

Public Document Pack

Cabinet

Tuesday, 17th July, 2018
at 4.30 pm

PLEASE NOTE TIME OF MEETING

Council Chamber - Civic Centre

This meeting is open to the public

Members

Leader - Councillor Chris Hammond
Sustainable Living - Councillor Chris Hammond
Children's Social Care - Councillor John Jordan
Communities, Culture and Leisure- Councillor Satvir Kaur
Education and Skills - Councillor Darren Paffey
Environment and Transport - Councillor Jacqui Rayment
Finance - Councillor Mark Chaloner
Health and Community Safety - Councillor Dave Shields
Housing and Adult Care - Councillor Warwick Payne

(QUORUM – 3)

Contacts

Cabinet Administrator
Claire Heather
Tel. 023 8083 2412
Email: claire.heather@southampton.gov.uk

Service Director, Legal and Governance
Richard Ivory
Tel: 023 8083 2794
Email: richard.ivory@southampton.gov.uk

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 - 2)

Record of the decision making held on 19th June, 2018 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 RESPONSE TO THE SCRUTINY INQUIRY ON DRUG-RELATED LITTER □ (Pages 3 - 10)

To consider the report of the Cabinet Member for Health and Community Safety detailing the Executive's response to the Scrutiny Inquiry on Drug-Related Litter.

9 JOINT AIR QUALITY UNIT (JAQU), CLEAN AIR ZONE EARLY MEASURES FUND (Pages 11 - 16)

To consider the report of the Cabinet Member for Environment and Transport seeking approval for funding awarded to Southampton City Council (SCC) from the DfT's Joint Air Quality Unit (JAQU).

10 EDUCATION CAPITAL PROGRAMME (SECONDARY SCHOOLS EXPANSION) □
(Pages 17 - 68)

To consider the Report of the Cabinet Member for Education and Skills setting out proposals to provide increased secondary places and the provision of specialist education places throughout the City.

11 CONSORTIA COMMISSIONING OF CHILDREN'S RESIDENTIAL CARE □ (Pages 69 - 74)

To consider the report of the Cabinet Member for Children's Social Care to accept the outcome of the procurement process for a Framework Agreement for the Consortia commissioning of children's residential care.

12 CONNECTED SOUTHAMPTON - 20 YEAR LOCAL TRANSPORT PLAN □ (Pages 75 - 168)

To consider the report of the Cabinet Member for Environment and Transport outlining the approach for Connected Southampton as the new Local Transport Plan (LTP) for Southampton setting out the City Council's vision and ambition for transport over the next 20 years.

13 ADDITIONAL LICENSING SCHEME FOR HOUSES IN MULTIPLE OCCUPATION (HMOS) - CONSULTATION RESULTS AND FINAL APPROVAL □ (Pages 169 - 250)

To consider the report of the Cabinet Member for Sustainable Living detailing the consultation results regarding the implementation of an additional HMO licensing scheme in the four wards of Bargate, Bevois, Portswood and Swaythling and to seek approval for designating these wards into a scheme of additional licensing for five years taking effect from summer 2018.

14 PROVISION FOR A REGIONAL ADOPTION AGENCY (ADOPT SOUTH) □ (Pages 251 - 268)

To consider the report of the Cabinet Member for Children's Social Care seeking approval for the provision of a Regional Adoption Agency (Adopt South).

This report is submitted for consideration as a general exception under paragraph 15 of the Access to Information procedure Rules in Part 4 of the Council's Constitution, notice having been given to the Chair of Overview and Scrutiny Management Committee and the public.

The matter requires a decision on 17th July, 2018. The Service has relied upon joint working to progress this report and did not appreciate the requirement for the item to be included on the Forward Plan and for these reasons the decision cannot be deferred for inclusion in the next Forward Plan for decision following 28 clear days notice.

ITEMS FOR DECISION BY CABINET MEMBER

15 COMMUNITY CHEST GRANTS 2018/19 □ (Pages 269 - 278)

To consider the report of the Director of Quality and Integration seeking approval on round 1 awards for the Community Chest Grants 2018/19, following recommendations from the cross-party Community Chest Grant Advisory Panel.

Monday, 9 July 2018

Service Director, Legal and Governance

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SOUTHAMPTON CITY COUNCIL
EXECUTIVE DECISION MAKING

RECORD OF THE DECISION MAKING HELD ON 19 JUNE 2018

Present:

Councillor Hammond	-	Leader of the Council and Cabinet Member for Sustainable Living
Councillor Rayment	-	Cabinet Member for Environment and Transport
Councillor Chaloner	-	Cabinet Member for Finance
Councillor Kaur	-	Cabinet Member for Communities, Culture and Leisure
Councillor Shields	-	Cabinet Member for Health and Community Safety
Councillor Payne	-	Cabinet Member for Housing and Adult Care
Councillor Dr Paffey	-	Cabinet Member for Education and Skills

Apologies: Councillor Jordan

1. EXECUTIVE APPOINTMENTS 2018/19

The Executive appointments for the 2018/19 Municipal Year were approved as set out in the revised Register.

2. CLEAN AIR ZONE CONSULTATION

DECISION MADE: (CAB 18/19 20895)

On consideration of the report of the Leader of the Council, the report was modified to include confidential background papers to enable Cabinet to access the most up to date technical information supporting the information and key/summary detail contained in the report itself.

Cabinet listened carefully to the representations from some of the parties present at the meeting to proceed to consultation without a preferred option and their reasons for requesting this, in particular the fear of creating a perception that charging is inevitable and the economic impacts that may give rise to, but that Cabinet consider that the current scientific, health and evidence base clearly support a preferred option of a charging scheme as the method to achieve compliance with air quality targets in the quickest way possible. Cabinet considered that having a preferred option provides a clear evidence base to focus the consultation on the key legal tests the City must meet while still allowing the widest possible range of feasible and evidenced based options to come forward supporting alternative means to achieve the same end that can be tested and considered alongside evidence of economic and health impacts and other mitigation measures etc before any final decision on how to address air quality targets in the City is taken in due course.

Having further considered representations from Mr Johnson (RDA), Dr Davis, Ms Batten (Clean Air Southampton), Mr Hall (Southampton Hackney Association), Kevin May (K and K), Mr J Hille Ris Lambers (D P World), Mr McMillan (Unite Union), Alistair Welch (ABP), Councillor Galton and Councillor Fitzhenry, Cabinet agreed the following:

- (i) That Cabinet supports commencement of a 12 week public consultation exercise concerning proposals to introduce a Clean Air Zone in Southampton.
- (ii) That Cabinet endorses the outcome of the Clean Air Zone Outline Business Case to date, the preferred option identified and its consistency with SCC's Clean Air Strategy 2016-2025 (published November 2016).
- (iii) That Cabinet agrees to consider the outcome of the consultation at its meeting on 16th October 2018.

Agenda Item 8

DECISION-MAKER:	CABINET		
SUBJECT:	RESPONSE TO DRUG-RELATED LITTER SCRUTINY INQUIRY		
DATE OF DECISION:	17 JULY 2018		
REPORT OF:	CABINET MEMBER FOR HEALTH AND COMMUNITY SAFETY		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Charlotte Matthews	Tel: 023 8083 3794
	E-mail:	Charlotte.Matthews@southampton.gov.uk	
Director	Name:	Jason Horsley	Tel: 023 8083 2028
	E-mail:	Jason.Horsley@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
None			
BRIEF SUMMARY			
From 19 October 2017 to 8 March 2018 the Scrutiny Panel undertook an inquiry looking at ways to reduce drug-related litter in Southampton. The final report of the Scrutiny Panel presented was presented to Cabinet on 17 April 2018. This report presents Cabinet's response to the recommendations made by the Inquiry Panel.			
RECOMMENDATIONS:			
	(i)	To receive and approve the proposed responses to the recommendations of the Scrutiny Inquiry Panel, to follow as a completed version of Appendix 1.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	The overview and scrutiny rules in part 4 of the Council's Constitution requires the Executive to consider all inquiry reports that have been endorsed by the Overview and Scrutiny Management Committee (OSMC), and to submit a formal response to the recommendations within them.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None		
DETAIL (Including consultation carried out)			
3.	The Inquiry was set up to identify opportunities to reduce incidence of drug related litter in Southampton. The stated objectives were: a) To understand the prevalence and impact of drug related litter in Southampton. b) To understand the reasons for the prevalence of drug related litter. c) To review progress being made in Southampton to tackle drug related litter. d) To understand what is being done to reduce drug related litter elsewhere. e) To identify what additional initiatives could work in the city to reduce drug related litter.		
4.	The Inquiry sat on 4 occasions and was informed by 4 types of information: a) Benchmarking the current position against other cities		

	b) Stakeholder views including national experts and a visit to the local needle exchange service c) Desktop research d) Identifying best practice
5.	The final Scrutiny Inquiry report was approved by Overview and Scrutiny Management Committee on 15 March 2018.
6.	The recommendations contained within the final report will be summarised as Appendix 1, with proposed actions set out against each recommendation.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
7.	The recommendations will be based within existing work programmes.
<u>Property/Other</u>	
8.	None
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
9.	Local Government Act 2000 and Section 1 of the Localism Act 2011
<u>Other Legal Implications:</u>	
10.	None
RISK MANAGEMENT IMPLICATIONS	
11.	There are potential health and reputational risks if we do not sufficiently prevent and manage drug-related litter.
POLICY FRAMEWORK IMPLICATIONS	
12.	The proposals contained in this report support the Crime & Disorder Reduction Strategy (S.5 and 6 Crime and Disorder Act 1998) and the Health and Well Being Strategy (S.116A Local Government and Public Involvement in Health Act 2007), as well as the City's Drugs Strategy which sits under them.
KEY DECISION?	
	Yes
WARDS/COMMUNITIES AFFECTED:	
	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Reducing drug-related litter: response to Scrutiny Inquiry recommendations
Documents In Members' Rooms	
1.	None.
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	
	No
Data Protection Impact Assessment	

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.		No
Other Background Documents Other Background documents available for inspection at: https://www.southampton.gov.uk/modernGov/ieListDocuments.aspx?CIId=126&MIId=3555&Ver=4		
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.	The report from the Scrutiny Inquiry Pane (undated), presented to Cabinet 17 April 2018.	Not applicable

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Reducing drug-related litter: response to Scrutiny Inquiry recommendations

Recommendations	Accepted by Executive? (Y/N)	How will the recommendation be achieved? (Key actions)	Responsible Officer	Target Date for Completion
<p>1. Displacement of drug litter - Undertake analysis of drug litter finds since the night time closure of Grosvenor Square Car Park to better understand the link between car park closure and the location of drug litter finds in the city. This information should then be used to help inform future decisions relating to the night time closure of additional city centre multi-storey car parks.</p>	Yes	Analysis Decisions about night time closure	Rosie Zambra with Colin McAllister	30/09/18 Ongoing
<p>2. Make it clearer how to report drug related litter - To encourage public reporting, review the location and content of information on the Council's website that explains how to report drug litter and what to do if you find drug litter. This information should be made available to community groups who organise and undertake litter picks.</p>	Yes	Review Council's website City Welfare Wardens to continue to work closely with the cleansing team to ensure items are reported and removed in a timely manner	Rosanna Coppen with Rosie Zambra Rosie Zambra	31/08/18 Ongoing
<p>3. Extend opening hours of the Southampton Needle Exchange – To make it easier to dispose of injecting equipment, when recommissioning needle exchange services extend the opening hours of the Southampton Needle Exchange, to include weekend opening, and provide needle exchange services from the Cranbury Avenue Day Centre.</p>	Partial	Substance misuse recommissioning review and redesign process to ensure needle exchange services are as widely available within resources City Welfare Wardens to continue to carry needle disposal boxes, encourage the safe disposal of needles and promote needle exchange services	Colin McAllister and ICU Rosie Zambra	30/06/19 Ongoing

Recommendations	Accepted by Executive? (Y/N)	How will the recommendation be achieved? (Key actions)	Responsible Officer	Target Date for Completion
4. Signpost out of hours services – To raise awareness, include the location and opening hours of the out of hours needle exchange services on the Council's website, on appropriate needle exchange forums, and request that the information is signposted on the outside of the Southampton Needle Exchange.	Yes	Review current promotion of services with providers	Colin McAllister	30/09/18
5. Public sharps bins – Following informed consideration of potential sites and designs, pilot the locations for discrete public sharps bins where drug litter is a persistent problem. Information relating to the effectiveness of the sharps bins should be analysed and the whereabouts of the pilot public sharps bins should be communicated to people who inject drugs through the needle exchange services.	Yes	Identify locations	Rosie Zambra, Colin McAllister and Charlotte Matthews	31/08/18
		Install sharps bins. Number based on need and cost.	Dave Tyrie with Colin McAllister	31/10/18
		Communicate to people who inject drugs and services	Colin McAllister	31/10/18
		Monitor effectiveness of locations and change or expand if applicable. Write business case if further resources required.	Dave Tyrie/Rosie Zambra with Colin McAllister	28/02/19 and ongoing
6. Drug consumption rooms – Undertake a robust evaluation to fully assess the potential benefits a medically-supervised pilot drug consumption room could bring to Southampton. The evaluation should include consideration of the potential impact on drug related litter, health and criminal justice outcomes, public finances and whether a facility would add	Partial	Scope and undertake 2 separate reviews of the feasibility, acceptability and cost-effectiveness of:		
		a) Injectable methadone and heroin-assisted treatment within existing services, in detail.	Charlotte Matthews with ICU	31/04/19
		b) Drug consumption room, currently illegal.	Charlotte Matthews with ICU	30/09/19

Recommendations	Accepted by Executive? (Y/N)	How will the recommendation be achieved? (Key actions)	Responsible Officer	Target Date for Completion
value to current services. The provision of Heroin Assisted Treatment from a drug consumption room should also be factored into the analysis, as well as the safety and security of staff.		Review to be in outline.		
<p>7. Drug consumption rooms – Working in partnership with local authorities, representative bodies, providers and other organisations that support the position, lobby the Government for a change in legislation relating to drug consumption rooms, enabling local commissioners of drug treatment services to commission the establishment of such facilities if local need is evidenced.</p>	Yes	Work with the Association of Directors of Public Health and other partnerships	Jason Horsley	Until national law changes

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DECISION-MAKER:	CABINET COUNCIL		
SUBJECT:	JOINT AIR QUALITY UNIT (JAQU), CLEAN AIR ZONE EARLY MEASURES FUND		
DATE OF DECISION:	17 JULY 2018 18 JULY 2018		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Neil Tuck	Tel: 023 8083 3409
	E-mail:	neil.tuck@southampton.gov.uk	
Director	Name:	Mike Harris	Tel: 023 8083 2882
	E-mail:	Mike.Harris@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
N/A	
BRIEF SUMMARY	
To consider the report of the Cabinet Member for Environment and Transport seeking approval for funding awarded to Southampton City Council (SCC) from the DfT's Joint Air Quality Unit (JAQU).	
SCC, in partnership with New Forest District Council, has secured £1,731,677 from the Government's Clean Air Zone Early Measures Fund to deliver a set of projects prior to the implementation of the city's Clean Air Zone in 2019/2020 that will reduce harmful emissions. Southampton is one of 5 cities from across the country identified for the first round of Clean Air Zones. This funding, that has been allocated by JAQU, is aimed specially at lowering emissions from the city's vehicle fleet before the introduction of the Southampton Clean Air Zone.	
The total funding of £1,731,677 will be delivered within the 2018/2019 financial year, with £1,545,000 allocated for cycle infrastructure and promotional activities along two corridors identified in the Southampton Cycle Strategy (A33 The Avenue and the A3024 Bursledon Road-Bitterne Road West), £55,000 allocated for additional investment in the city's emerging Legible Cycle network wayfinding signage, £81,677 for marketing and communications work linked to the promotion of cycling and the National Clean Air Day and £50,000 for feasibility and design work for cycle route development in the east of the New Forest District linked to Southampton. As part of this project, there is £385,000 of match funding from the council's LTP Capital budget and Roads Programmes to support delivery of the cycle infrastructure works through already committed works along The Avenue.	
RECOMMENDATIONS:	
CABINET	
(i)	To accept funding totalling £1,731,677 awarded by the DfT for 2018/2019;

	(ii)	To administer and monitor the use of Clean Air Zone Early Measures Funding approved by Council for the delivery of cycle infrastructure and promotional activities to support the Council's commitment to reduce emissions and improve air quality within the Southampton area;
COUNCIL		
	(i)	To approve expenditure of the full £2,116,677 (£1,731,677 from the Government's Clean Air Zone Early Measures Fund and £385,000 from the Council's LTP Capital budget) by the end of 2018/19 for the delivery of cycle infrastructure and promotional activities, Legible Cycle network wayfinding signage, marketing and communications work linked to the promotion of cycling and the National Clean Air Day and feasibility and design work for cycle route development in the east of the New Forest District linked to Southampton.
REASONS FOR REPORT RECOMMENDATIONS		
1.		SCC have been successful in securing funding to help improve the air quality in Southampton by delivering infrastructure and behaviour change marketing campaigns that will support modal shift away from single occupancy private car use to cycling to reduce harmful emissions. This is a positive initiative ahead of the introduction of the Southampton Clean Air Zone by the end of 2019.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED		
2.		Not to approve the receipt of grant funding from the Joint Air Quality Unit. This would result in not being able to carry out the proposed projects as outlined in the bid document, and therefore not contributing to the reduction of air pollution in Southampton which would be of detriment to the City.
DETAIL (Including consultation carried out)		
3.		What problem / opportunity is being addressed? The National Air Quality Plan for Nitrogen Dioxide in UK (2017) has identified Southampton as one of five UK cities, outside London, that are not expected to meet national air quality limit values by 2020. As such Southampton is mandated to establish a Clean Air Zone (CAZ) by the end of 2019. This project will form part of the SCC's Clean Air Zone Strategy and Clean Air Zone Implementation Plan (adopted in November 2016) of which the aim is to bring about compliance with the air quality objectives within the shortest possible time.
4.		A recommendation of the CAZ Strategy and Implementation Plan is to deliver improved infrastructure for sustainable modes to facilitate increased cycling rates as an effective mechanism for delivering direct emission reductions alongside the introduction of a CAZ.
5.		Even though private cars may not be restricted, as part of a charging CAZ, or other alternative arrangements currently being evaluated, a vital part of the long term success of the CAZ, will be changing people's travel behaviours and habits. In particular a shift away from private cars to alternative sustainable and healthy active modes of transport, or different routes or times to get into the city centre, to reduce the proportional contribution private cars make to pollution levels at key points in the city. The Clean Air Strategy

	establishes a requirement to ‘increase the uptake of public transport, cycling and walking’ amongst the list of associated mitigating measures and the JAQU funding that has been secured supports this priority.
6.	<p>Why is it important to address this?</p> <p>Traffic in Southampton affects air quality. The cycle network in Southampton requires continued investment to help provide an attractive alternative to the private car, thereby supporting more sustainable travel patterns. Traffic can only use a limited number of routes into Southampton due to the geography of the city –these heavily trafficked corridors are also locations of the Air Quality Management Areas (AQMAs) in Southampton.</p>
7.	<p>On an average working day traffic on the six main corridors entering the city centre, across the AM peak (7am-9am), is 16,789 vehicles, and 30,837 people enter the city centre with 58.2% in cars/light vehicles and 2.4% cycling – around 730 people. Two of the busiest corridors are the A33 and A3024 corridors with 32,860 vehicles on Bassett Avenue and 26,607 on Northam River Bridge each day, and they are high frequency bus corridors with 12 bus per hour on The Avenue and 25 bus per hour on Northam Road part of A3024. However, current levels of cycling are low on these two routes with 1% cycling mode share on both routes.</p>
8.	<p>The 2011 Census shows that 53,597 of work commuter trips (car/van) by Southampton residents being made within the City, while a further 52,782 cross border work commute (return) trips. These shorter trips made by private car have a large effect on overall traffic and pollution problems, analysis by Solent Transport using their SRTM, shows that 38% of internal car trips in South Hampshire are less than 5km and this rises to 56% in the most densely populated areas of Southampton. On average Southampton residents travel 7.6 miles each day – this includes travel to work and for other reasons. This demonstrates that the majority of trips by car are of a distance that are in the range of active modes such as cycling.</p>
9.	<p>What’s the solution being proposed?</p> <p>SCC, in partnership with New Forest District Council has secured £1,731,677 from the Government’s Joint Air Quality Unit towards a total £2.385m package to deliver cycling infrastructure and promotional activities on two corridors identified in the Southampton Cycle Strategy – SCN5 (A33 The Avenue) and SCN 8 & 10 (A3024 Bursledon Road-Bitterne Road West) that:</p> <ol style="list-style-type: none"> 1. Focus on transferring short distance trips away from the car to healthy & active travel by investing in high quality segregated cycle infrastructure on The Avenue, 2. Providing an alternative route bypassing an air quality hotspot close to Bitterne Rail Station, 3. Connect an area of deprivation, a school and community cycle hub to an arterial cycle route through a series of cycle Quietways, and 4. Can be delivered quickly as early measures before the commencement of the CAZ in 2019.
10.	<p>The approach will focus on supporting the priority outcomes identified in the Southampton Cycle Strategy and Clean Air Strategy around improving air quality, supporting businesses and organisations, and collaborating with communities and residents. The approach also supports the policies in the</p>

	Council Strategy, Local Transport Plan and the Local Plan's development and growth objectives.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
11.	Clean Air Zone Early Measures Capital Grant funding of £1,731,677 in 2018-2019, which will be allocated for the delivery of cycle infrastructure and promotional activities, Legible Cycle network wayfinding signage, marketing and communications work linked to the promotion of cycling and the National Clean Air Day and feasibility and design work for cycle route development in the east of the New Forest District linked to Southampton.
12.	As part of this project, there is £385,000 of match funding from the council's LTP Capital budget and Roads Programmes to support delivery of the cycle infrastructure works through already committed works along The Avenue. This brings the total package of works to £2,116,677.
<u>Property/Other</u>	
13.	No conflict.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
14.	The Highways Act 1980, improvement of Highways Part V provides the local authority with the general power of improvement to improve the Highway including the implementation of cycle tracks.
<u>Other Legal Implications:</u>	
15.	A variety of associated secondary legislation supports emission reduction and clean air zone initiatives including PPG 16 (planning policy guidance), transport and environmental legislation and regulations and guidance supporting the same. In implementing a CAZ and measures designed to improve emission standards and air quality the Council must have regard to s.149 of the Equalities Act 2010 (the public sector equality duty) to ensure the proposals put in place proactively address the need to eliminate direct and indirect discrimination (including where these have positive impacts such as improving air quality in areas where there is a high proportional of individuals having protected characteristics or where they are disproportionately affected by emission levels due to disability and health related matters etc). In addition, the Council must ensure that the proposals have regard to the right to respect private and family life and impact on property rights etc protected under the Human Rights Act 1998.
RISK MANAGEMENT IMPLICATIONS	
16.	The package of measures will be managed and delivered under the remit of the Strategic Transport Team using existing resources and governance structures. As the highway authority for Southampton, SCC has responsibility to maintain and improve the cycling infrastructure within its administrative boundary and has an established process in place for overseeing and delivering capital infrastructure schemes such as the one outlined within this proposal. SCC and BBLP are fully resourced for a major programme of works such as this.

