costs payable are net of the estimated additional revenue generated from commercial journeys that arise from increased frequency.

It is recognised that a possible alternative response to the increase in demand from generated concessionary travel would be to increase seating capacity rather than increase frequency of service. However, the costs payable to operators making this operating choice will not exceed the net costs of increasing frequency (including revenue effects) of using existing buses, as set out below.

The City Council will adopt the Marginal Capacity Cost (MCC) calculator of the DfT Reimbursement Calculator for determining the level of Marginal Capacity Costs payable to each operator. This requires the following input parameters for each operator's network of services that serve Southampton:

- Average bus speed
- Mean vehicle occupancy
- Mean journey length
- Mean route length
- Commercial journeys (including adults, young people and children) as a percentage of total journeys
- Average commercial fare (including adults, young people and children) per journey

Where an operator can provide (in the reasonable judgement of the City Council) a properly evidenced full set of local inputs on all of these parameters, they will be used for calculating Marginal Capacity Costs due using the DfT MCC Calculator. Where an operator does not provide such a properly evidenced full set of local inputs on all these parameters, the set of default values contained within the DfT MCC calculator will be used for calculating Marginal Capacity Costs due to that operator.

Peak Vehicle Requirement Costs

The City Council recognises that in exceptional circumstances an operator may have to operate additional vehicles in the peak period due to generated concessionary travel. If an operator wishes to claim additional Peak Vehicle Requirement (PVR) Costs then the operator must supply data and analysis to support such a claim. If an operator wishes to submit a claim, the evidence that is required to be provided is set out in the DfT Guidance on reimbursing bus operators (as published in November 2018) at paragraphs 7.61 to 7.63. The calculation of any PVR costs due to an operator submitting a valid claim will follow the calculation process set out in the DfT Guidance on reimbursing bus operators (as published in November 2018) at paragraphs 7.64 to 7.74. Settlement of claims agreed as reasonable by the City Council will be made without undue delay.

Scheme Administration Costs

The City Council recognises that operators are subject to administration costs for which they should be reimbursed. These costs include publicity, ticketing, software changes and management time relating to special requests for information. The council will pay administration costs at a rate of £0.002 for each trip made under the scheme.

Operators claiming reimbursement from the scheme above a level of £10,000 per annum must have suitable, auditable, Electronic Ticket Machine (ETM) data that will be required each month, except in circumstances that have been agreed with the Authority. Claims submitted with inadequate data may need to be validated through surveys. In these cases, the Scheme reserves the right to reclaim the cost of this validation.

Operators claiming reimbursement from the scheme above a level of £10,000 per annum must have ITSO-compliant smart readers with fully-functioning Class 2 messaging (including hot listing), and that are compatible with the Southampton HOPS, in active operation and must use

the output of those readers to arrive at the claim. If smart readers are not in use or if they are not being used with full functionality as above, the Council reserves the right to make a proportionate deduction of 3% from the number of journeys claimed each month to account for the level of undetected fraudulent travel that is assumed to be taking place. The relevant reimbursement rate will be applied to the number of journeys after deduction unless the operator can provide verifiable evidence that all the journeys claimed for were made by holders of valid passes.

On request, the operator must make available historic boarding data for affected services; this will normally be in the form of unprocessed data from electronic ticket machine systems.

To enable the timely and efficient operation of the scheme and consideration of claims, claims should be submitted by the end of the calendar year to which they relate and relate to the preceding 12 months operation of the scheme. Additional claims submitted in accordance with the Limitation Act 1980 will be considered on a case by case basis.

Any challenge to any decision by the Authority in relation to any claim for additional capacity costs must be brought in accordance with the paragraph below headed "Operator Representations and Complaints".

Right to Survey

The City Council has the right to carry out surveys on vehicles on which concessions are given. Bus operators will be consulted as to how and when the survey will be carried out and operators will be given reasonable prior notice of the City Council's intention.

Variations

Southampton City Council reserves the right to vary the Scheme or to offer discretionary enhancements to the Scheme in accordance with the provisions of the Transport Act 1985 and any reimbursement arrangements relating to and forming part of the Scheme at any time in accordance with the provisions of the Acts, upon relevant Notice. Southampton City Council shall give 28 days notice in writing to Operators of any proposed variations or changes to the Scheme, save where changes relate to reimbursement arrangements in relation to which the Authority shall give 4 months notice of any proposed changes reimbursement arrangements, but the period of such notice may be shortened by mutual agreement or variations to the scheme required to give effect to a decision of the Secretary of State for Transport's determination of any application under the Transport Acts in relation to which the Authority shall give notice in writing to apply with immediate effect .

Right of Participation

Notwithstanding the mandatory participation of Operators in accordance with the Transport Act 2000 and the Concessionary Bus Travel Act 2007, Southampton City Council may require and notify any Operator to participate in the Scheme or any variation of the Scheme in accordance with the Transport Act 1985, and such participation will commence not less than 28 days after receipt of such written notification. At the date of notification the Operator will be supplied with a copy of this Scheme and any Variations thereto.

Operator Representations and Complaints:

If an Operator in this Scheme wishes to make any representations in relation to this scheme or reimbursement under this scheme (including any challenge, complaint, concern or grievance in relation to the Scheme) such a representation should be made in writing to the Responsible Authority at the address set out above. Representations will be considered by the Council on their merits and without prejudice to the Operators rights of Appeal under the Acts. Operators also

have the right to avail themselves of the Authority's Corporate Complaints Policy, details of which may be found on the Authority's website at www.southampton.gov.uk

Right of Appeal

Any Operator has a right of appeal to the Secretary of State against the terms of reimbursement of the Scheme under the Transport Acts 1985 and 2000 or against participation in any discretionary element of the Scheme under the Transport Act 1985 on the grounds that:-

(a) There are special reasons why their company's participation in the scheme in respect of any of the services to which the notice applies would be inappropriate (under both the 2000 Act and the 1985 Act); or

(b) Any provision of the scheme or of any of the scheme arrangements are inappropriate for application in relation to any operators who are not voluntarily participating in the scheme (1985 Act only).

Prior to making such an application, notice in writing must be given to the person and at the address specified under the 'Responsible Authority Heading above.

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