17.	In order to manage risks and ensure that delivery concerns are brought to the Authority's attention, responsibilities for risk management are clearly defined. A risk management procedure is in place with accountability to both the Integrated Transport Board and the Clean Air Implementation Board.
18.	From the previous Clean Air Zone Early Measures Fund allocation, secured in 2017, the key lesson learned is the complexities surrounding land ownership. This is being addressed) through negotiation and viable alternatives and will be considered as soon as possible during the implementation of the schemes outlined in this programme.
POLICY FRAMEWORK IMPLICATIONS	
20.	SCC is a Local Transport Authority as prescribed in the Transport Act 2000. The Southampton City Strategy 2015-25 sets out a vision for the whole of the city as 'a city of opportunity where everyone thrives' and is taken forward through the Council Strategy 2016-20 which sets out four outcomes that make up that vision – strong and sustainable growth, people get a good start in life, live safe, happy and independent lives and Southampton is an attractive modern city where people are proud to live and work.
21.	Below the Council Strategy the Southampton Local Transport Plan (LTP3), Clean Air Strategy 2016-2025, Air Quality Action Plan (2009) and Cycling Southampton 2017-2027 translate the vision and outcomes into the way SCC will put this into action. The proposals in this report are not contrary to the requirements of this Policy Framework.

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All Southampton Wards and Communities
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	None

Documents In Members' Rooms

1.	ESIA
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.	None

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DECISION-MAKER:	CABINET
SUBJECT:	EDUCATION CAPITAL PROGRAMME (Secondary Schools Expansion)
DATE OF DECISION:	17 JULY 2018
REPORT OF:	CABINET MEMBER FOR EDUCATION AND SKILLS

CONTACT DETAILS

AUTHOR:	Name:	Hilary Brooks	Tel:	023 8083 4899
	E-mail:	hilary.brooks@southampton.gov.uk		
Director	Name:	Hilary Brooks	Tel:	023 8083 4899
	E-mail:	hilary.brooks@southampton.gov.uk		

STATEMENT OF CONFIDENTIALITY

None.

BRIEF SUMMARY

Southampton, like many other local authorities, is currently facing an increase in the number of secondary age pupils it will have to accommodate in its schools, peaking around 2023/24. In February 2018 Council approved an increase in the Education Capital Programme of £67.45M to be invested in Secondary Schools Expansion.

This report outlines the proposed programme for the delivery of 1,500 additional secondary places in the Central Planning Region within the city including a proposal for a new 6 Form entry (FE) 900 place secondary school and 600 additional places through expanding existing schools in the Central Planning region. The programme of works also allows for the provision of a new primary school on the current St. Marks Primary School site.

This reports provides details on the options that are being considered and seeks approval to go out to formal consultation in order to finalise the overall programme of works.

Required consultation will be undertaken in two tranches as follows:

Expansion Projects:

- August: Preparation of Statutory Notice;
- September : Publication of Statutory Notice;
- November : Representation Period (4 calendarweeks); and
- December 18th Cabinet Decision.

Statutory Consultation for Amalgamating / New School:

- September to November 2018: 12 week public consultation:
- Specification of School: November – December 2018:
- Publication of Statutory Notice: December 2018:
- Representation Period: January to February (4 calendar weeks): and
- Decision: Cabinet March 19th 2019.

RECOMMENDATIONS:

	(i)	Approve the commencement of consultation on the proposals and options detailed in the report and appendix 1.
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	(ii)	<p>To delegate authority to the Service Director for Children and Families to enter into (or continue) and conclude discussions with:</p> <ul style="list-style-type: none"> • the Winchester and Portsmouth Diocese and St. Marks Primary School in relation to proposals for a new school on the St. Marks Primary School Site; • approach the Portsmouth Diocesan Trust, Governors and the Head Teacher of St. George Catholic College to consider expansion by 300 places; and • the Portsmouth Diocesan Trust, Academy Trust, Governors and Head Teacher of St. Anne’s Catholic College to consider expansion of the school by 300 places.
	(iii)	<p>To delegate authority to the Service Director for Children and Families to engage with the Regional School Commissioner and the Department for Education to consider alternatives and options for the operation and funding of the construction of the new secondary school and to agree the outcome of any proposals following consultation with the Council’s Capital Board.</p>
	(iv)	<p>To note that 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.</p>

REASONS FOR REPORT RECOMMENDATIONS

1.	<p>Council approved an addition to the Education Capital Programme on the 21st February 2018 of £67.45M for the Secondary Schools Expansion scheme. This was subject to a further report to Cabinet detailing the options for statutory consultation. These are detailed in full in Appendix 1 and summarised in paragraphs 8 to 12.</p>
2.	<p>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 2023. 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.</p>
3.	<p>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.</p>
4.	<p>The vision set out in Appendix 1 goes beyond the provision of buildings and accommodation. The proposals are to provide quality places that support, underpin and facilitate the Educational Strategy, Aspirations and Vision for the council.</p>
5.	<p>Section 5.0 of Appendix 1 details the programme brief for the Secondary Expansion Programme including the nature of the demand for school places; the extent of the demand; where and when the demand will manifest and the Capital Investment required to fulfil the demand along with the proposed capital projects to deliver the required outcomes set out in the recommendations.</p>
6.	<p>The proposed programme of works required for the Secondary Schools Expansion Scheme is based on robust forecast predictions for the next five</p>

	years up to 2023; after 2023 a further review will be required to determine future provision beyond this date.
7.	A programme for the scheme will be drawn up detailing the Programme Vision, Governance, Timelines, (including all statutory consultation), Risks, Issues and Communications Plans in order to deliver the outcomes successfully. This will be used for the management and delivery of the projects.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
8.	Appendix 1 to this report sets out the rationale in detail as to the options considered. There are four options considered which are summarised below.
9.	Option 1: Do nothing. This option will lead to a failure to deliver against the statutory duty to provide sufficient places; s.14(1) Education Act 1996. The expected demand for secondary school places exceeds the existing capacity within the City by 2020. The current total capacity of all secondary schools in the City is 12,080 places. In 2023 based on the lowest demand forecast there will be a requirement for 13,600 places across the City this an increase of around 1,500 places.
10.	Option 2: Expansion only strategy. This is not recommended due to site considerations not providing enough capacity in existing secondary schools. The requirement to deliver 1,500 additional secondary places cannot be fulfilled by solely expanding existing schools for three reasons (i) site constraints: (ii) time constraints: and (iii) geographical constraints as the bulk of the demand for additional places manifests in the Central region of the city and there are only three schools in the Central Region.
11.	Option 3: New (1500 Place School). The strategy of fulfilling all future demand through the construction of a single school is not recommended. This is because (i) there are no suitably large and available sites in the Central Region of the City to build a school of this size; (ii) the earliest a new school could be delivered would be September 2022 and the shortfall in places manifests in 2020 and 2021; and (iii) this option does not offer good value for money and would not provide the number of places when required.
12.	Option 4: Recommended. Expansion & New Build. To build a new 900 place school in the Central Region and expand two existing schools to create a total of a further 600 places. This is the recommended option as it provides the required places when and where they are needed and offers best value for money.
PRE-STATUTORY CONSULTATION	
13.	Consultation undertaken to date has included Head Teachers from Secondary Schools, Schools Forum and the C of E Diocese of Winchester and Portsmouth. All consultation at this stage is prior to statutory public consultation which will commence following Cabinet approval.
14.	Consultation with all Head Teachers of Secondary Schools in the City took place with the Service and the Cabinet Member for Education & Childrens Services between January and May 2018. Some concerns were expressed: <ul style="list-style-type: none"> • There was a concern that in relation to the need for a new school and the impact that this may have on numbers of pupils in individual schools;

	<ul style="list-style-type: none"> • A view was expressed that the additional demand for places could be met from expanding existing schools; and • Several schools expressed an interest in any opportunity to be involved in operating the new school. <p>Assurance was given to Heads that the extent of the future demand of secondary places is not expected to impact on existing schools.</p>
15.	<p>Consultation has been undertaken with the Schools Forum. Consultation took place at the Schools Forum meetings in September and December 2017, January and March 2018. The Schools Forum acknowledged the need to expand capacity and that a balanced approach for a new school and expansion programme is the optimum way forward. Discussions were had in relation to the viability of expanding schools to provide all of the required places. Officers went through the rationale of the approach set out in Appendix 1 and highlighted the logistical constraints with both an Expansion Only and New School Only approach to fulfilling demand for places. Reassurance has been offered in relation to engaging with Schools Forum throughout the delivery of the programme including schools representation on the programme board to be established to oversee the projects.</p>
16.	<p>Initial Discussions with the C of E Diocese of Winchester and Portsmouth and St. Marks Primary School took place in May 2018. Discussions are at an early stage. The feasibility study for a new school on the St. Marks Primary and Civil Service Playing Fields sites was focused on (i) can a new secondary school be built on the sites? And (ii) if so where? The outcome from the feasibility study undertaken demonstrates clearly a new secondary school can be built on the St. Marks School site which is owned by the C of E Diocese of Winchester and Portsmouth.</p>
17.	<p>Cabinet are now asked to give delegated authority to the Service Director – Childrens and Families to enter into or continue and conclude discussions required to finalise the Schools Expansion Programme Scheme.</p>

RESOURCE IMPLICATIONS

Capital/Revenue

18.	<p>The Secondary Schools Expansion scheme was added to Education and Childrens Services capital programme in February 2018 and totalled £67.45M. Following further analysis of need and refinement of options, the current expected cost of the programme is £48.86M as shown in Table 1 below.</p>																																			
19.	<p>Table 1 – Predicated Profile & Cost of Secondary Schools Expansion Scheme</p> <table border="1"> <thead> <tr> <th></th> <th>2018/19 £M</th> <th>2019/20 £M</th> <th>2020/21 £M</th> <th>2021/22 £M</th> <th>Total £M</th> </tr> </thead> <tbody> <tr> <td>Expansion at two schools in Central Area (600 Places details to be confirmed)</td> <td>0.18</td> <td>1.80</td> <td>5.40</td> <td>0.72</td> <td>8.10</td> </tr> <tr> <td>Contingency</td> <td>0.02</td> <td>0.20</td> <td>0.60</td> <td>0.08</td> <td>0.90</td> </tr> <tr> <td>Total</td> <td>0.20</td> <td>2.00</td> <td>6.00</td> <td>0.80</td> <td>9.00</td> </tr> <tr> <td>New 6FE (900 place) Secondary School,</td> <td>0.08</td> <td>3.40</td> <td>15.30</td> <td>8.30</td> <td>27.08</td> </tr> </tbody> </table>							2018/19 £M	2019/20 £M	2020/21 £M	2021/22 £M	Total £M	Expansion at two schools in Central Area (600 Places details to be confirmed)	0.18	1.80	5.40	0.72	8.10	Contingency	0.02	0.20	0.60	0.08	0.90	Total	0.20	2.00	6.00	0.80	9.00	New 6FE (900 place) Secondary School,	0.08	3.40	15.30	8.30	27.08
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		2018/19 £M	2019/20 £M	2020/21 £M	2021/22 £M	Total £M
	Contingency	0.02	0.60	2.70	1.46	4.78
	Total	0.10	4.00	18.00	9.76	31.86
	Chamberlayne Refurbishment – main teaching block and sports facilities	0.54	1.80	3.60	1.26	7.20
	Contingency	0.06	0.20	0.40	0.14	0.80
	Total	0.60	2.00	4.00	1.40	8.00
	Total (All)	0.90	8.00	28.00	11.96	48.86
20.	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.					
21.	The estimated budget figures above are inclusive of all professional fees and construction costs. A Royal Institute British Architects, (RIBA) Stage 1 (Feasibility Study) has been completed for both the proposed New Secondary School and primary school on the St. Marks Primary School and Civil Service Playing Fields sites.					
22.	On completion of the new build the secondary school will immediately become an academy. It is expected that the school and land would transfer under the longer term lease model to the academy trust or organisation who will operate the school (125 year lease) as set out in the DfE guidance for academy conversions, subject to further legal clarification in relation to site specific restrictions and obligations.					
23.	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.					
<u>Property/Other</u>						
24.	Requirement for support from Capital Assets throughout the proposed programme in order to deliver projects to expand schools and build a new school. Professional Services, (Architects, Cost Consultants, M&E, Structural Engineers) will be appointed through existing frameworks.					
25.	Additional legal resource will be required to support the programme.					

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

26. *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 may require publication of school organisation notices under the Schools Standards & Frameworks Act 1998. Such proposals require prior consultation, statutory notices, 4 week representation period and subsequent Cabinet decision. Depending on the status of the school there may also be an appeal provision to the Office of the Schools Adjudicator Each proposal will be considered as feasibility studies and programme planning progresses and, in consultation with legal services, proposals which require statutory notices will be identified and the progression of those procedures built into project timescales and planning pending further Cabinet decisions as required.

Other Legal Implications:

27. 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 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.
28. *s17 Crime and Disorder Act 1998*
There is a duty on Local Authorities under the Crime and Disorder Act 1998 to have due regard to the likely effect of the exercise of its functions on crime and disorder in its area and the need to do all that it can reasonably do to prevent crime and disorder, including on any anti-social behaviour that affects the local environment, misuse of drugs, alcohol and other substances and on re-offending in the area. This duty will be taken into account in relation to the location and design of school places.
29. *s149 Equality Act 2010*
The Equality Act 2010 obliges Public Authorities, when exercising their functions, to due regard to the need to:
- 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
- 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.
- 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

	<p>report. Members must themselves read and actively take into consideration the Equality Impact Assessment at appendix 2. 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>
30.	<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).</p> <p>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>
31.	<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>
<p>RISK MANAGEMENT IMPLICATIONS</p>	
32.	<p>A full time Programme Manager will be required to oversee the outcomes from the programme; along with Programme Management Office, (PMO) support; Communications, Legal and Finance support.</p> <p>Programme Management methodology will directed by the PMO.</p> <p>A Programme Board will meet monthly and will receive full project budget reports and highlight reports for all projects in order to continuously manage and monitor the risks associated with costs and timescales throughout the programme. Representation on the Board shall be at Service Lead level.</p>
33.	<p>Risks will be captured in a risk and issue log and will be continuously monitored and evaluated by the Programme Board throughout the programme. All risks will have a unique ID, an owner and detailed mitigation strategies to either minimise the impact of the risk or eradicate it is practicable. The collective and continuous management of risk by the Programme Board ensures optimistic bias is addressed and provides a robust strategy.</p>
34.	<p>Table 2 below gives more specific details of Risks that have been identified and the possible mitigating actions.</p>

Table 2 – Extract of Risk Log															
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POLICY FRAMEWORK IMPLICATIONS															
35.	None														
KEY DECISION?	Yes														
WARDS/COMMUNITIES AFFECTED:	ALL														
<u>SUPPORTING DOCUMENTATION</u>															
Appendices															
1.	Education Capital Programme Report (Programme Brief)														
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
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.	None	

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TITLE

**Southampton City Council
Education Capital Programme**

APPENDIX 1

Programme Board:	
Corporate Capital Board:	June 26 th 2018
Forward Plan:	June 8 th 2018
Cabinet:	July 17 th 2018

Status: V0.23 Release
Monday June. 25th 2018

Paul Atkins

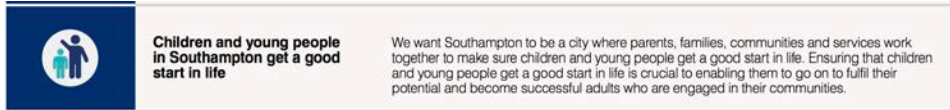
e: paul.atkins@southampton.gov.uk
t: 023 8023 4378
m: (07595) 636744

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- 1. Introduction**
- 2. Executive Summary**
- 3. Recommendations**
- 4. The Current Education Provision within the City**
- 5. Forecasting & Demographics**
- 6. Secondary Phase**
- 7. Education Capital Programme Blueprint**
- 8. Education Capital Programme Investment Profile**

1. Introduction

- 1.0 The Southampton City Council Strategy 2016 – 2020 clearly sets out a commitment to children and young people:



- 1.1 *The Vision set out in this Capital Programme goes beyond the provision of buildings and accommodation. The proposals are to provide quality places that support, underpin and facilitate the Educational Strategy, Aspirations and Vision for the Council. The approach is inclusive recognising the need to modernise SEND provision as well as the statutory requirement to provide sufficient secondary places.*
- 1.2 This report sets out the detailed proposals for the necessary capital investment, the planned outcomes and supporting governance, infrastructure and resources required to provide quality education places within the City for Southampton children into the 2020's.
- 1.3 Local Authorities have a statutory duty to provide sufficient school places as set out in s14(1) of the Education Act 1996. The Capital Programme set out in this report provides the infrastructure and outcomes to enable Southampton City Council to fulfil this statutory obligation into the mid 2020's.
- 1.4 The scope of the Capital Programme incorporates the Primary and Secondary Phases and Specialist Education Provision, (SEND) in the City.
- 1.5 The formal programme set out in Section 10.0 of this report will be structured into three work streams or tranches
- i. *Primary School Places.* Southampton City Council has previously invested significantly in the primary phase in order to meet the increased demand for places in the City. There are however a number of on-going projects specifically at Fairisle Junior School, St. Denys Primary School and Valentine Primary School. It is proposed the projects at these three schools are managed through the formal programme set out in this report.
 - ii. *Secondary School Places.* The requirements to provide an additional fifteen hundred, (1,500) secondary school places within the Central Planning Area of the City are set out in this report and shall be governed and managed through the formal programme specified at Section 10.0 of this report.
 - iii. *Specialist (SEND) Places.* The proposals in this report address the short to medium term requirements for (i) improved accommodation for children with Social Emotional & Mental Health, (SEMH) needs and (ii) the requirement for additional secondary age SEND places. The City has addressed the need for further SEND places in the primary phase and these children require secondary age places as a priority.

2. Executive Summary

- 2.0 This report serves as a formal Programme Brief for the Capital Programme. It sets out the mandate to act; the nature of the demand for school places; the extent of the demand; where and when the demand will manifest and the Capital Investment required to fulfil the demand along with the proposed capital projects to deliver the required outcomes.
- 2.1 The Capital Programme offers a viable strategy to mitigate against the over provision of places or indeed the under provision of places.
- 2.2 The Vision is inclusive and the programme will address the statutory SEND requirements into the next decade. The investment required to achieve this will be subject to full feasibility studies and further reports to Council Capital Board, Cabinet and Council
- 2.3 The Vision is not about buildings it is about Education. The Programme if endorsed by Council will place at its heart the needs and outcomes of Southampton children by providing quality places in Southampton. The Vision and Aspirations of the Education Service will inform the Programme not the other way round. The programme will be led and directed from within the Education Service.
- 2.4 The Programme sets out the requirement to deliver an additional 1,500 secondary places in the Central Planning Region by expansion of two schools by 600 places and the provision of a new secondary school.
- 2.5 Subject to Cabinet and Council approval of this Capital Programme Brief a detailed Capital Programme Blueprint will be drawn up setting out the Programme Vision, Governance, Timelines, (including all statutory consultation), Risks, Issues, Communications Plans in order to deliver the outcomes successfully.
- 2.6 In year movements by school and by year should be measured and charted over time in order to identify trends and early warning signs of poor performance in schools. This information is currently collated for the preparation of school place forecasts it should be used more widely.
- 2.7 From Spring 2019 Southampton City Council should consider Housing Developments in the City as part of the forecast model used for mainstream baseline forecasts for school places.
- 2.8 There is no requirement to increase capacity in the Primary Phase based on the outcomes from the verification of current capacity and demand.
- 2.9 Southampton City Council should adopt the best-fit methodology used in this analysis to predict future demand in the secondary phase and continuously monitor projected demand with each new forecast in the Spring and Autumn.
- 2.10 The recommended strategy for the City is to expand by 600 places and ensure maximum use of existing accommodation with the construction of a new 6FE (900) place Secondary School in the City.

2.11 Investment in the required additional places by expansion of existing schools should focus on the Central Planning Region and utilising available capacity in the West to meet demand for Year 7 places in the West until additional capacity is introduced through expansion.

2.12 Given resource constraints the proposed general strategy for each of the planning regions is:

West:	<i>Maximise existing available capacity to meet demand.</i>
Central:	<i>Invest to meet projected shortfall in demand.</i>
East:	<i>Retain existing capacity to meet future demand.</i>

2.13 Bitterne Park Secondary School has now occupied the new school buildings provided by the ESFA Priority Schools Building Programme (PSBP 1). Consideration should be given to investing in the provision of an all weather pitch at the school as part of the deficit recovery plan for the school (outside of capital profile).

2.14 The City will need to support Chamberlayne College for the Arts whilst NoR are low; in revenue terms a viable school requires a cohort of 600 children. It is anticipated numbers at the school will increase to a viable level by 2022 as a result of the increase in demand for places across the City and in the East.

2.15 The City Council shall ensure the already commissioned programme of improvement works at Regents Park Community School will enhance the Net Capacity of the school as far as possible in order to maximise the available capacity in the West Planning Region.

2.16 The City will engage and work with Oasis Academy Trust to maximise the capacity within Lordshill to support demand for places in the West Planning Region.

2.17 The Council support the requirement to build a new school in the Central Planning Region based on the rationale and analysis provided in this Programme Brief and approve the £31.86m investment.

2.18 Council provide assurances for St. Marks School and the Diocese that the identity, ethos and values of the school will be preserved and enhanced wherever feasible.

2.19 If and only if a Free School bid is secured at a later stage would it potentially bring in external funding for the construction of a school. At present Free School Applications are frozen and the date for Wave 14 of Applications has yet to be announced by Government. If a successful free school proposal were secured all investments prior to this proposal are at the Council's risk. There is a risk no Free School Proposals would be forthcoming.

2.20 In order to accommodate the requirement for additional places in September 2019 and to provide accommodation during construction the Authority should consider the hire of double classroom units for 2019-2020 at St. George.

3. Recommendations

- 3.0 The recommended strategy for the City is to expand by 600 places and ensure maximum use of existing accommodation with the construction of a new 6FE (900) place Secondary School in the City. The Council support the requirement to build a new school in the Central Planning Region based on the rationale and analysis provided in this Programme Brief and approve the £31.86m investment.
- 3.1 The Southampton Education service will engage with all stakeholders in formulating the full specification for the new school; this shall include the Diocese, St. Marks School, Schools Forum, Head Teachers, Special Head, The Regional Schools Commissioner's office the Education Skills Funding Agency (ESFA) & Department for Education. The specification of the school will set out the ethos, values and aspirations in line with the vision and needs of the City.
- 3.2 The proposals for the new school if endorsed by Council move forward on the Presumed Route and the Council needs to fully acknowledge the risk of funding and commissioning the new school sits with the Council.
- 3.3 The Authority should approach St. George Catholic College and St. Anne's Catholic College in order to seek agreement with the Academy Trust, (St. Anne's), the Diocese, Governors and Head Teachers to provide the additional capacity at these schools at a total cost of £9m. (Based on National Audit Office and EBD OG benchmarking of £15,000 per secondary place). The schools are in the Central Planning Region where the demand for additional places is highest and are two of the best performing schools in the city therefore the Council will be fulfilling the obligation to provide quality places.
- 3.4 Woodlands School is a PFI school with current levels of low occupancy. Southampton are paying a premium for accommodation in the school. Long term demand for places (Figure 16.0, Page 23) will ensure this capacity is fully utilised; however in the interim the City should explore all viable means to increase occupancy in the school to increase VfM. Proposals to utilise the current transient capacity to meet a shortfall in secondary SEND places should be facilitated and progressed as a priority.
- 3.5 To address the poor accommodation at Chamberlayne College for the Arts and to enhance the attractiveness of the school it is proposed to invest £8m in providing a full refurbishment of the Main Teaching Block and to improve the sports facilities at the school by 2022.
- 3.6 Cabinet and Council endorse the Capital Profile at Section 8.

4. The Current Education Provision within the City of Southampton

4.0 The Education Provision within the City of Southampton

4.0.1 There are currently seventy five schools in the City of Southampton. These consist of:

- One Nursery School
- Fifty Four Primary Phase Schools, (Age 4 – 11)
- Twelve Secondary Schools, (Age 11 – 16)
- Five Specialist (SEND) Schools
- One Special Free School
- One Pupil Referral Unit (Alternate Provision) and
- One Alternative Provision Academy

4.1 The Primary Phase.

4.1.1 There are currently ten Infant Schools in the City, (Year R to Year 2, Age 4 to 7) and eight Junior Schools, (Year 3 to 6, Age 7 to 11)

4.1.2 There are thirty-six Primary Schools in the City, (Year R to Year 6, Age 4 to 11)

4.1.3 Based on the January school census there are currently a total of 20,046 children in mainstream Primary Phase schools in the City.

4.1.4 Figure 1.0 on page 8 shows the names and locations of the primary phase schools in Southampton.

4.2 The Secondary Phase.

4.2.1 There are currently twelve mainstream secondary phase schools in the city, (Year 7 to Year 11, Age 11 to 16)

4.2.2 Again based on the January school census there are currently a total of 10,241 children educated in mainstream secondary phase schools in the city.

4.2.3 Figure 2.0 on page 9 shows the names and locations of the mainstream secondary phase schools in the city.

4.3 Specialist School (SEND) Provision.

4.3.1 There are currently eight specialist schools in Southampton. The names and locations of these schools are detailed at Figure 3.0 on page 10.

4.3.2 There are currently 603 children in specialist schools in the City and 1,137 children with EHCP plans in mainstream schools in the City.

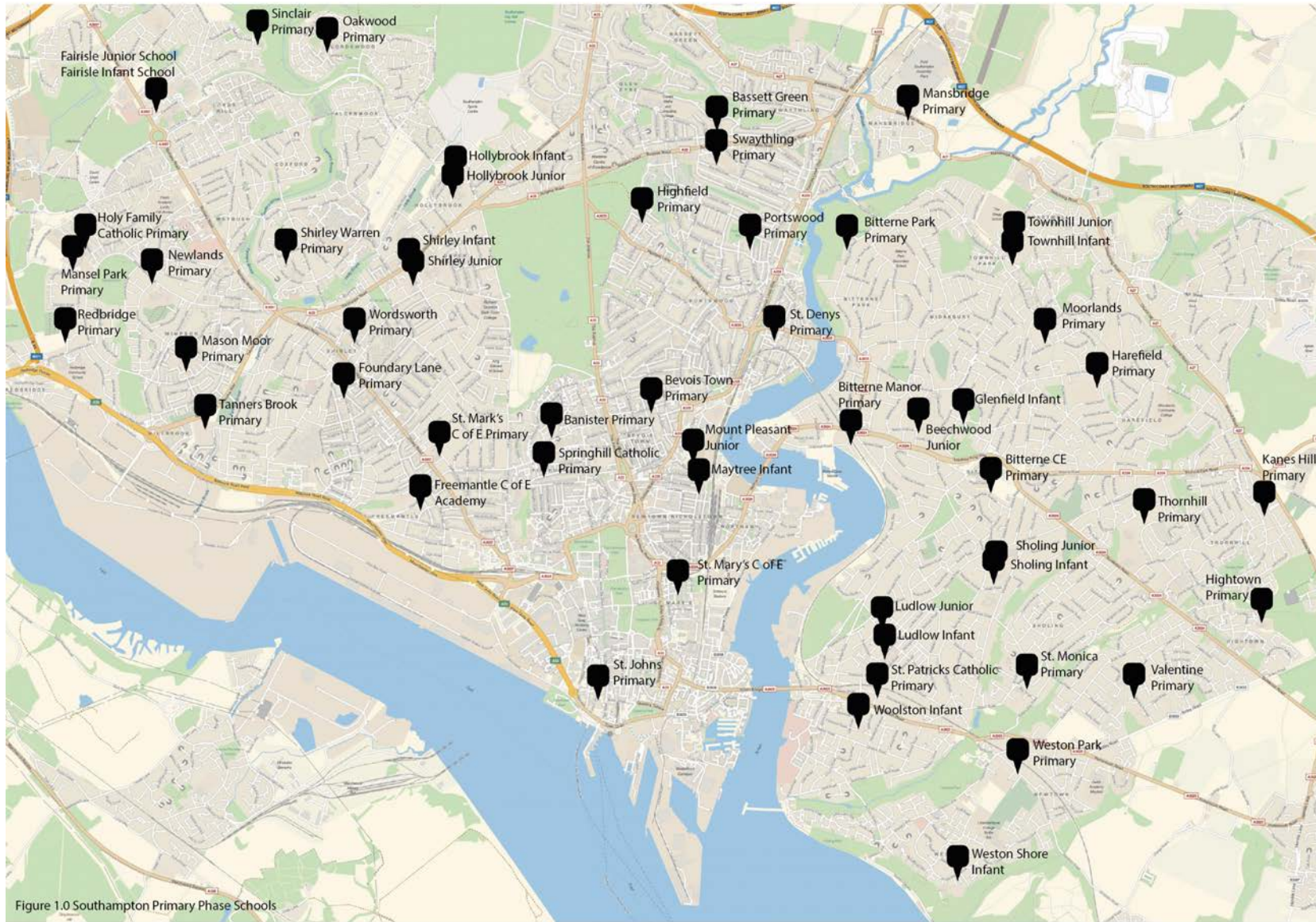


Figure 1.0 Southampton Primary Phase Schools

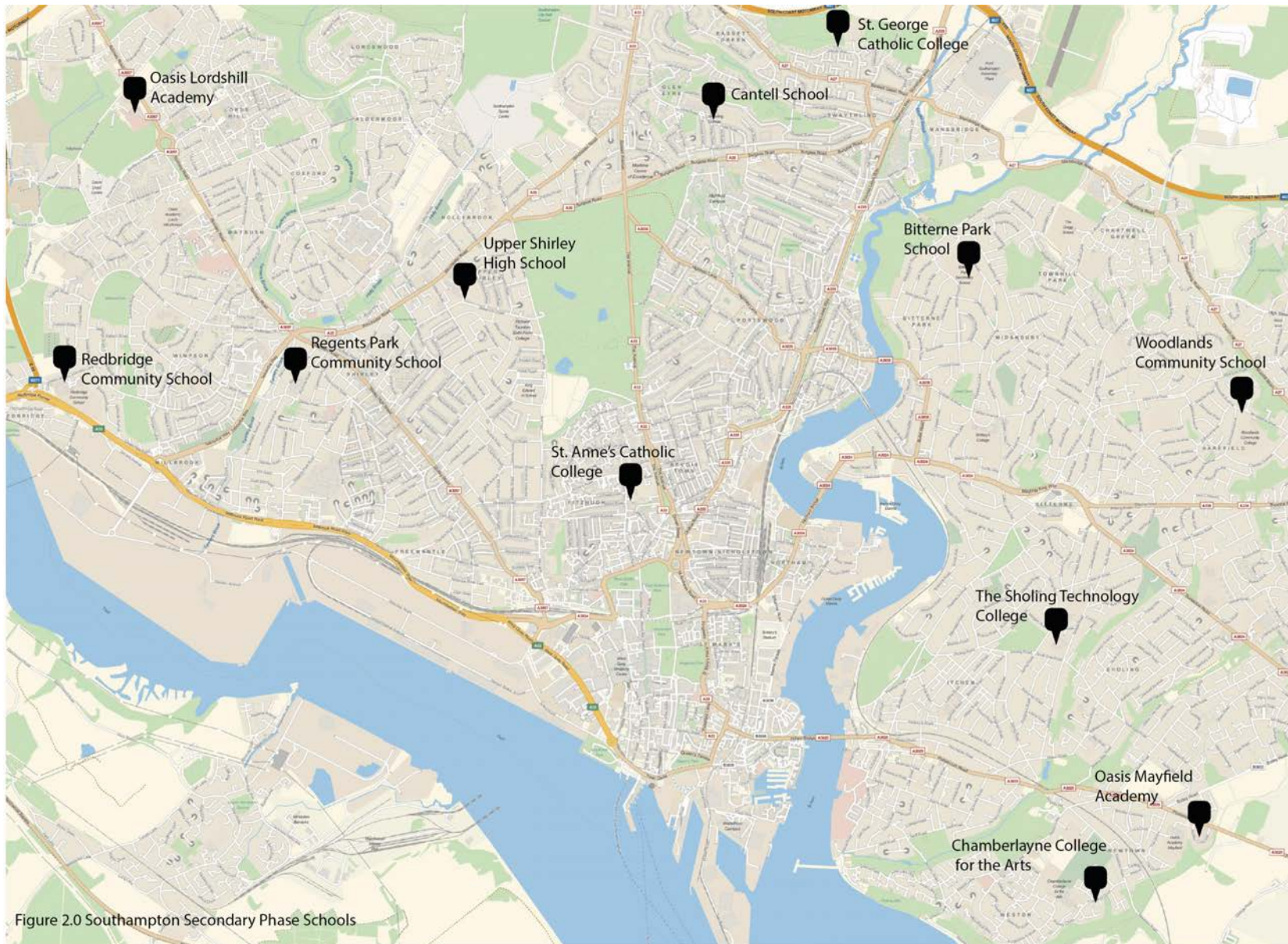


Figure 2.0 Southampton Secondary Phase Schools

Status: Release
Author: Paul Atkins

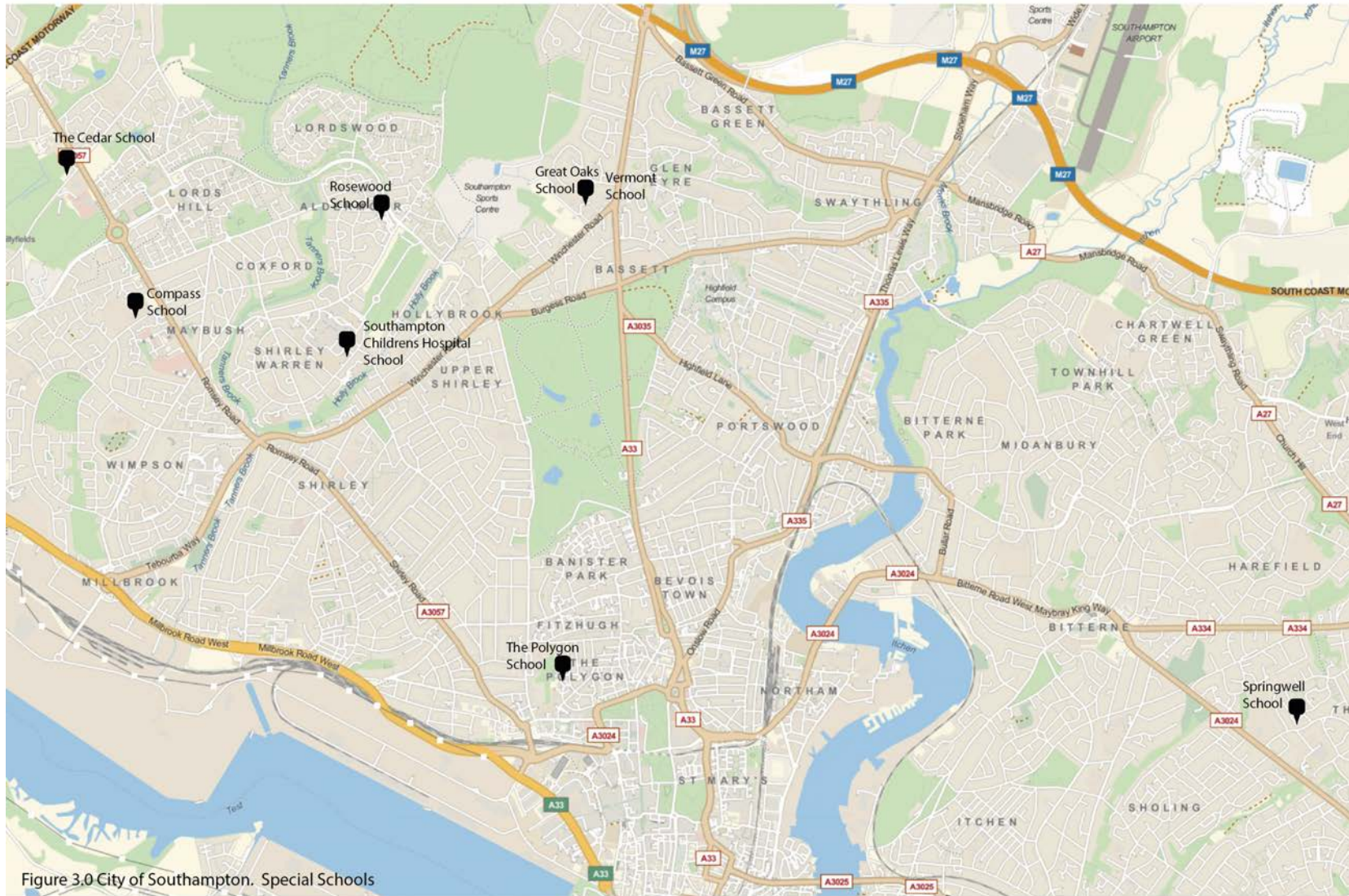


Figure 3.0 City of Southampton. Special Schools

4.4 **The Planning Regions.** For the purposes of school place planning the City of Southampton is divided into three planning areas. Figure 4.0 below details the boundaries between the three planning regions.

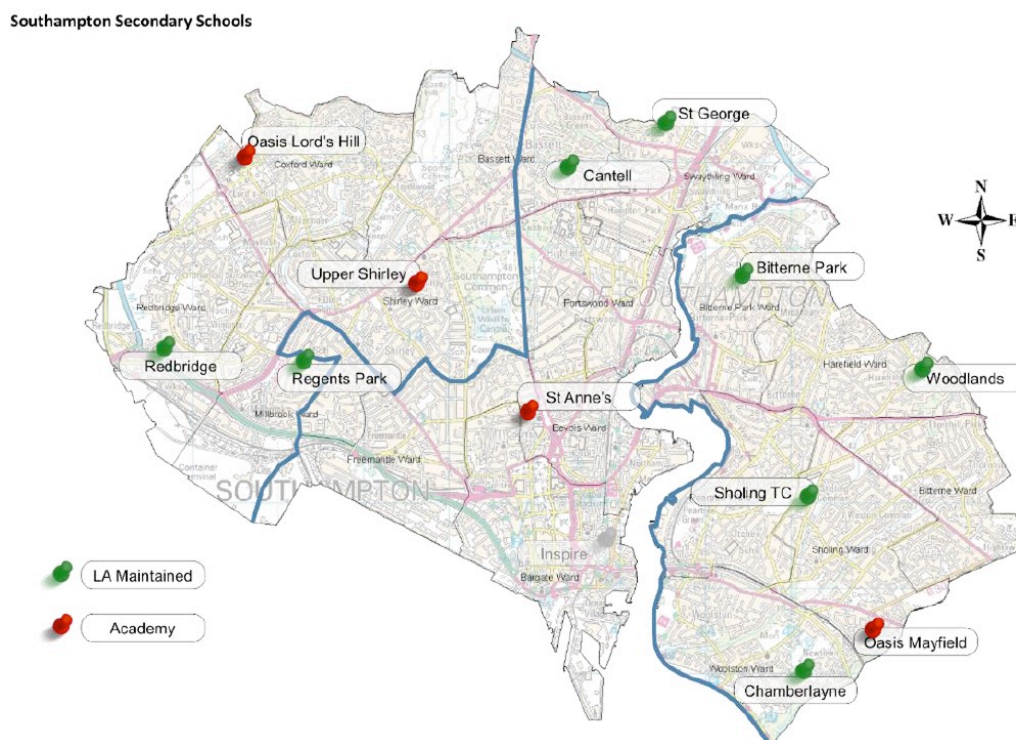


Figure 4.0. City of Southampton: Education Planning Areas

- 4.4.1 **The West Planning Region.** The West planning region includes Redbridge, and Coxford wards with the east sections of Bassett, Shirley and Millbrook wards.
- 4.4.2 **The East Planning Region.** The East planning region is defined as the part of the City to the East of the River Itchen. It includes the wards Woolston, Sholing, Bitterne, Harefield and Bitterne Park.
- 4.4.3 **The Central Planning Region.** The Central planning region includes Swaythling, Portswood, Bevois, Bargate and Freemantle wards with the east sections of Bassett, Shirley & Millbrook Wards.
- 4.4.4 Figures 5.0, 6.0 & 7.0 in Annex A, (pages 11 through 13) show all of the Primary and Secondary phase schools in the West, East and Central planning areas.

5. Forecasting & Demographics

5.0 Approach

5.0.1 The overall approach and underlying analyses undertaken to consider future provision for education places and the formulation of the required mechanism for the delivery of new school places within Southampton has four distinct threads or themes are:

- Verification of Primary Phase Capacity
- Demand for Secondary Places (Whole System Long Term Perspective)
- Demand for Secondary Places (Short to Medium Term Perspective)
- Demand for Specialist Places (Independent Review)

5.0.2 *Verification of Primary Phase Capacity.* The current capacity in all primary phase schools is measured and tracked over time to assess available capacity within the City's infant, junior and primary schools in order to verify the sufficiency of places in the time frame 2018 through to 2025.

5.0.3 *Demand for Secondary Places (Whole System Long Term Perspective).* The initial analysis of demand for secondary places identifies the current capacity in all secondary phase schools within the City across all planning regions in the time frame 2018 through to 2028.

5.0.4 *Demand for Secondary Places (Planning Areas Short to Medium Term Perspective).* The next stage of the analysis considers the short to medium term timeframe from 2018 through to 2023 and considers demand in the East, Central and West planning areas.

5.0.5 *Demand for Specialist Places (January 2018 SEND Forecast and Independent Review).* Southampton City Council produces annual forecasts for specialist places. Southampton City Council has recently commissioned an independent review of SEND provision across the City for all needs, (Annex C). The review has been undertaken by Portsmouth City Council. The options identified and outcomes from this review should inform the Capital Programme as detailed in this report.

5.1 Methodology

5.1.1 Forecasting is not an exact science. Southampton City Council produces two five-year school place forecasts for mainstream schools each year one in the spring and another in the summer.

5.1.2 The methodology used for the baseline mainstream forecasts is based on DfE guidance and best practice.

5.1.3 A census is conducted in order to verify the number of children in each year group in each school within the City and this is used as the base data for the five-year mainstream forecast.

- 5.1.4 The following factors are taken into account when producing forecasts for mainstream school places in Southampton:
- Numbers of Children living in the City
 - Birth Rates
 - Numbers of Children attending Schools in the City
 - % participation rates for intakes into Primary, Junior and Secondary Schools
 - % In-Year movements in schools
 - Year R (Reception) and Year 7 (Secondary)
 - Parental Choice
 - The 'Hampshire Pushback'
- 5.1.5 The Reception Year, (Year R) demand for places is calculated from live birth statistics and from HMRC Benefit data. The data is mapped by Lower Super Output Areas, (LSOA) this provides the data necessary to map birth rates and pre-school age children with infant and primary school catchment areas.
- 5.1.6 The Year 7, (Age 11) intake for secondary schools is calculated from allocated feeder schools for each secondary school; a participation rate is calculated from a rolling three-year mean which factors parental choice for each secondary school. Figure 8.0 on page 14 illustrates the logical network of feeder schools for the twelve secondary schools in the City. It should be noted feeder schools are not necessarily in the same planning region as the secondary schools
- 5.1.7 Where children leave a school or join a school after Year R in infant and primary schools and after Year 3 in junior schools this generates 'In-Year Movements'. These can have an impact on place planning and forecasting.
- 5.1.8 In year movements are calculated by school and by year group based on a rolling three year arithmetic mean. In year movements and trends over time provide useful information for school place planning and school improvement.
- R1.** In year movements by school and by year should be measured and charted over time in order to identify trends and early warning signs. This information is currently collated for the preparation of school place forecasts.
- 5.1.9 The accuracy and stability of the baseline five year forecasts for primary and secondary phase mainstream schools is accurate. This is illustrated in Table 1.0 on page 15.
- 5.1.10 The accuracy of the forecast methodology can be analysed by taking a five year forecast from the past and comparing the forecast numbers in schools with the actual Numbers on Roll, (NoR) from the school place census.
- 5.1.11 The results from the 2013-14 five year survey were taken and the total number of pupils in each secondary school were considered and verified against the actual Numbers on Roll, (NoR) for all of the intervening pupil censuses.

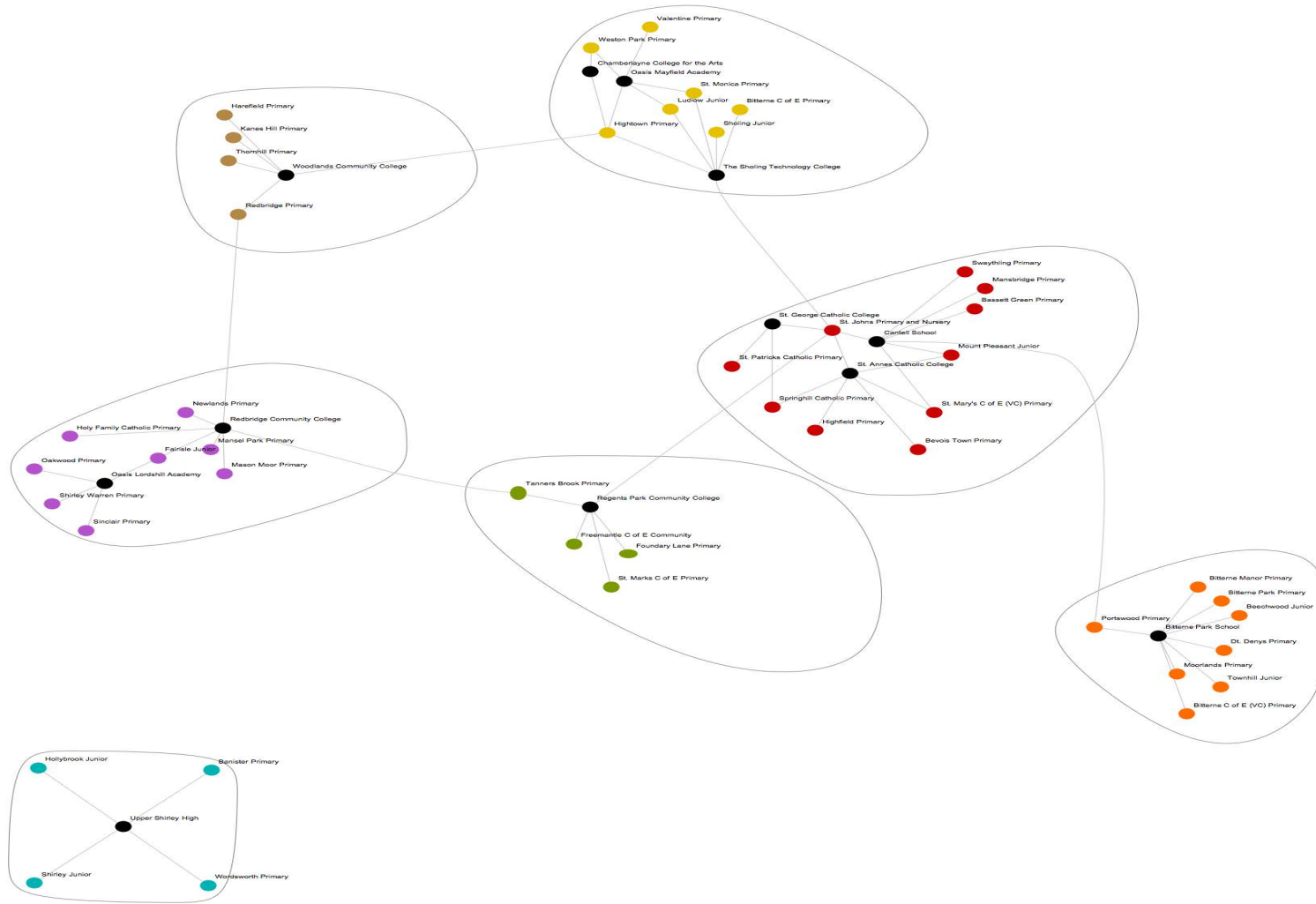


Figure 8.0 Southampton City Council Schematic Schools Network (Showing Feeder Schools for Secondary Schools)

	2014-2015			2015-2016			2016-2017			2017-2018		
	Predicated	Actual	Variance	Predicted	Actual	Variance	Predicted	Actual	Variance	Predicted	Actual	Variance
2013-14 Survey	9599	9579	-20	9719	9790	71	9850	9918	68	10248	10241	-7
Regents Park Community College	661	664	3	636	698	62	632	694	62	635	730	95
The Sholing Technology College	1,034	1029	-5	1,029	1,016	-13	1,041	990	-51	1051	940	-111
Redbridge Community College	1,027	1000	-27	1,060	1,002	-58	1,086	993	-93	1149	992	-157
Chamberlayne College or the Arts	431	488	57	380	475	95	352	450	98	334	414	80
Upper Shirley High School	758	753	-5	780	766	-14	821	765	-56	827	790	-37
Bitterne Park Secondary School	1,489	1489	0	1,510	1,492	-18	1,519	1,503	-16	1540	1563	23
Woodlands Community School	583	555	-28	573	558	-15	564	519	-45	580	562	-18
Cantell Maths and Computing College	841	858	17	870	893	23	882	930	48	926	958	32
St. George Catholic College	594	584	-10	653	668	15	687	716	29	724	798	74
St. Anne's Catholic College	959	958	-1	947	962	15	957	984	27	966	1036	70
Oasis Acedemy Lordshill	479	503	24	486	540	54	488	590	102	506	604	98
Oasis Academy Mayfield	678	664	-14	728	720	-8	820	784	-36	948	854	-94

Table 1.0 *Accuracy and Stability Test of Five Year Baseline Forecast for School Places.*

- 5.1.12 The results shown in Table 1.0 indicate the five year forecast is accurate to within 1% in relation to the City wide and Planning Area totals.
- 5.1.13 The accuracy on an individual school basis decreases over time due to unpredictable changes in parental choice and in-year movements. However the error in the fifth year of the forecast remains at around 10%.
- 5.1.14 In conclusion the five year forecasts produced internally by Southampton City Council can be used to inform the requirements of the Capital Programme with surety for the short to medium term, (September 2018 through to September 2023)

5.2 Verification of Primary Phase Capacity

- 5.2.1 In the time frame 2011 through to 2014 Southampton City Council commissioned a portfolio of projects in the Primary Phase in order to increase capacity within the City.
- 5.2.2 The data required to track and monitor capacity and Numbers on Roll, (NoR) at infant, junior and primary schools has been collated and an analysis of the data has been completed.
- 5.2.3 Figure 9.0 on page 17 presents a random selection of the results. Capacity in the primary phase has increased and the Numbers on Roll at individual schools has increased to match this.
- 5.2.4 Forecasts predict the Year R admissions for the City will rise to 3,927 this year in September 2018, with a total Primary Phase population peaking in 2019-2020 at 20,276. The number of Year R admissions then declines marginally into and throughout the 2020's.
- 5.2.5 The current total capacity for Primary Phase places is 20,967. With peak demand at 20,726 this gives 3% headroom and is below the DfE recommended 5% headroom.
- 5.2.6 The Council does not take full account of housing developments in the production of forecasts the rationale for this is twofold (i) where there is overall capacity in the system (as is the case with the Secondary Phase at present) the available capacity can easily meet the demand from housing developments in the City and (ii) in the time frame 1999 through to 2015 there were approximately 16,000 housing completions in the City; eighty percent (80%) of which were one or two bedroom flats or apartments with low yields for primary and secondary age children.
- 5.2.7 Given the Primary Phase is currently close to capacity and the Secondary Phase will exceed overall capacity by 2020 it is recommended the Council includes future Housing Developments in the preparation of the five year base line forecasts.

R2. From Spring 2019 Southampton City Council should consider Housing Developments in the City as part of the forecast model used for mainstream baseline forecasts for school places.

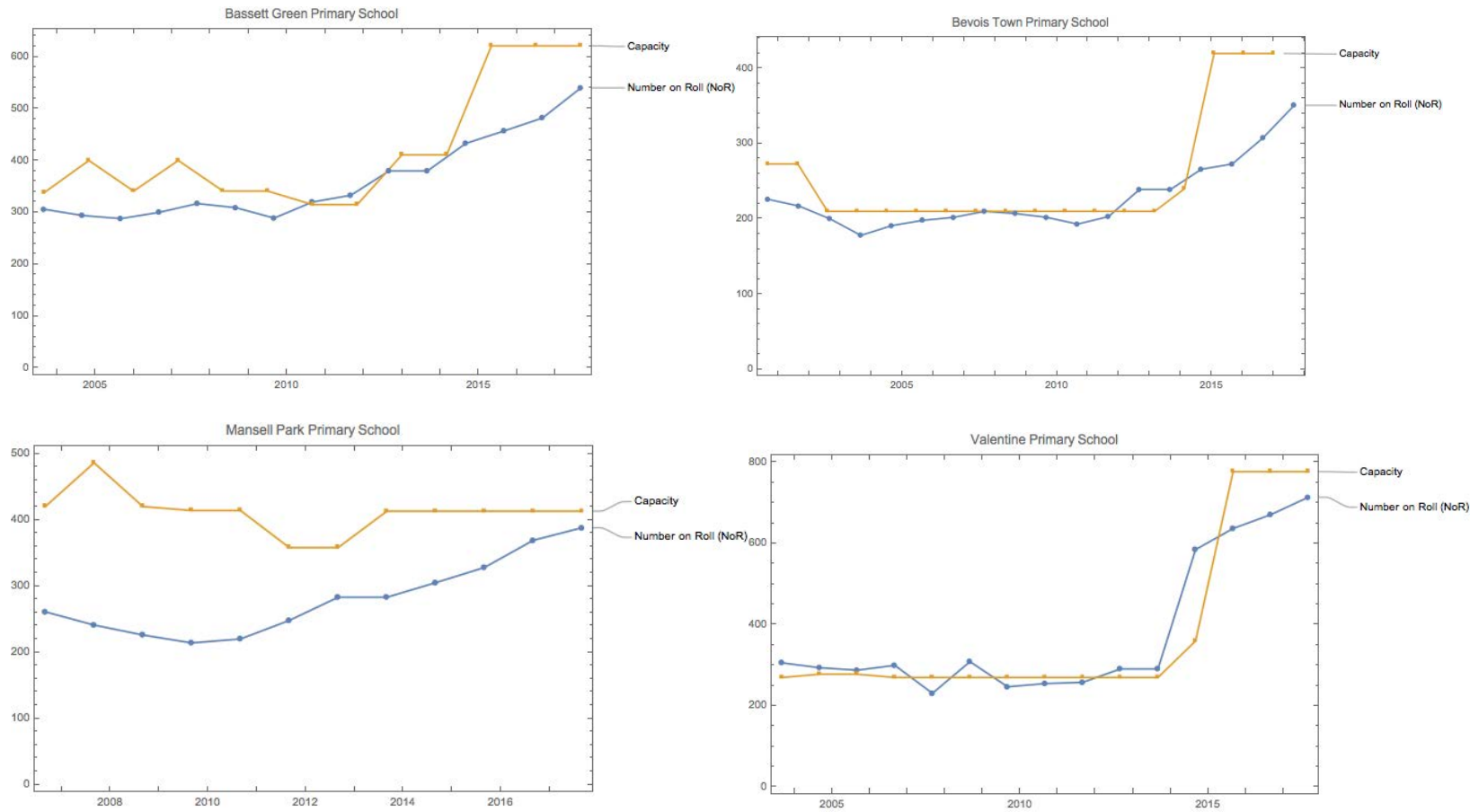


Figure 9.0 Capacity and Numbers on Roll, (NoR) for Bassett Green, Bevois Town, Mansell Park & Valentine Primary Schools (2003 to 2017)

5.3 The 'Hampshire Pushback'

- 5.3.1 Hampshire County Council has had sufficient latent capacity in their secondary schools to offer places and admit Southampton children into three secondary schools adjacent to the boundary of the City.
- 5.3.2 The three Hampshire secondary schools who admit children from the City are The Mountbatten and The Romsey schools in Romsey and The Hamble School in Hamble-le-Rice.
- 5.3.3 The term pushback refers to the increase in demand for secondary places in Southampton Schools as result of the spare capacity in Hampshire Schools being taken up by increased demand for places within the County in future years. To date this increased demand has not fully materialised as the capacity remains in the schools and The Hamble School has admitted over its Published Admission Number, (PAN) in September 2018.
- 5.3.4 The number of children admitted to the three Hampshire schools in September 2018 is thirty-five. There were 87 Southampton children who selected The Hamble School as their first choice in this year's admissions, (this represents 3% of the total number of Year 6 children in Southampton).
- 5.3.5 Southampton City Council continues to monitor the potential impact of the pushback. Figure 10.0 below illustrates the predicted trend in increased demand in the City as a consequence of the reduction in available capacity in the three Hampshire Schools.

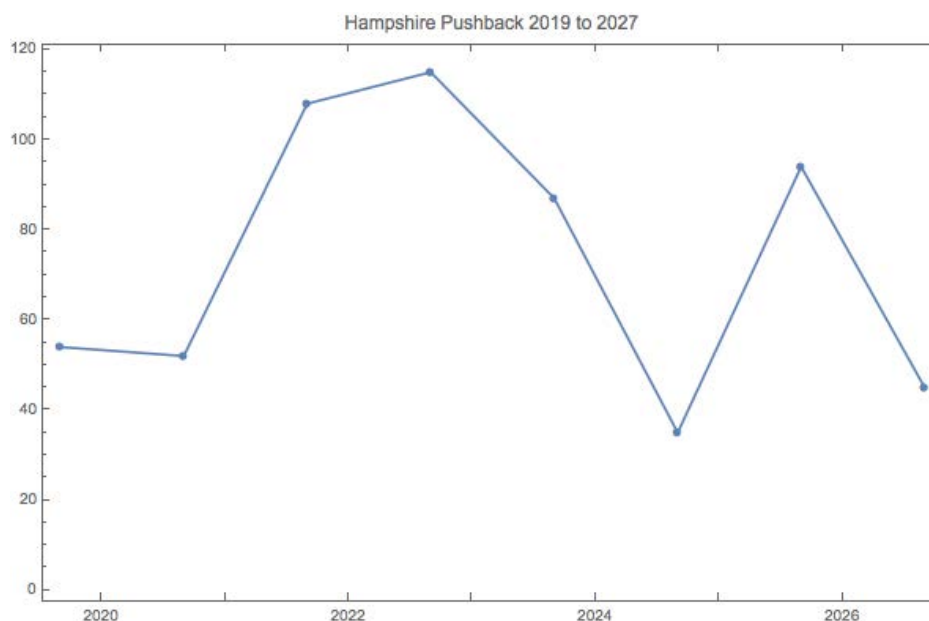


Figure 10.0 Hampshire Pushback Trend (2019 to 2027)

- 5.3.6 As can be seen from Figure 10.0 there is no overall trend. The highest predicted increase in demand is 115 places in 2023 and the lowest is 20 places.
- 5.3.7 As the increase in demand is determined by parental choice which in turn is influenced by many factors the numbers will be subject to unpredictable variance. It should be noted however that an increase in demand of 115 places is equivalent to three forms of entry (3FE).
- 5.3.8 There is no standard methodology for predicting the demand from the pushback. Southampton City Council produce baseline forecasts both with and without the impact of pushback. Figure 11.0 below sets out the projected demand over the next ten years for secondary places with and without pushback.

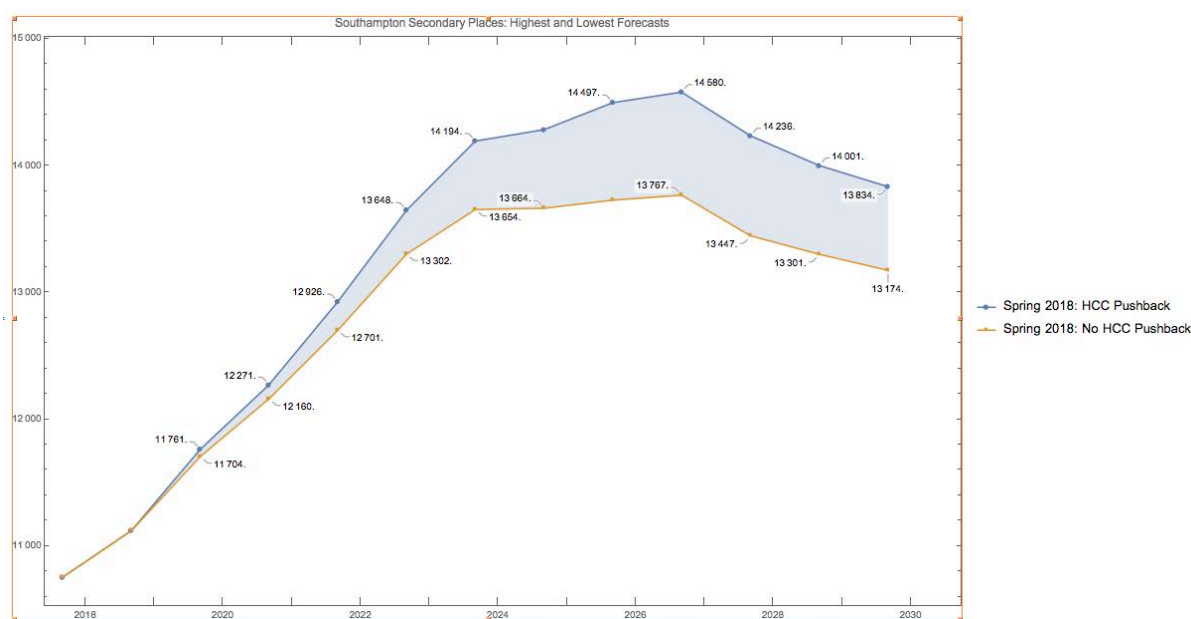


Figure 11.0 Hampshire Pushback (2018 to 2029)

- 5.3.9 The impact of pushback is cumulative over time. The lower demand curve (without pushback) peaks at 13,767 places in 2027 and the upper demand curve (with pushback) peaks at 14,580 in the same year. This is a difference of around 800 places.
- 5.3.10 Predicting demand and developing a capital programme to meet this demand is extremely challenging. The extent and when the pushback materialises is difficult if not impossible to predict. If Southampton build to the upper curve and the demand does not materialise then there will be a surplus of places within the City on the other hand if the Council builds to the lower demand curve (without pushback) then it is possible there will be a shortfall of places.
- 5.3.11 The baseline forecasts are accurate (Table 1.0) because they are based on children already in the system, (in the primary phase) or already born and living in the City. The basis of the model is empirical. In contrast longer term forecasting (beyond five years) is based to some extent on probabilistic methods as are the methods used to estimate the extent of the pushback. This amplifies uncertainty and likely error in longer term projections.

5.3.12 However it is known Hampshire are predicting an increase in demand for secondary places due to increased demand from housing developments in the County. In the timeframe 2017 through to 2022 there will be 33,000 housing completions in the County. Figure 12.0 below shows the projected increase in demand for secondary places in the County.

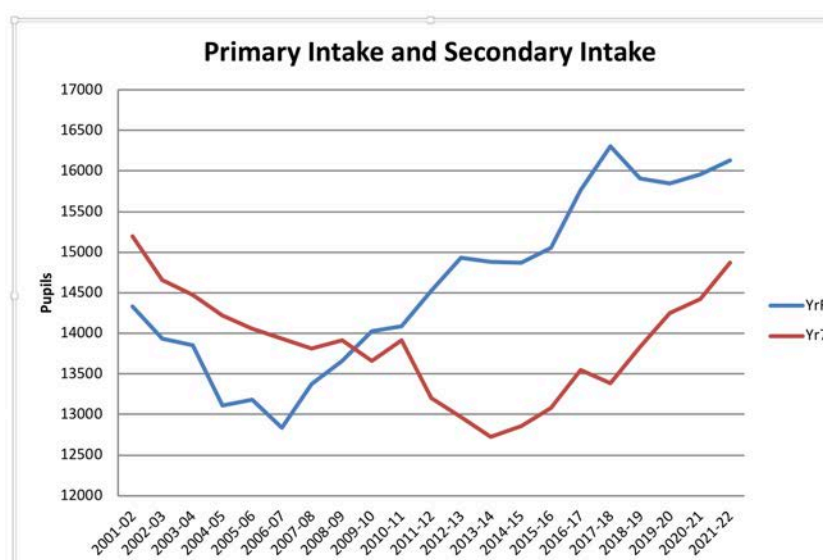


Figure 12.0 Projected Demand for School Places in Hampshire.

5.3.13 Hampshire County Council are planning to build a new 6FE (900 Place) secondary school in Botley. This will meet the need for local housing developments in Botley and Hedge End. The planned school will be further from the City boundary than the three schools currently

5.3.14 Southampton City Council officers have met with the School Place Planning team in Hampshire and the predicted increase in demand for places within the County has been verified. The mutual conclusion is the City of Southampton will experience increased demand as a result of increased internal demand for secondary places within Hampshire. The extent and timing of the increase in demand is difficult to predict with certainty.

5.4 Whole System Long Term Analysis of Demand

5.4.1 The starting point in assessing the future demand for secondary places in the City in order to determine the requirements for a capital programme to provide the necessary places is to consider the City as a whole, i.e. to look at demand and capacity across the three planning areas (West, East & Central).

5.4.2 The current combined capacity of all schools in the City, (academies and LA maintained schools) is 11,900 places. This rises to 12,080 places in September 2018 as Upper Shirley High School increases its PAN to 180.

5.4.3 Forecasting is not a science and forecasts are subject to variance as a result of many factors including changes in the data sources used and methodology used.

Therefore rather than basing strategic decisions on a single (latest) forecast the outcomes from six forecasts have been considered collectively.

5.4.4 Figure 13.0 shows the six individual forecasts considered in this analysis.

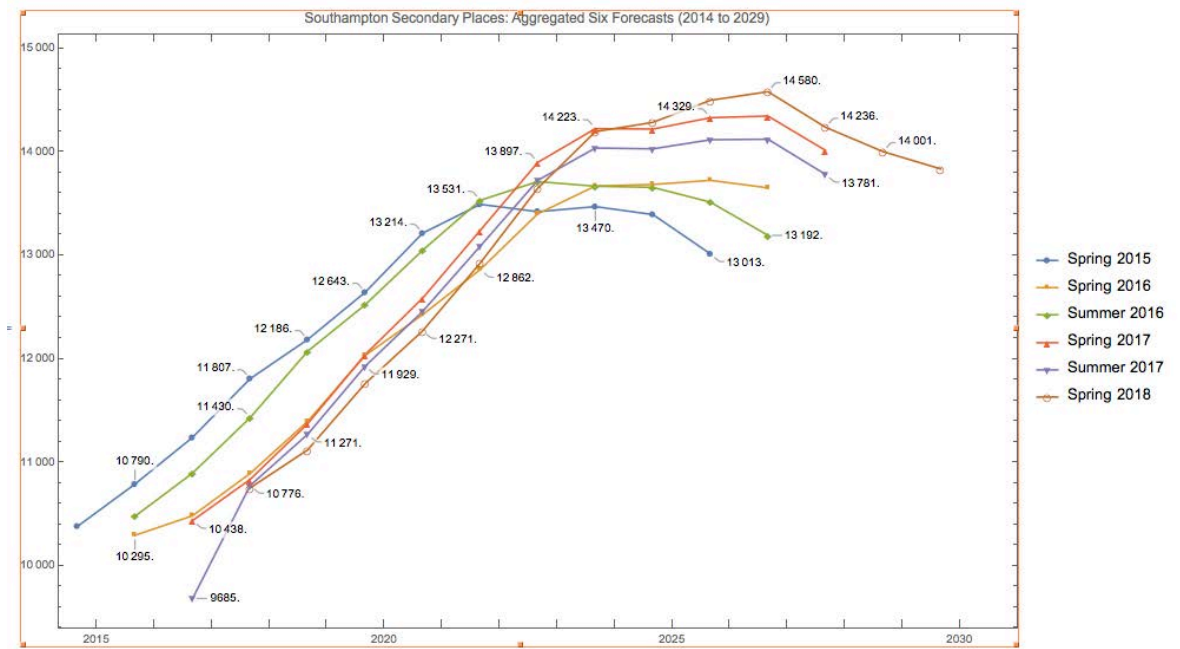


Figure 13.0. Forecasts & Variation

5.4.5 Figure 13.0 illustrates the variation between individual forecasts. The forecasts considered ran from Spring 2015 through to the latest forecast in Spring 2018. Figure 14.0 below compares the lowest forecast (Spring 2015) with the highest forecast (Spring 2018)

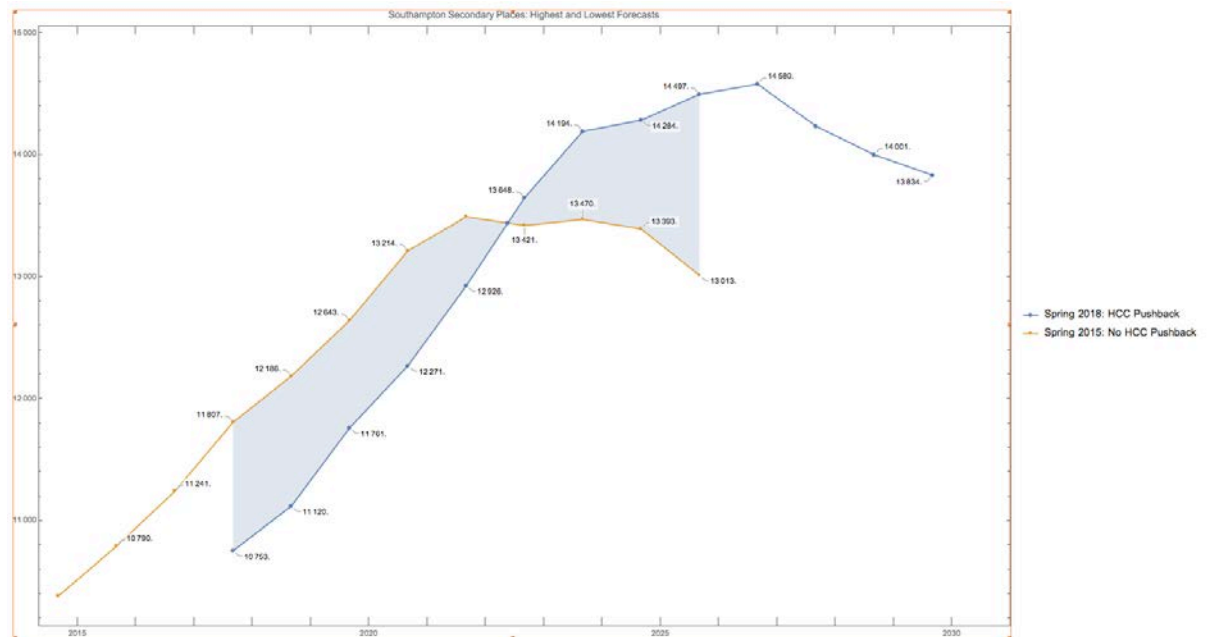


Figure 14.0 Highest and Lowest Forecasts.

5.4.6 Figure 14.0 illustrates the extent of the variation between the lowest and highest forecasts considered. The forecasts used in this analysis both included for and excluded the impact of Hampshire Pushback. This variation between the lowest and highest forecast is in the region of 1,100 places.

5.4.7 A weighted arithmetic mean was constructed from all of the source forecasts to find a best fit trajectory, or most likely demand curve for the next eleven years. This approach relies on the fact that forecasting improves over time with the use of better models and improved source data. Figure 15.0 shows the resultant best fit demand curve (blue dotted line) with the two Spring 2018 forecasts.

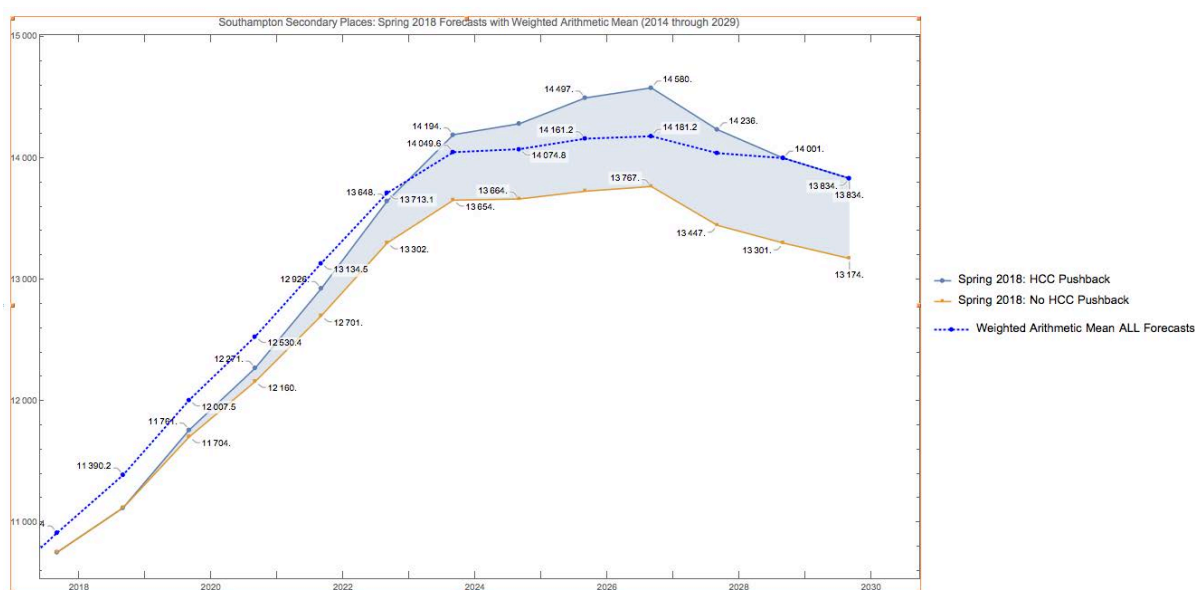


Figure 15.0 Latest Forecasts with Weighted Arithmetic Mean

5.4.8 Though weightings are subjective and to some extent arbitrary they do take into consideration improved accuracy of forecasts over time. The peak demand for secondary places across the City rises from its base of 11,900 in 2018 to 14,200 places in 2027.

5.4.9 The Flat-Line. Figure 16.0 below illustrates the 'do-nothing' scenario. The overall demand for places across the City outstrips the capacity in September 2021.

5.4.10 This does not take into consideration demand in the three planning areas is not uniform. There is considerable current capacity in the East Planning region. The conclusion drawn from Figure 16.0 is even without pushback all capacity in the existing secondary schools across the City will be filled in the early 2020's.

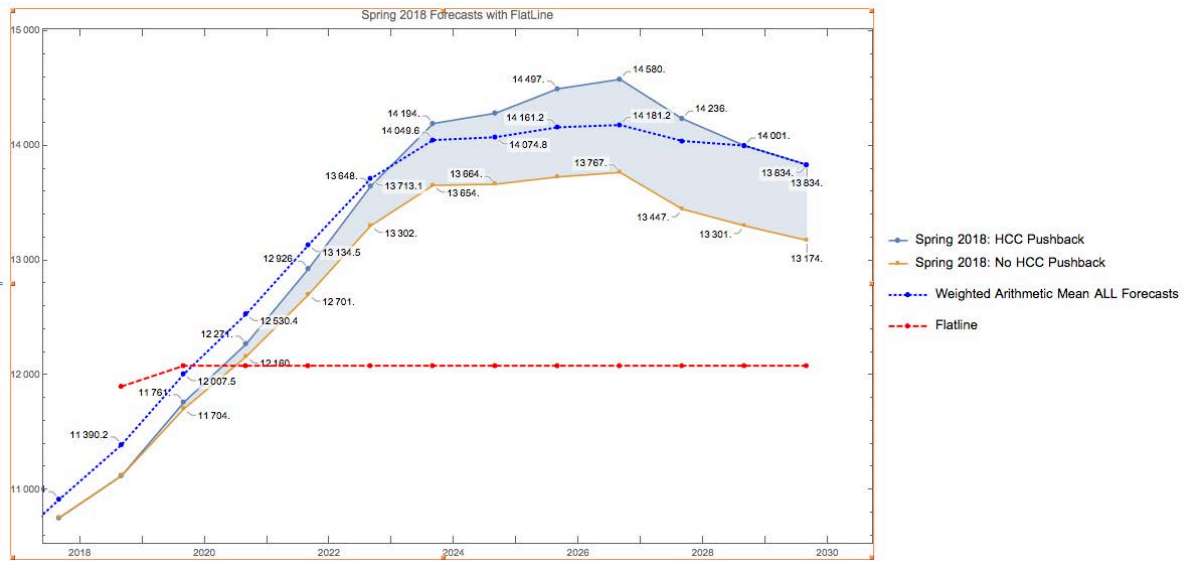


Figure 16.0 The Flat-Line, (Do-Nothing) Position.

5.4.11 Expansion Strategy. The gap in demand cannot be fulfilled by adopting an expansion only strategy. Local Authorities are only able to expand schools that are assessed as 'Good' or 'Outstanding' by Ofsted. In addition there are constraints at specific school sites which limit the extent expansion can take place. These constraints have previously been identified in the 'Building for Excellence' programme commissioned by Southampton City Council.

5.4.12 The upper boundary for creating places through expansion of existing schools across the City is estimated to be in the region of 1,200 places. The significant available capacity in the East of the City, (circa 1,100 places) suggests it would not be practical to consider expanding schools in the East. The available capacity in the East is needed to cater for projected increased demand in the East (particularly when the pushback from Hampshire materialises).

5.4.13 Figure 17.0 below illustrates the change in capacity if Southampton were to adopt a strategy of increasing the number of places by 750 through expansion.

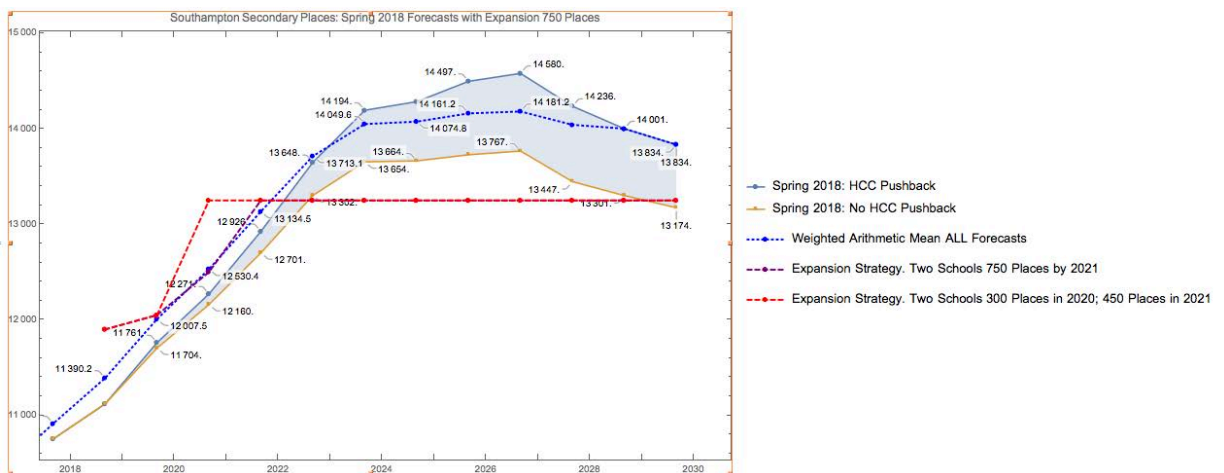


Figure 17.0 Expansion Strategy (750 Places)

5.4.14 From Figure 17.0 the resultant capacity from an expansion only strategy takes the overall capacity across the three regions to 13,300 places. As illustrated this is clearly below the minimum predicted demand curve from the latest forecasts and is significantly below the best fit trajectory in blue.

5.4.15 New Build Strategy. Figure 18.0 illustrates the resultant capacity gained from building a new 6FE (900) place school in the City. Given the supply of land in the City and after careful consideration of several sites the availability of a site of sufficient size to build a larger school in the required time frame has been ruled out.

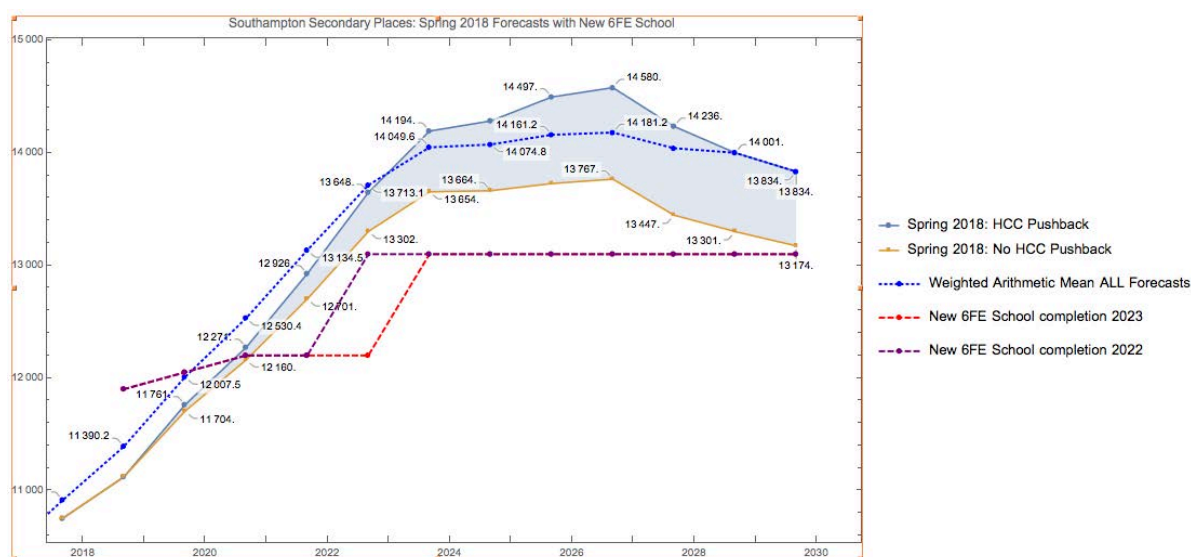


Figure 18.0 New Build Strategy 6FE (900 Place) School

5.4.16 The resultant capacity from a new 6FE school would be 13,200 places. This falls below the minimum predicted demand (without Hampshire Pushback) and well below the best fit trajectory. Further the additional capacity arrives too late as the earliest a new school can be delivered for is September 2022.

5.4.17 From Figure 17.0 and 18.0 it can be concluded the City needs to expand existing schools to meet the gap in places in 2020 onwards and requires a new 6FE school by 2022.

5.4.18 Figure 19.0 illustrates the resultant capacity from expanding existing schools by 750 places and building a new 6FE school in the city by 2022.

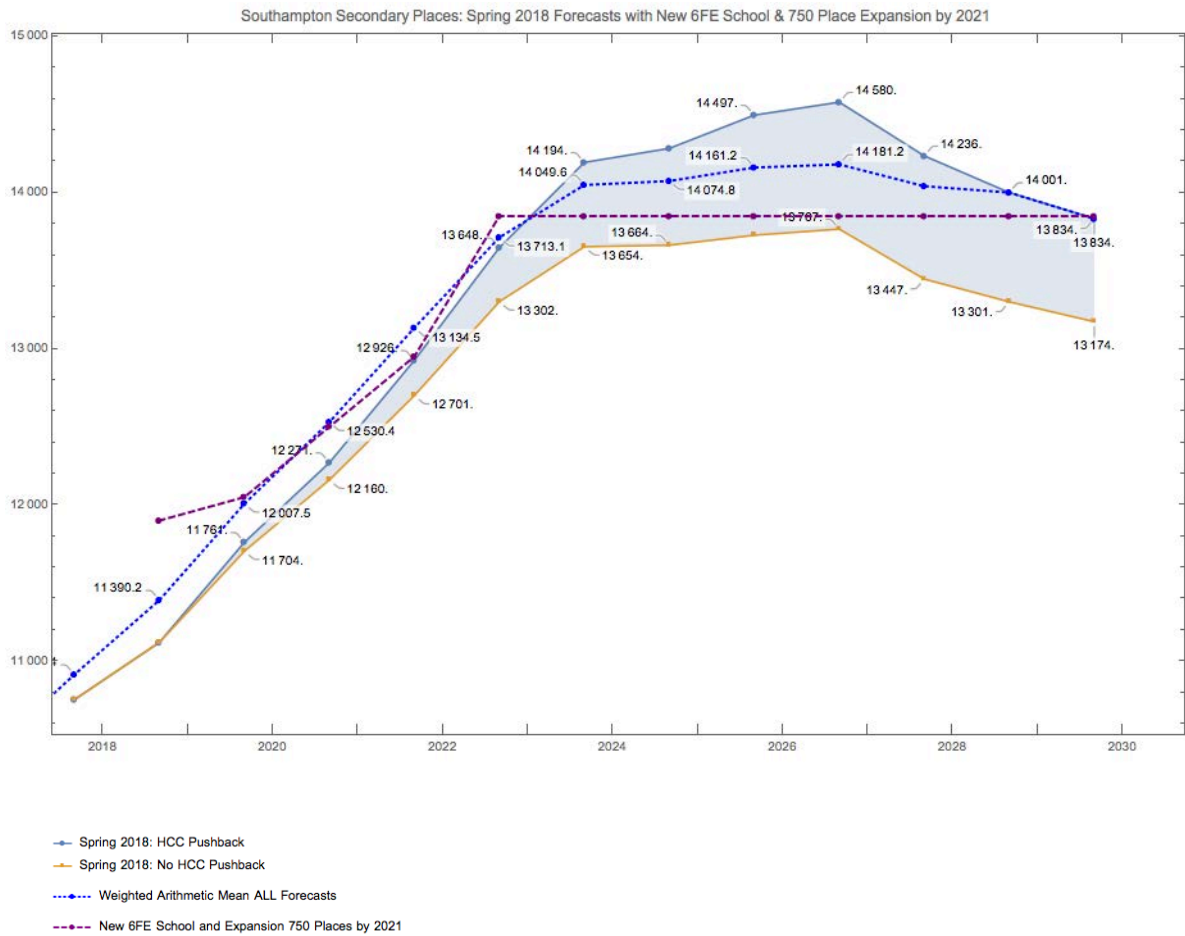


Figure 19.0. Expansion (750 Places) and new 6FE School.

5.4.19 The resultant capacity from expanding existing schools by 750 places and building a new 6FE school is 13,800 places. This brings the final capacity close to the best fit trajectory (blue dotted line) and raises the overall capacity in the short term (to 2021) to above the predicted demand curves.

5.4.20 Figure 20.0 below shows the resultant supply and demand curves if a strategy of expansion of 600 places backed with a new 6FE School is adopted.

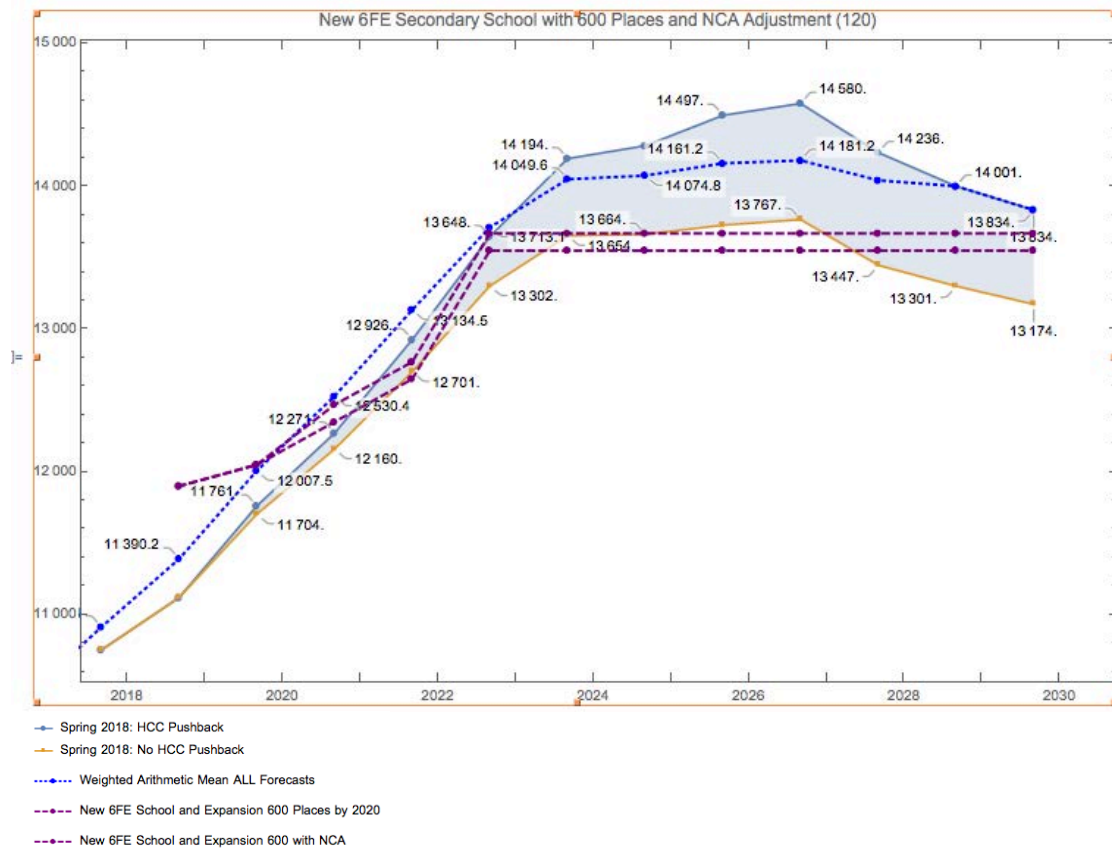


Figure 20.0 New 6FE School with 600 Places (and NCA Adjustment)

- 5.4.21 The resultant capacity from expanding existing schools by 600 places and building a 900 place 6FE secondary school would be 13, 550 places. This would track the lower demand curve to 2023.
- 5.4.22 The PAN for a given school is the statutory admission limit. A 360 PAN school, for example Bitterne Park Secondary School would have a total capacity of 1,800 places. Over and above the admissions limits each school has a Net Capacity Assessment, (NCA) which is the theoretical limit of the accommodation.
- 5.4.23 The programme of works to expand Primary Schools used the difference between the PAN and the NCA to create additional places. A modest assumption is made here an additional 120 places can be gained from better use of existing accommodation.
- 5.4.24 If the City adopted a strategy of expanding by 600 places with some additional capacity from better use of accommodation in schools then it would clear the short to medium term pressure for places (to 2023) without running the risk of over supply if the Hampshire Pushback does not materialise or partially materialises.

5.4.25 The extent to which the Hampshire Pushback materialises or might materialise can be reassessed in the early 2020's and a strategy to increase places further be determined then.

5.4.26 **R5.** The recommended strategy for the City is to expand by 600 places, ensure maximum use of existing accommodation and build a new 6FE (900) place Secondary School.

5.4.27 Adopting this strategy will (i) mitigate against the risk of over supply of places and represent VfM, (ii) meet demand for places into the mid 2020's and (iii) provide the City with the opportunity to assess the real impact of the Hampshire Pushback. Further it will provide sufficient time for Government to announce proposals for future funding of school places, (i.e. unfreeze Wave 14 of Free School Applications or shift policy)

5.5 Short to Medium Term Analysis of Demand

5.5.1 Having established a best fit strategic direction for the City it is necessary to consider where the increased demand manifests itself in the City.

5.5.2 The reliability, accuracy and stability of the forecasting methodology has been verified as detailed at Table 1.0 on page 14 of this report therefore the use of the forecast data to model supply and demand over a five year period is accurate to 90% confidence.

5.5.3 Figure 21.0 shows the demand for Year 7 places by Planning Region based on a scenario of expanding one school in the West Planning Region and another in the Central Planning Region.

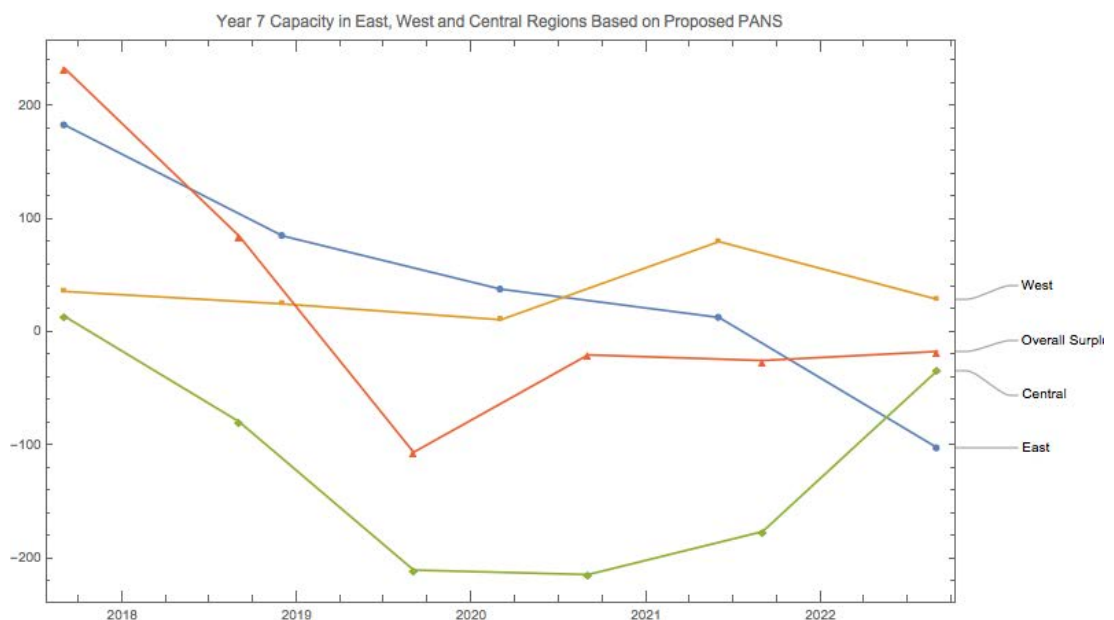


Figure 21.0 Year 7 Demand by Region 2018 to 2022.

- 5.5.4 The predicted shortfall in capacity of circa 100 Year 7 places in 2018 did not materialise; not because the forecast was wrong but because there has been sufficient capacity in the overall system to absorb any shortfall of Year 7 places in the Central Region. This overall surplus of Year 7 places runs out in 2019.
- 5.5.5 It should be noted the Number on Roll, (NoR) at Oasis Lordshill Academy in September 2018 is 604. The overall capacity in the school is 900 places (6FE). This provides sufficient capacity (296 places) to absorb any short to medium term pressure in the West Planning Region and rather than investing in places in the West Region and given finite resources the Council should consider requesting the academy admit over PAN at Lordshill; and invest in expanding schools in the Central Region as it is clear this is where the immediate and longer term demand is. Capacity of 300 places equates to two forms of entry.
- 5.5.6 **R6.** Investment in the required additional places by expansion of existing schools should focus on the Central Planning Region and utilising available capacity in the West to meet demand for Year 7 places in the West until additional capacity is introduced across the system through expansion.
- 5.5.7 Hampshire County Council have confirmed available capacity in their schools in 2019 for Year 7 places so there is reasonable confidence the Hampshire Pushback will not materialise until 2020 and beyond.
- 5.5.8 Section 6.2 sets out the specific proposals to meet the shortfall in places in the Central Planning Region.

5.6 **Southampton Housing Developments (2002 through to 2034)**

- 5.6.1 Historically there have been 16,000 housing completions in the time frame 2002 through to 2015. Approximately 80% of the housing completions in this timeframe were one or two bedroom apartments or flats. The past assumption has been these developments do not impact on demand for school places as the statistical yield from this type of housing is low. This is true. This assumption may well hold whilst there is overall surplus capacity in the system however it needs re-examining as overall surplus disappears from the system.
- 5.6.2 A further factor for consideration is if the housing market supply is predominantly single and two bedroom apartments then young families will to some extent move into the accommodation available and this will over time increase the statistical yield from this type of accommodation, (See R1).
- 5.6.3 Figure 22.0 below charts the total number of Housing Developments across the City in the timeframe 2002 to 2018 (Historic) and to 2034 (Predicted). Figure 23.0 shows the number of historic completions and predicted completions by planning region in the same time frame.
- 5.6.4 The apparent overall trend into the future is for increased housing developments across the City; however the predicted rate of development declines through the 2020's.
- 5.6.5 The predicted numbers of housing developments do not take into consideration 'windfall' or 'opportunistic developments'.

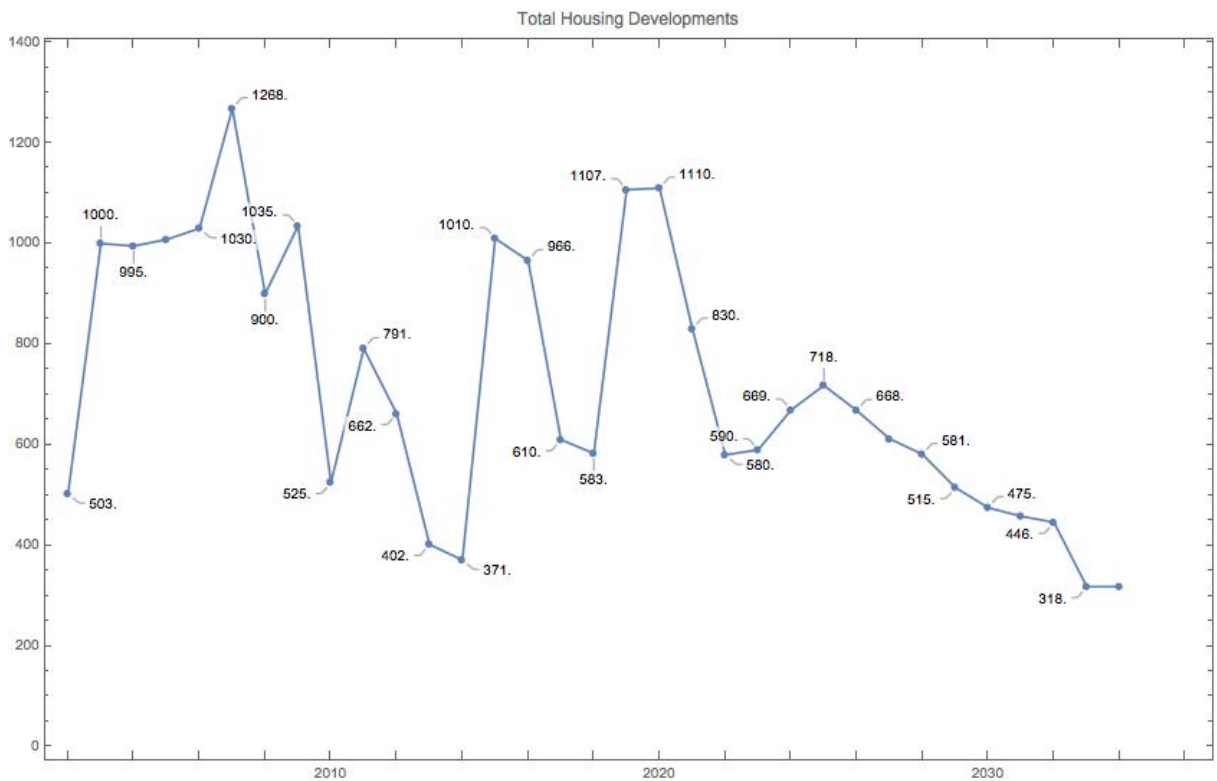


Figure 22.0 Total Housing Developments (All Regions)

- 5.6.6 The historic total number of completions in each year has varied from as high as 1,268 completions in 2008 and as few as 371 in 2012. The actual numbers of developments into the 2020's is likely to be higher than the projected trend shown in the chart above.
- 5.6.7 There is a consistent year-on-year increase in the housing supply in Southampton and this trend is predicted to carry on through the 2020's.
- 5.6.8 Local Authorities take different stances on how to assess pupil yield from new housing developments. Typically some authorities use a figure of around 0.04 yield for single bedroom apartments; based on 80% of 16,000 dwellings this would yield 640 children over the fifteen year timeframe, (or around 42 children a year). Other Authorities will use a ratio of 1 form of entry per 750 dwellings or 500 dwellings, (See R1)
- 5.6.9 Figure 23.0 illustrates the rate of Housing Completions by area. Note the Ward boundaries do not map exactly onto the planning regions. In particular Bassett and Shirley Wards cross the boundaries between the West and Central Planning regions.

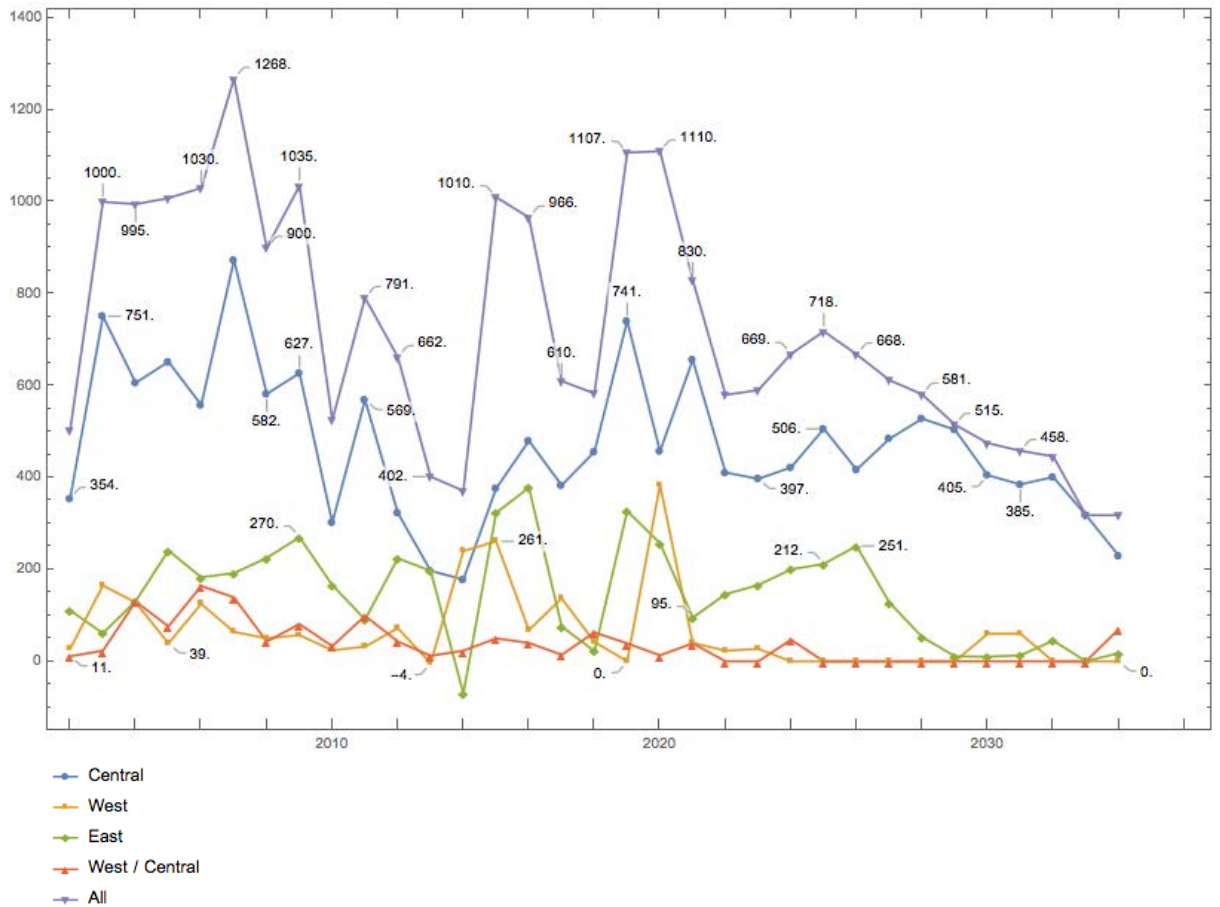


Figure 23.0 Housing Developments by Region (2002 to 2034)

5.6.10 The Central Region accounts for around 75% of all housing completions in the City and this ratio is expected to be maintained through the next decade.

5.6.11 Housing development in the West Planning region accounts for between 10% and 15% of overall developments whereas in the East Planning Region the proportion of housing developments when compared to the total is in the region of 30%.

5.6.12 The relatively low rate of new housing developments into the future in the West Planning Region when compared to the Central Planning Region reinforces the decision to invest constrained resources in the Central Planning Region.

5.6.13 R7. The proposed general strategy for each of the planning regions is:

West: Maximise existing available capacity to meet demand.

Central: Invest to meet shortfall in current demand.

East: Retain existing capacity to meet future demand.

6. Secondary Phase

This section details the proposals to meet the increase in demand for places in accordance with the general strategies set out at 5.6.13 and articulated in R7.

6.0 The East Planning Region

- 6.0.1 The general strategy for the East Planning Region is to retain capacity to meet future demand for places in order to mitigate risk
- 6.0.2 The Sholing Technology College is currently transferring to Oasis Academy Trust and a £2.472m investment has been made by Southampton to improve accommodation. This has been matched by the DfE.
- 6.0.3 *Woodlands School.* The Number on Roll (NoR) at Woodlands Community College in September 2018 is 562 and the overall capacity in the school based on PAN is 900 places. The Net Capacity Assessment (NCA) for the school places the total potential capacity for the school at 1150, (though this requires verification).
- 6.0.4 **R9.** Woodlands School is a PFI school which currently has low levels of occupancy. Southampton are paying a premium for accommodation in the school. Long term demand for places (Figure 16.0, Page 23) will ensure this capacity is fully utilised. In the interim the City should explore all viable means to increase occupancy in the school to increase VfM and to reduce the PFI burden on the school. This includes the potential to utilise space in the school for secondary SEND provision.
- 6.0.5 *Chamberlayne College for the Arts.* As with Woodlands the current Number on Roll (NoR) at the school for September 2018 is 414 and the capacity of the school based on a PAN of 180 is 900. The school under the leadership of the current Head Teacher is clearly on an improvement trajectory and whilst it is currently subject of a direct academy order the City needs to recognise the strategic importance of a school on this site and its role in mitigating the future potential risk associated with the materialisation of the Hampshire Pushback in the East of the City. Regardless of whether the future of the school lies with Southampton City Council as an LA maintained school or with an Academy the school needs support whilst numbers are low.
- 6.0.6 **R10.** The City will need to support Chamberlayne College for the Arts whilst NoR are low; in revenue terms a viable school requires a cohort of 600 children. It is anticipated numbers at the school will increase to a viable level by 2022 as a result of the increase in demand for places across the City and in the east of the City.
- 6.0.7 An analysis of the predicted Housing Developments in the Woolston Ward indicate there are over 1,100 new houses planned for completion in the timeframe 2020 through to 2028, (Figure 24.0). The projected future number and rate of housing developments in the Ward are the third highest in the City in this time frame. Projected Housing Developments in the Woolston Ward account for around 80% of all planned developments in the East Planning Region.

6.0.8 **R11.** To address the poor accommodation at Chamberlayne College for the Arts and to enhance the attractiveness of the school it is proposed to invest £8m in providing a full and deep refurbishment of the Main Teaching Block and to improve the sports facilities at the school.

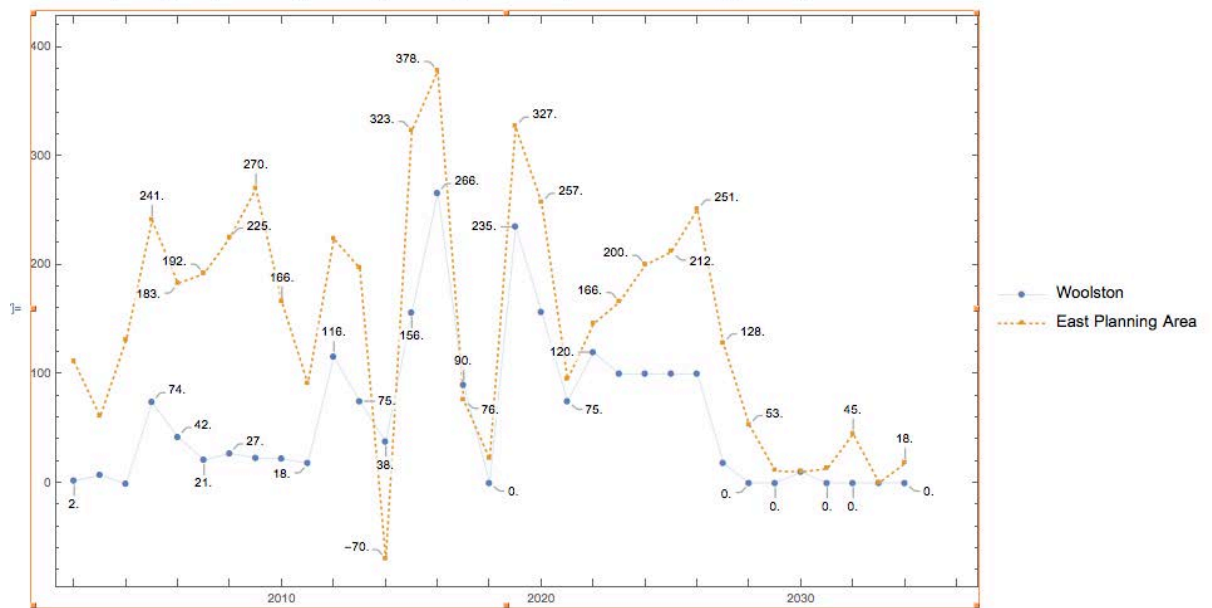


Figure 24.0 Woolston Ward Housing Developments (to 2034)

6.1 The West Planning Region

6.1.1 The general strategy for the West Planning Region is to maximise the use of available capacity at the four schools.

6.1.2 Upper Shirley High School. Hamwic Academy have increased the PAN of the school to 180 (900 Places) and the new buildings will be completed by September 2018. The logical connections between the feeder schools and Upper Shirley High (See Figure 8.0) effectively [and unintentionally] isolate the school from the overall network of schools in the City to the detriment of the Academy and the Authority.

6.1.3 Regents Park Community College. Improvement works have commenced to refurbish and modernise the Design Technology Classrooms, reconfigure the toilet facilities in the school and improve the sports facilities. The £4.2m scheme is now entering the technical design stage and will complete in stages from September 2019 to 2021.

6.1.4 The PAN at Regents Park Community College is currently 150 (750 Places). The Net Capacity Assessment, (NCA) for the school is calculated as 946 places. The current NoR for September 2018 is 764. The constraint on space at the school has largely been caused by the conversion to a co-educational school from a single sex school.

6.1.5 **R12.** The City Council shall ensure the programme of improvement works at Regents Park Community School will maximise the Net Capacity of the school in order to maximise the available capacity in existing schools in the West Planning Region.

6.1.6 Figure 25.0 illustrates the relatively low levels of predicted Housing Developments in the West Planning Region when compared to the Citywide figures.

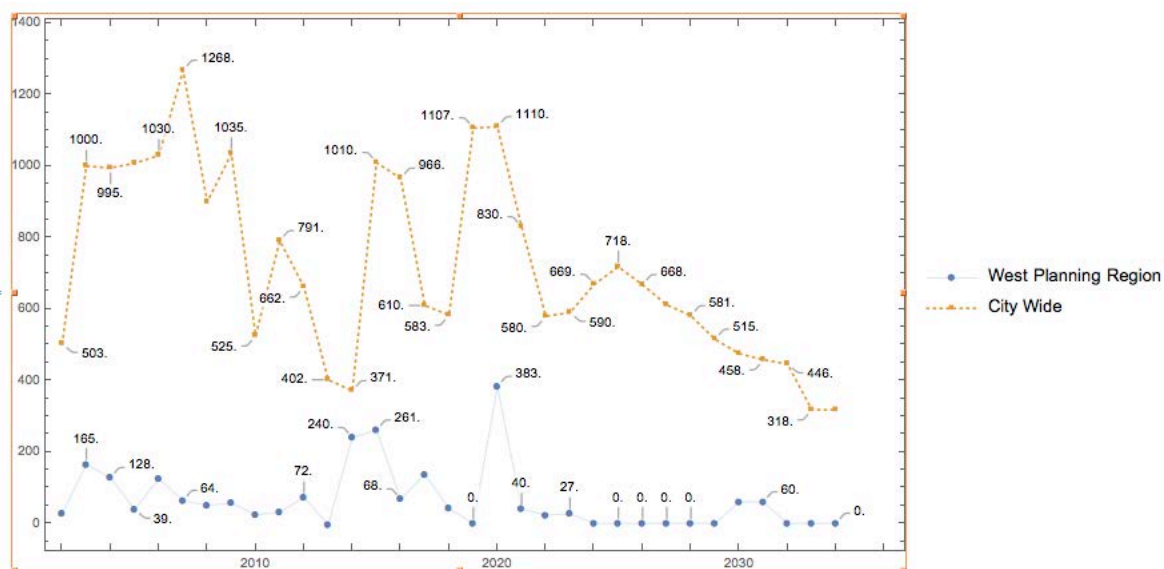


Figure 25.0 Housing Developments in the West Region (to 2034)

6.1.7 Oasis Academy Lordshill has 604 children (NoR) in September 2018 and a capacity of 900 places. The school is operating at a capacity of 2/3rd

6.1.8 **R13.** The City will engage and work with Oasis Academy Trust to maximise the capacity within the school to support demand for places in the West Planning Region.

6.2 The Central Planning Region

6.2.1 The strategy for the Central Planning Region is to commission the necessary works to meet demand for secondary places, (Figures 15.0, 21.0)

6.2.2 The identified requirement is for the creation of 1,500 new places in the Central Region.

6.2.3 This will deliver sufficient places to meet short to medium term demand (to 2023).

6.2.4 **R14.** The Council support the requirement to build a new school in the Central Planning Region based on the rationale and analysis provided in this Programme Brief and approve the £31.86m investment required to deliver this.

- 6.2.5 A survey of suitable sites in the Central Planning Region has been undertaken. Given the need to deliver a new school by 2022 a viable site has to permit the full design, procurement and construction of the school within this timeframe.
- 6.2.6 The prime site identified for the proposed new 6FE Secondary School is the St. Marks Primary School and Civil Service Playing Fields. A feasibility study has been undertaken to (i) determine if a school can be built on this site and (ii) identify potential options (Annex B).
- 6.2.7 The two viable options identified on this site are Option 1 and Option 2 as set out in the feasibility study.
- 6.2.8 **Option 1.** Within the existing site part demolition, extension and refurbishment of St. Marks Primary School a new Secondary School and a separate Sports Hall. (Estimated Cost £29.793m)
- 6.2.9 **Option 2.** Within the existing site the demolition of the existing Primary School and the construction of a new Primary School and the construction of a new secondary school, (Estimated Cost £31.86m)
- 6.2.10 Initial discussions with the school and diocese have taken place. The importance of retaining the identity, values and ethos of St. Marks Primary School have been recognised.
- 6.2.11 **R15.** Council provide assurances for St. Marks School and the Diocese that the identity, ethos and values of the school will be preserved [and enhanced wherever feasible].
- 6.2.12 **No further work on the proposals for a new school will take place until Cabinet and Council have endorsed the recommendations in this report.**
- 6.2.13 A full risk workshop and analysis has taken place and at this stage the project is considered viable.
- 6.2.14 Early dialogue has taken place with the Regional Schools Commissioner in relation to the need for a new school in the City. The RSC have offered support in developing the specification for the school and offered assistance in securing potential partner(s) to run the school.
- 6.2.15 **R16.** The proposals for the new school if endorsed by Council move forward on the Presumed Route and the Council needs to fully acknowledge the risk of funding and commissioning the new school sits with the Council.
- 6.2.16 **R17.** If and only if a Free School bid is secured at a later stage would it potentially bring in external funding for the construction of a school. At present Free School Applications are frozen and the date for Wave 14 of Applications has yet to be announced by Government. If a successful free school proposal were secured all investment prior to this proposal are at the Council's risk.
- 6.2.17 **R18.** The Education service will engage with all stakeholders in formulating the full specification for the new school; this shall include the Diocese, St. Marks School, Schools Forum, Head Teachers, The Regional Schools Commissioner's

office, the DfE and ESFA. The specification of the school will set out the ethos, values and aspirations in line with the vision and needs of the City.

6.2.18 No recommendation is made at this stage in terms of whether the proposed school will be an all-through school or a co-located school and no recommendation is offered at this stage as to who or how the school will be run. This is open to discussion with all stakeholders subject to Council approval of this Programme.

6.2.19 Some of the potential advantages of an all-through school are bulleted below:

- All-through schools allow the progress of a child through key stages 1 to 5 to be monitored continuously and seamlessly in the same setting
- All-through schools allow primary age children access to curriculum resources not available in a standard Primary School setting. Offering access to secondary phase resources, curriculum and facilities
- Providing improved opportunities and personal development for teaching staff
- Provides security and continuity for children as they progress through

6.2.20 As there are only three schools in the Central Planning Region options in terms of expansion are limited. Cantell School is a PFI school and any works to expand this school would have to be progressed as a variation on the PFI contract. There is insufficient time to achieve this by 2020.

6.2.21 **R19**. The Authority should approach St. George Catholic College and St. Anne's Catholic College in order to seek agreement with the Academy trust, Diocese, Governors and Head Teachers to provide the additional capacity at these schools at a total cost of £9m.

6.2.22 Delivery of 300 additional places is required by September 2020. The most feasible approach to achieving this is to utilise a solution involving modular construction techniques. This should NOT be confused with modular buildings. Modular buildings have a typical design life of around 50 to 60 years.

6.2.23 A further 300 places are required by 2021. Time is saved by off-site construction. Buildings are delivered to site and assembled on site. Providing a quality solution in a short time frame.

6.2.24 There are challenges associated with expanding accommodation at St. Anne's. There would be several strategies to consider (i) acquisition of land behind the temporary classrooms on site, (ii) supporting or contributing to a scheme to replace the existing gym block or (iii) acquisition of premises close to the school.

6.2.25 **R20**. In order to accommodate the requirement for additional places in September 2019 and to provide accommodation during construction the Authority should consider the hire of double classroom units.

7 Education Capital Programme Blueprint

7.1 *Programme Vision.* To be developed with all stakeholders subject to Cabinet and Council approval. Placing Education at the heart of the programme.

7.2 *Programme Governance.* The recommendation is for the Education Capital Programme to be governed by a Programme Board with representation from:

- Legal Services
- Communications
- Capital Assets
- Education
- Schools
- DCS
- Procurement
- Finance

7.3 The Programme Board will report to Council Capital Board and School Forum

7.4 *Programme Structure.* The proposal is to structure the programme around the following work streams or tranches.

7.5 Improvement Projects

7.5.1 St. George Catholic College (PSBP 2)

7.5.2 Regents Park Community College

7.5.3 The Sholing Technology College

7.6 Primary Phase On-Going Projects

7.6.1 St. Denys Primary School Refurbishment (PSBP 2)

7.6.2 Valentine Primary School Extension (PSBP 2)

7.6.3 Fairisle Junior School (Extension)

7.7 Secondary Expansion

7.7.1 Expansion in The Central Planning Region

7.7.2 New 6FE (900) Place Secondary School

7.8 **SEND Provision** – subject to feasibility study against options and report to Council and Cabinet.

7.9 **Programme Resources.** The programme will require dedicated key resources.

7.9.1 Programme Office Support. 1 FTE Programme Support Officer

7.9.2 Programme Management. 1 FTE programme manager from initiation to September 2022

7.9.3 Education Strategy. As required.

7.9.4 Capital Assets. Project Management 2 FTE Project Managers to September 2022

7.9.5 Professional Services. To be appointed via Capital Assets

7.9.6 Legal Services. 0.3 FTE

7.9.7 Procurement

7.9.8 Finance 0.3 FTE

8 Education Capital Investment Profile

8.1 Capital Programme

A. Southampton Central Planning Region Expansion (600 Places)	£9.00m
B. Southampton Central Planning Region. New Six Form Entry, (6FE) 900 Place Secondary School & Primary School.	£31.86m
C. Refurbishment of Chamberlayne College for the Arts	£8.00m
Total Programme Costs	£48.86m
Funded by	
D. Basic Need Funding (2018-2019)	(£0.94m)
E. Basic Need Funding (2019-2020)	(£17.73m)
F. SEND Capital Funding Allocation (DfE 2019 -2021)	(£0.80m)
G. Remaining funding in Improvement Fund	(£0.73m)
Total Confirmed Funding	(£20.2m)
Funding Gap	£28.66m
POTENTIAL Funding streams	
Possible Site Disposals	(£0.85m - £2.5m)
Basic Needs Funding for (2021-2022)	March 2019
Basic Needs Funding for (2022-2023)	March 2020
Basic Needs Funding for (2023-2024)	March 2021
Free School Bid for New Secondary School	(£23.00m)

Annex A Forecasting & Demographics

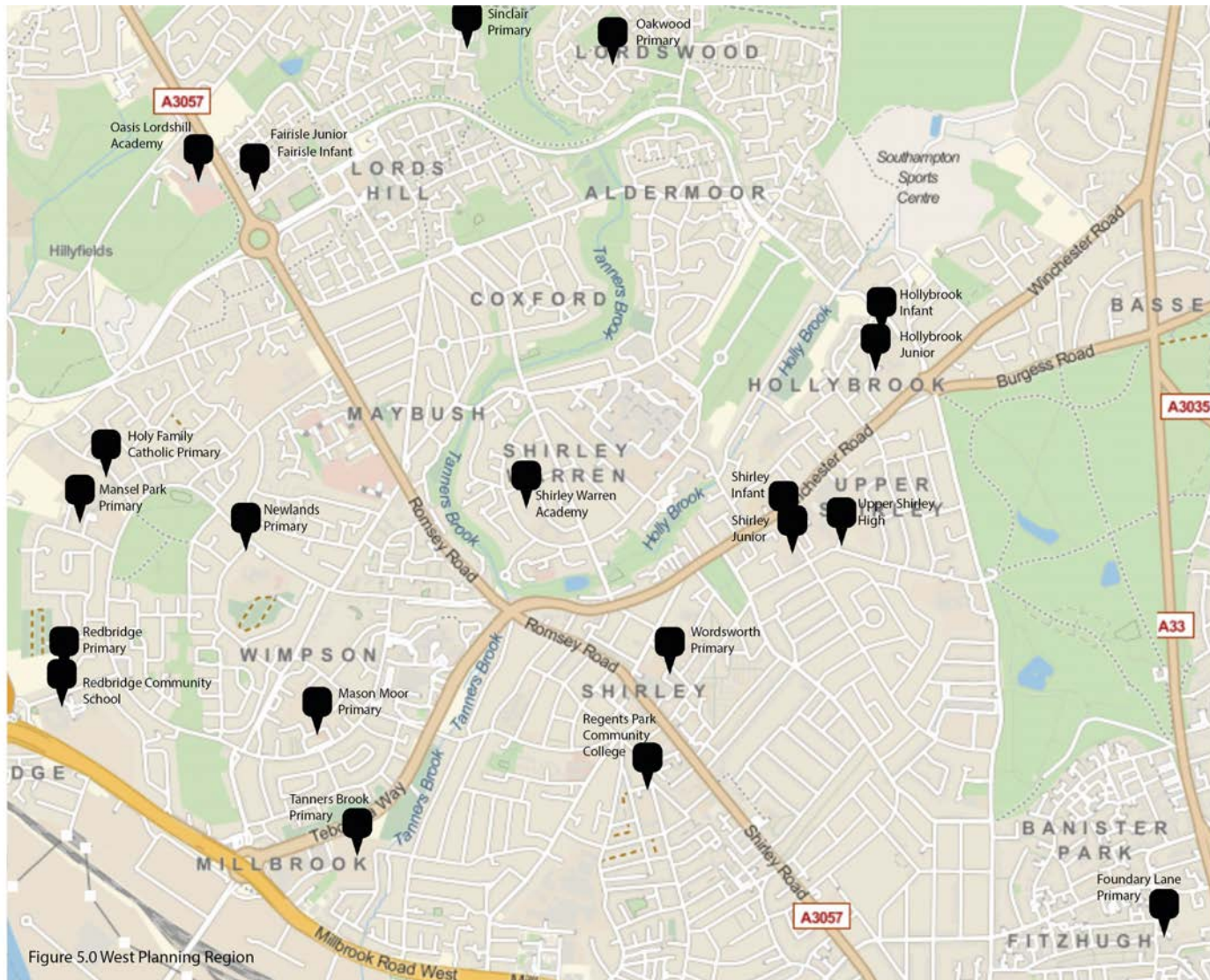


Figure 5.0 West Planning Region

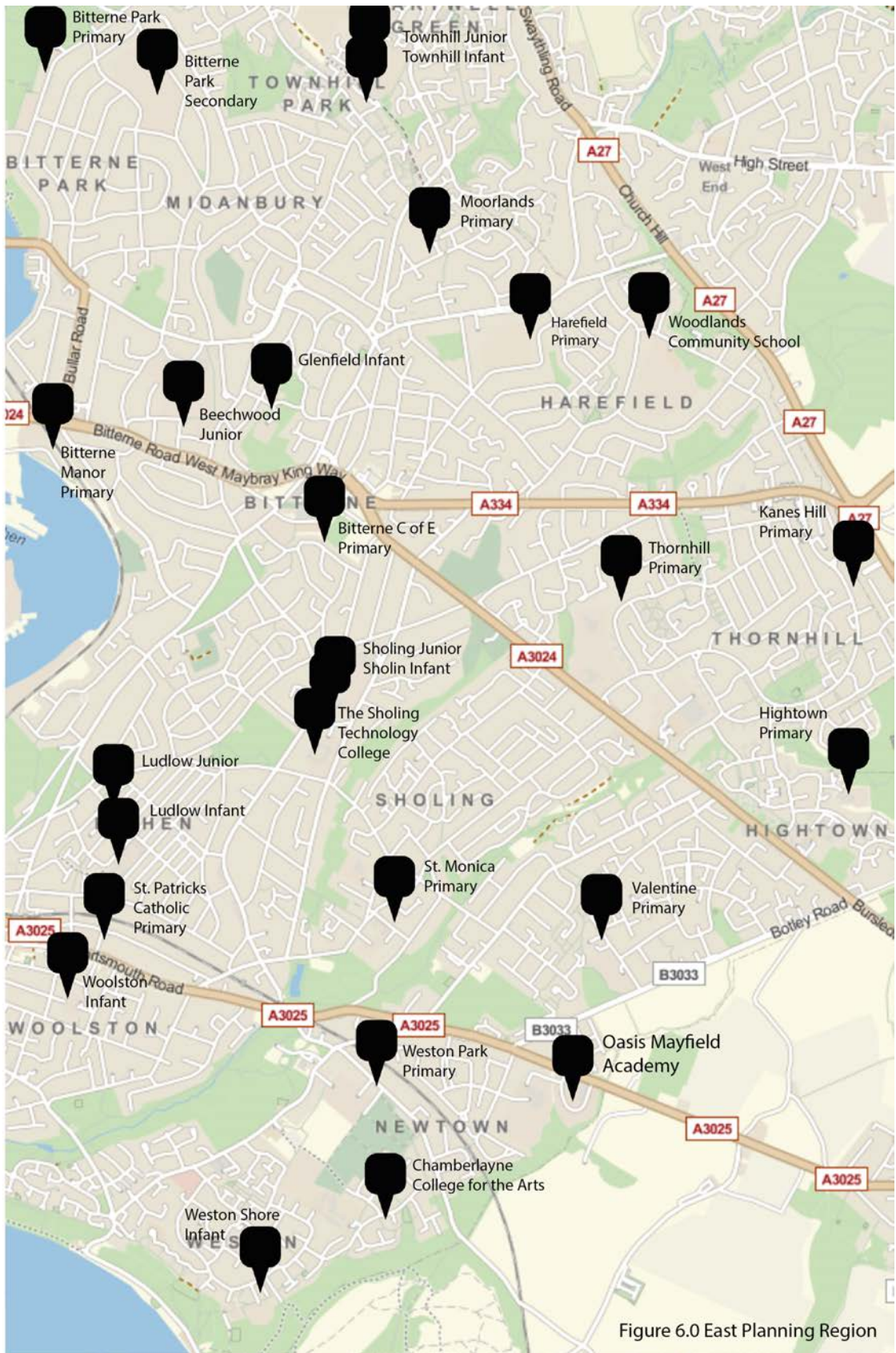
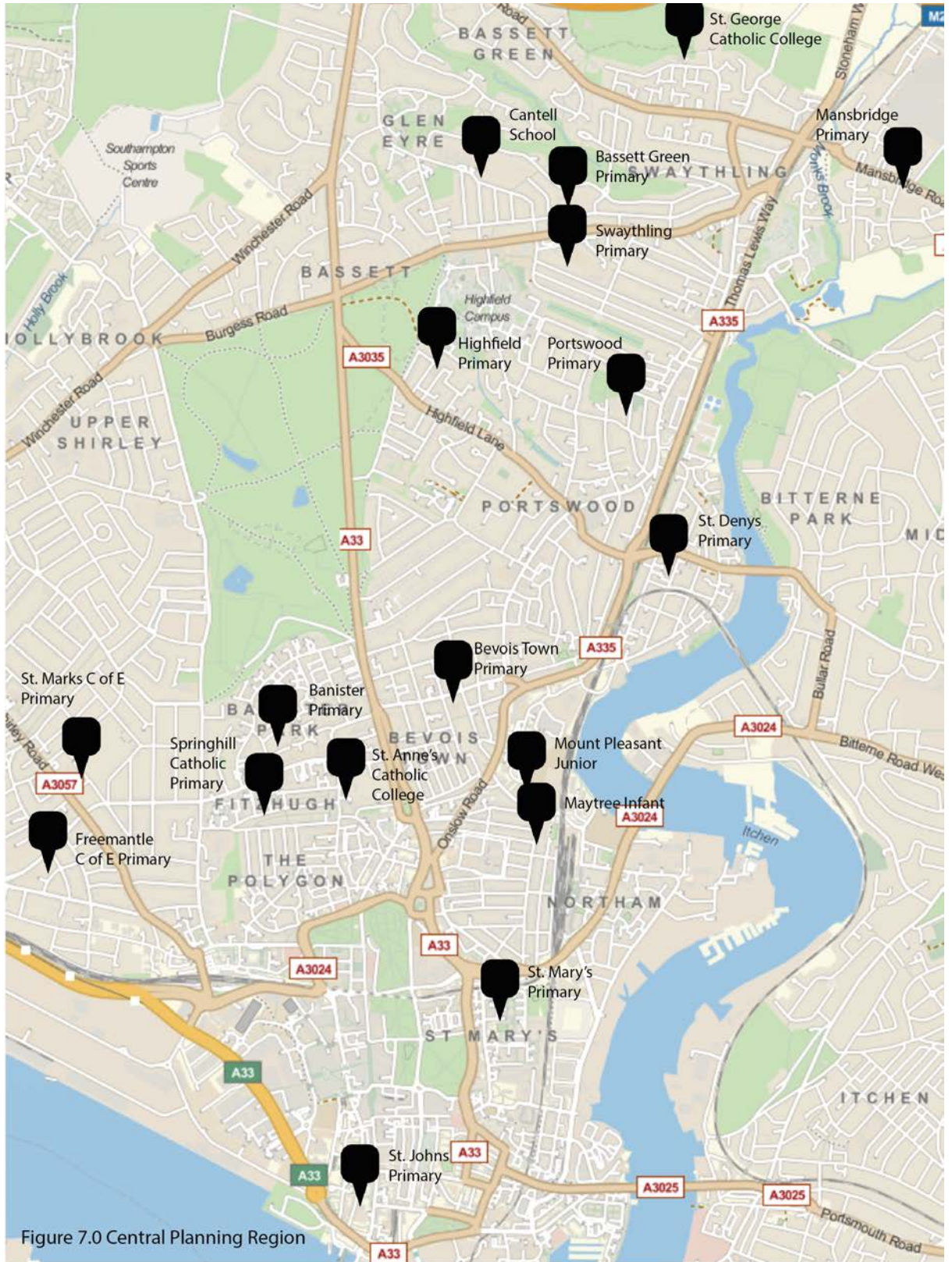


Figure 6.0 East Planning Region



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DECISION-MAKER:		CABINET	
SUBJECT:		CONSORTIA COMMISSIONING OF CHILDREN'S RESIDENTIAL CARE	
DATE OF DECISION:		17 JULY 2018	
REPORT OF:		CABINET MEMBER FOR CHILDREN'S SOCIAL CARE	
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	CHRIS PELLETIER	Tel: 07919293105
	E-mail:	chris.pelletier@southampton.gov.uk	
Director	Name:	STEPHANIE RAMSEY HILARY BROOKS	Tel: 023 8083 4899 023 8029 6923
	E-mail:	hilary.brooks@southampton.gov.uk stephanie.ramsey@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
NOT APPLICABLE			
BRIEF SUMMARY			
This report seeks approval to accept the outcome of the procurement process for the consortium commissioning of children's residential care led by Southampton City Council.			
RECOMMENDATIONS:			
	(i)	To agree and accept the outcome of the procurement of a Framework Agreement for children's residential care commissioned by a regional consortium led by Southampton City Council.	
	(ii)	To delegate authority to the Director of Quality and Integration to do what is necessary to implement recommendation (i) above.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	The Framework Agreement has been procured in partnership with 18 Local Authorities via a fair, compliant, open and transparent commissioning and procurement process.		
2.	Effective and appropriate use of the Framework Agreement will give Southampton City Council and participating Local Authorities assurance of quality in the provision of children's residential care and price stability in what will otherwise be a market characterised by variable and escalating costs over the coming years.		
3.	The Framework Agreement will provide Southampton City Council regulation-compliant access to significantly more providers than under current arrangements, as well as a wider range of options (detailed below) for cost-effectively meeting need, thereby ensuring good future outcomes for the city's looked after children.		

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
4.	<p>Option 1 – Spot purchase.</p> <p>This option was rejected because of non-compliance with the Public Contracts Regulations 2015, the resource intensity of individual negotiation and the increased risks in terms of cost and quality where each placement required would be subject to market forces on a case-by-case basis.</p>
5.	<p>Option 2 – Procure a ‘Southampton-only’ Framework Agreement.</p> <p>This option was rejected, as experience and analysis suggested that greater economies of scale, improved outcomes (e.g. placement stability) and best value for money could be obtained through a collaborative procurement process with other authorities.</p>
DETAIL (Including consultation carried out)	
6.	<p>Background</p> <p>Independently provided children’s residential care is a key means by which the Council complies with its duties under the Children and Young Persons Act to provide high quality care to looked after children.</p>
7.	<p>Currently the majority of these placements are purchased through the Mid Southern Authorities Framework Agreement, a contract that expires in September 2018. In anticipation of this, the Strategy and Commissioning Board endorsed a regional consortia-based approach to the future commissioning of these services in May 2017; on the same basis as was done for commissioning of Independent Fostering Agencies the previous year.</p>
8.	<p>The Council has established and led a regional consortium of local authorities to enable a collaborative approach to commissioning children’s residential care. The consortium is comprised of 18 local authorities - Bournemouth Borough Council, Bracknell Forest Council, Brighton and Hove City Council, Dorset County Council, East Sussex County Council, Isle of Wight Council, Medway Council, Oxfordshire County Council, Poole Borough Council, Portsmouth City Council, Reading Borough Council, Slough Children’s Services Trust, Southampton City Council, Surrey County Council, West Berkshire County Council, West Sussex County Council, Windsor & Maidenhead Council and Wokingham Borough Council.</p>
9.	<p>Consortium Procurement Objectives</p> <p>The key objectives of the procurement were:</p> <ol style="list-style-type: none"> a) To achieve positive outcomes for looked after children and young people b) To increase the share of this market to which consortium members have procurement regulation-compliant access. c) To enable consortium members to commission stable, high quality residential placements for looked after children as close to the home authority as is appropriate. d) To improve the relevancy and effectiveness of high cost therapeutic placements for the most vulnerable children. e) To provide safe and effective crisis placements in a manner that is compliant with current legislation.

	<p>f) To transparently standardise and fix prices for care of this type for consortium members for the next 3 years.</p> <p>g) To establish a 'platform' from which further work with this market may be undertaken to support the development of local provision in line with assessed needs, including the use of single authority and sub-regional block contracting to stimulate market growth and achieve better value.</p>
10.	<p>Tender Design - Key Features</p> <p>The design of the tender documents and procurement process was a collaborative exercise with the members of the consortium and included engagement with children's residential care providers. Key features include:</p> <ul style="list-style-type: none"> • The Framework Agreement is comprised of 6 separate Lots: Lot 1 – Planned and Same Day Residential Care; Lot 2 – Crisis Care; Lot 3 – Residential Care with Department for Education (DFE) Regulated Education; Lot 4 – Residential Parenting Assessments; Lot 5 – Therapeutic Residential Care; and, Lot 6 – Children with Disabilities. • The Framework Agreement is underpinned by a comprehensive Outcomes Framework. Outcomes are focused on ensuring that looked after children are safe from harm, experience good physical and mental health, are resilient and able to cope with life's difficulties, have good self-esteem, achieve well at school, are able to build and maintain positive relationships with others, and that they are well supported in the process of preparing for adulthood and moving to independence. • The Framework Agreement is for an initial duration of 36 months, with an option to extend for up to a further 36 months. • The Framework Agreement will open annually to allow the entry of new Providers onto the Framework Agreement and thus creates a route to market for new entrants, continuous stimulation of competition, and assurance that all children's residential placements being used by the consortium have passed the quality evaluation criteria required to be awarded to the Framework. • The contract has been designed in a manner that will enable additional local authorities to join the consortium as permitted buyers for a fee at a later date. • The procurement process invited bidders to offer volume discounts based on the total number of placements made by the regional consortium. • The Framework Agreement has been designed as a 'platform' from which solo and sub-regional block contracts may be called-off. Sir Martin Narey's Review of children's residential care (2017) recommends that Local Authorities do more shared block contracting of this service type and that when doing so, savings of 5 – 10% may be expected when compared to traditional spot purchasing arrangements. Block contracts may also be used to stimulate growth in the local supply of children's homes. Work is underway within the consortium to ensure we are collectively maximising the opportunities that follow from this option.

	<ul style="list-style-type: none"> The intention is for consortium members to also formally agree to maintain investment in a centralised framework co-ordination solution to enable an efficient approach to performance monitoring and management, and to ensure the fitness of purpose and value of the Framework Agreement remains maximised over the full contract term.
11.	<p>Procurement Process</p> <p><i>Qualification Stage</i></p> <p>Bidders were required to respond to a number of standard questions with applicable pass/fail criteria laid down in the initial stage of this process. Such questions were to test financial capacity, grounds for mandatory exclusion, pre-determined insurance levels and compliance to specific legislation(s).</p>
12.	Those Providers applying for Lots 1, 2, 3 and 6 were rated according to their Ofsted rating, scored on their pricing submission and ranked for each Lot.
13.	If successful at the Qualification stage, Providers for Lots 4 and 5 were asked to submit responses to Methods Statement Questions, detailing their service offer. The responses were evaluated and moderated by a panel and successful providers ranked in accordance with their combined price and quality scoring.
14.	<p>Results</p> <p><u>Regulation-compliant access to the children’s residential care market</u></p> <p>395 homes submitted tenders to join the Framework Agreement. Of these, 6 homes withdrew their application prior to evaluation and 23 submitted unsuccessful tenders. 366 homes have therefore been awarded to the Framework Agreement, which when compared to the 263 children’s residential care homes which may be accessed through the Council’s current primary route to this market (the Mid Southern Authorities Framework Agreement), represents 39% growth to the share of this market to which the Council has procurement regulation-compliant access.</p>
15.	<p><u>Quality</u></p> <p>The vast majority of homes awarded to the Framework Agreement (77%) have an Ofsted rating of good or outstanding. 11% have a rating of ‘requires improvement to be good,’ and the remaining 12% are homes registered with Ofsted but not yet inspected, or homes not regulated by Ofsted (those which may be located in Scotland and Wales). The Council reserves the right to undertake additional checks before making placements in such homes. The contract will therefore offer a robust mechanism through which the Council will be able to assure that our looked after children are placed in high quality care.</p>
16.	<p><u>Best Value</u></p> <p>175 homes awarded to the Framework Agreement (48%) have tendered placement weekly prices that are lower than Southampton’s current weekly average cost per Lot, and 68 homes have offered the consortium regional</p>

	volume discounts ranging from 0.25% to 20% in their tender submission. The contract will on this basis provide a good level of assurance that the cost of children's residential care placements remains competitive over the life of the Framework Agreement.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
17.	Framework Agreements are technically £0 value contracts, as they include no obligation to undertake any set minimum level of expenditure through them. It is, however, envisaged that this contract will act as the Council's primary route to the children's residential care market going forward. The Council had 33 children in residential care on average last year and spent approximately £4.9m on placements of this type.
<u>Property/Other</u>	
18.	None.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
19.	Southampton City Council has a statutory requirement to meet the Sufficiency Duty placed on local authorities under 22 (G) of the Children Act 1989.
20.	The legal powers to pursue the procurement as outlined in this report are contained in the Local Government Acts 1972, 1999 and 2000. The procurement process itself is governed by the EU Public Contracts Directive 2014 (as embodied in UK law by the Public Contracts Regulations 2015).
<u>Other Legal Implications:</u>	
21.	None.
RISK MANAGEMENT IMPLICATIONS	
22.	The recommendations set out in this report will support the Council in the effective mitigation and management of financial and legal challenge risks associated with the Council's current procurement arrangements.
POLICY FRAMEWORK IMPLICATIONS	
23.	<p>The proposals contained in this report are made in accordance with the following strategic commitments within the Policy Framework (Article 4.01 of the Council's Constitution):</p> <ul style="list-style-type: none"> • Sustainable Community Strategy (Southampton City Strategy 2015-2025); The strategy prioritises 'Healthier and Safer Communities' and includes a focus on giving babies, children and young people a better start in life. • Health and Well Being Strategy 2017-2025; theme two of the strategy focuses on 'Best start in life'. The Strategy has a strong focus on outcomes for children and young people. • The Children and Young Peoples Strategy 2017 – 2020: relevant themes include Children and young people in Southampton are safe and secure; Children and young people in Southampton achieve and aspire; and, Children and young people in Southampton live happy and healthy lives.

	<ul style="list-style-type: none"> The proposals have also been developed in line with the outcomes agreed in the Southampton City Council Strategy 2016-2020 which focus on giving children and young people a good start in life, protecting vulnerable children and young people and reducing the number of looked after children and children in need.
KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	ALL
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	None
Documents In Members' Rooms	
1.	Equality and Safety Impact Assessment
2.	Data Protection Impact Assessment
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.	Yes
Other Background Documents	
Other Background documents available for inspection at: NOT APPLICABLE	
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

DECISION-MAKER:	CABINET		
SUBJECT:	CONNECTED SOUTHAMPTON 2040 (LOCAL TRANSPORT PLAN)		
DATE OF DECISION:	17 JULY 2018		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT & TRANSPORT		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Iain Steane	Tel: 023 8083 2283
	E-mail:	iain.steane@southampton.gov.uk	
Director	Name:	Mike Harris	Tel: 023 8083 2882
	E-mail:	Mike.harris@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
Not Applicable	
BRIEF SUMMARY	
<p>Connected Southampton 2040 is the name for the Local Transport Plan (LTP) and is Southampton City Council's (SCC) transport strategy for the City. It sets out the long-term approach for managing and improving transport in Southampton for the next twenty years and how it supports the creation of a successful, healthy and sustainable city. The document provides the direction of travel for how SCC will plan and deliver improvements to the transport network. These could range from complex projects and strategies for spatial areas, down to individual interventions or behaviour change activities. It demonstrates how SCC and our stakeholders and partners will work together to prepare, invest in, and maximise the use of the transport network for the next twenty years to 2040.</p>	
RECOMMENDATIONS:	
	(i) To approve the launch of a 12 week consultation on the draft of Connected Southampton 2040.
	(ii) To authorise the Service Lead: Infrastructure, Planning and Development to make minor presentational changes to the draft consultation document before its launch.
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. The new LTP (LTP4) 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 are proposed to be retained as they remain relevant. The focus of this Cabinet Paper is to present the updated long term vision for transport specific to Southampton – Connected Southampton 2040 (LTP4).
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
3.	Whilst the current LTP3 (2011-2031) is in line with the provisions of the 2008 Act, following significant changes in Central Government policy, emergence of Local Enterprise Partnerships and changing funding and growth aspirations it is considered that an updated long term transport strategy is required, known as Connected Southampton 2040 (LTP4).
4.	Other options considered <ul style="list-style-type: none"> - Update of three year Implementation Plan only – (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. - Light touch review of existing LTP3 to update policies, change references to new organisations to reflect new 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. - Full replacement of the Solent LTP3 to establish new Solent wide transport policies developed in partnership with the four 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.	Connected Southampton 2040 is SCC’s long term transport strategy for Southampton. It will demonstrate how SCC and our stakeholders and partners will work together to prepare, invest and sustainably maximise the transport network so it can support Southampton into the future shaping a successful, healthy and sustainable city.
6.	The fourth LTP strategy entitled <i>Connected Southampton 2040</i> has been prepared to identify our proposed transport strategy, priorities and vision for Southampton. This will provide SCC with the mechanism to seek funding from sources such as national Government, Solent LEP, sub-regional transport bodies and other third parties including developer contributions.
7.	To shape the strategy, officers have engaged with stakeholders, both internal and external, through a series of workshops to discuss what the current challenges relating to travel and transport in Southampton are and what they would want SCC to do to help deliver a successful, healthy and sustainable city. As part of this engagement process officers have met with the Chamber of Commerce, large city employers, public transport operators, cycling groups and residents groups to collate their views on a long term transport strategy. From this engagement process the strategic goals and themes for the draft strategy have been formed detailing out the activities that SCC will seek to deliver through the lifetime of the document.
8.	A robust evidence base has been developed using the Southampton City Centre Microsimulation Traffic Model and the Sub-Regional Transport Model as well as a wide range of data from sources such as Hampshire Police, DfT Statistics, Southampton Cycle Survey, traffic and cycle counts, air pollution

	monitoring, Public Health data, attitudinal surveys and 2011 census. This has provided an understanding of the current situation and also the challenges and implications into the future to 2040.
9.	Connected Southampton 2040 is consistent with the current Council Strategy vision. Connected Southampton 2040 is the umbrella transport planning document for Southampton will guide development and implementation of transport and travel projects.
10.	<p>Connected Southampton 2040 (LTP4) will consist of:</p> <ul style="list-style-type: none"> - A long-term 20 year Vision for Southampton demonstrating how transport can create a successful, healthy, and sustainable city, to transform the city by setting out what transport success and city growth will look like for everyone travelling in 2040; - A 10 year Transport Strategy that details what the direction of transport policies are and how they link with, and influence other policy, and what the likely drivers of future travel demand and activity will be; - Three year Implementation Plan detailing spending and schemes (reviewed annually) and a monitoring and evaluation regime; and - A series of Supporting Plans to deliver specific elements of the Transport Strategy.
11.	<p>Connected Southampton 2040 sets out a transport vision setting out SCC's approach for transport that is required to meet challenges around changing population, economic growth, people's health, air quality, and creating a place people are proud of. The statement of intent states that this will be through "delivering innovative and seamless travel options for all, helping Southampton to thrive".</p> <p>To achieve this, three strategic goals have been developed which will be turned into action through the Strategy detailing out how the city's transport network will be developed.</p> <ul style="list-style-type: none"> - Successful Southampton – looks to support the sustainable economic growth of the city by planning for growth, investing in the network and maximising it so it is modern, innovative, resilient and fit for purpose to respond to the growth challenges. It provides the necessary connections to Southampton's major economic drivers, connects people and goods with where they want to go, enabling them to get around easily; - A System for Everyone – looks at how the design and layout of a place and new technologies can shape Southampton into being somewhere people want to be. Regardless of who they are or how they are getting around, people can access it easily, are respected, safe and have an equal share in the network; and - Changing the Way People Travel – looks to support people in transforming their travel habits by creating an environment where they can get around sustainably, healthily and cleanly.
12.	<p>Connected Southampton 2040 proposes to take a spatial approach to implementation of the new transport strategy. Distinct areas of the city have been identified focusing on how they work, how people move about, what barriers there are, what they want and what is planned there for the future. The spatial areas are:</p> <ul style="list-style-type: none"> - The City Centre;

	<ul style="list-style-type: none"> - 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 - Travel to Work Area – recognising that people’s journeys don’t stop at the city boundary and there are complex travel patterns both into and out of Southampton
13.	<p>A 12 week public consultation is proposed to be held between 25th July and 17th October 2018. A questionnaire will be hosted online for people to respond to and key stakeholders, including transport service providers, public transport operators, and other organisations that represent users of the transport network in Southampton, will be contacted and offered briefing sessions to encourage them to respond to the consultation.</p> <p>To assist residents to engage in the process public drop in sessions will be held on:</p> <ul style="list-style-type: none"> - Tuesday 4th September 11.30am to 5pm in Civic Centre, - Saturday 15th September 10am to 1pm at Shirley Library, - Wednesday 19th September 4pm to 7pm at Portswood Library, and - Saturday 29th September 10am to 1pm at Bitterne Library.
14.	<p>Following the consultation period officers will review and respond to comments received, with proposals to seek formal adoption on the final plan in Winter 2018/19.</p>
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
15.	<p>To deliver on its priorities and aspirations for transport, Southampton City Council (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 Roads Programme and is a formula based allocation.</p>
16.	<p>In addition there are ad hoc DfT grants awarded to SCC and opportunities to bid for additional funding from bodies such as central Government, 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.</p>
<u>Property/Other</u>	
17.	N/A
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
18.	<p>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.</p>

Other Legal Implications:	
19.	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.
20.	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	
21.	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	
22.	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
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Connected Southampton 2040 – draft for Consultation
2.	Joint South Hampshire Strategy 2031

Documents In Members' Rooms

1.	MRD – Equality and Safety Impact Assessment
2.	MRD – Data Protection Impact Assessment

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.	Yes
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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.	

CONNECTED SOUTHAMPTON

Transport Strategy 2040

Draft for Consultation – July 2018



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Executive Summary

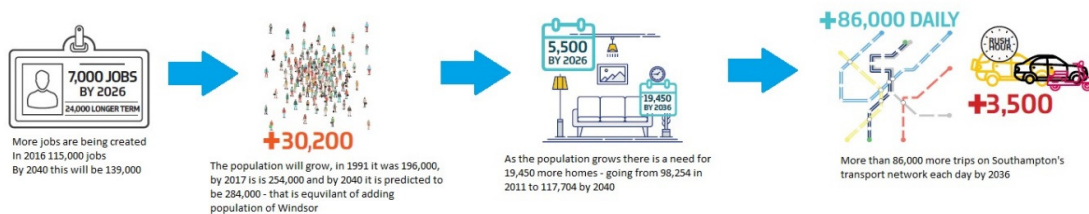
Connected Southampton 2040 – the name for Southampton’s Local Transport Plan – is our draft transport strategy for Southampton. It sets out a long-term approach for managing and improving transport in the city by re-defining how we think about transport. Unlike previous strategies that were structured around different travel modes, this one instead focusses on transforming how people move about the city and looks at how best to connect together the places that they want to go, thereby helping to create a more liveable city.

It proposes a wide range of schemes that seek to improve travel. These range from complex multi modal projects covering important corridors and larger parts of the city at one end of the scale down to targeted small scale local schemes and behaviour change activities. It will show how Southampton City Council (SCC) and our partners will prepare, invest in and sustainably maximise the transport system in Southampton over the period to 2040.

It will provide:

- A **long term Vision** for Southampton demonstrating how transport can create a successful, healthy, modern, sustainable and inclusive city, supporting the transformation of the city and setting out what transport success and city growth will look like for all different types of travel in 2040;
- A **Strategy** detailing transport policies for the city, including how they support the wider strategic aims of the area and respond to projected drivers in future travel demand;
- **Implementation Plans** detailing spending and schemes (reviewed annually) and a monitoring and evaluation regime;
- A series of **Supporting Plans** and **Area-based Plans** to support the implementation of the Connected Southampton 2040 Strategy.

The next twenty years will be a period of significant growth and change for Southampton. By 2040, there will be an estimated 30,000 more people living here, largely within the city centre, and the volume of goods and cruise ships passing through the Port will have doubled from today’s levels. That is the same as adding the population of Windsor. This level of planned development could generate an additional 74,000 people trips each day across the city by 2040. If the capacity and efficient operation of the transport system in the city fails to keep pace with growth, then highway congestion will become a drag on levels of mobility, quality of life, and economic vitality both for residents and businesses of the city and in the wider travel to work area. Without any intervention or investment this could see an increase in journey times (up to 127% on Millbrook Road West), increased congestion and pollution, less reliable bus services, and a less pleasant environment for people to cycle or walk. Without targeted action to tackle growth challenges, Southampton won’t be able to reach its potential, inequalities will remain, and people’s health will suffer.



As Southampton continues to grow rapidly, in order to accommodate this potential number of extra people on the transport system, it is vital that we change our approach to transport –

moving away from concentrating on accommodating high flows of vehicles, and instead looking to maximise the flow of people. We will do this by enhancing the frequency and reliability of public transport and the quality of cycling and walking infrastructure. This approach will help to reduce the dominance of traffic in and around the city and the associated problems of poor air quality, noise, severance and congestion. This will improve sustainability and the quality of life for current and future generations and will help Southampton become a healthier, greener, more liveable and sustainable place to live, work, visit and invest in.

We have some big ideas for improving how people travel in and around Southampton:

- Develop a **Mass Transit System** for Southampton and the wider area that allows people to travel around across the city in high quality efficient vehicles, where they can feel safe and know that each journey takes the same time with priority through the most congested parts of the network;
- As part of the masterplan for the growing City Centre create a **City Centre that is liveable**, where it is easy for people to walk and cycle around in a world-class environment and is served by public transport and assessing how the Inner Ring Road operates, and changing the City Centre so that it can serve the economy but creates a city everyone is proud of;
- Develop a network of **Active Travel Zones** in people's neighbourhoods so that people can safely access local services and amenities without needing to use the car – reducing the number of car trips by half. This will support investment in the local District Centres to support and enhance their vibrancy;
- A **Cycle Network in Southampton** that enables people to cycle safely from their front door to where they want to go making Southampton a true cycling city;
- A network of **Park & Ride** sites that serve Southampton and its employment hubs – both on the edge of the city and at local points that can be used by people going to work and coming into the city for leisure;
- Support the unique **economic drivers** in Southampton to ensure that they are linked nationally and internationally with efficient, modern and reliable transport connections; and
- A **Zero Emission City** which improves air quality beyond legal limits so that Southampton is a clean and healthy city where people want to live, work and visit.

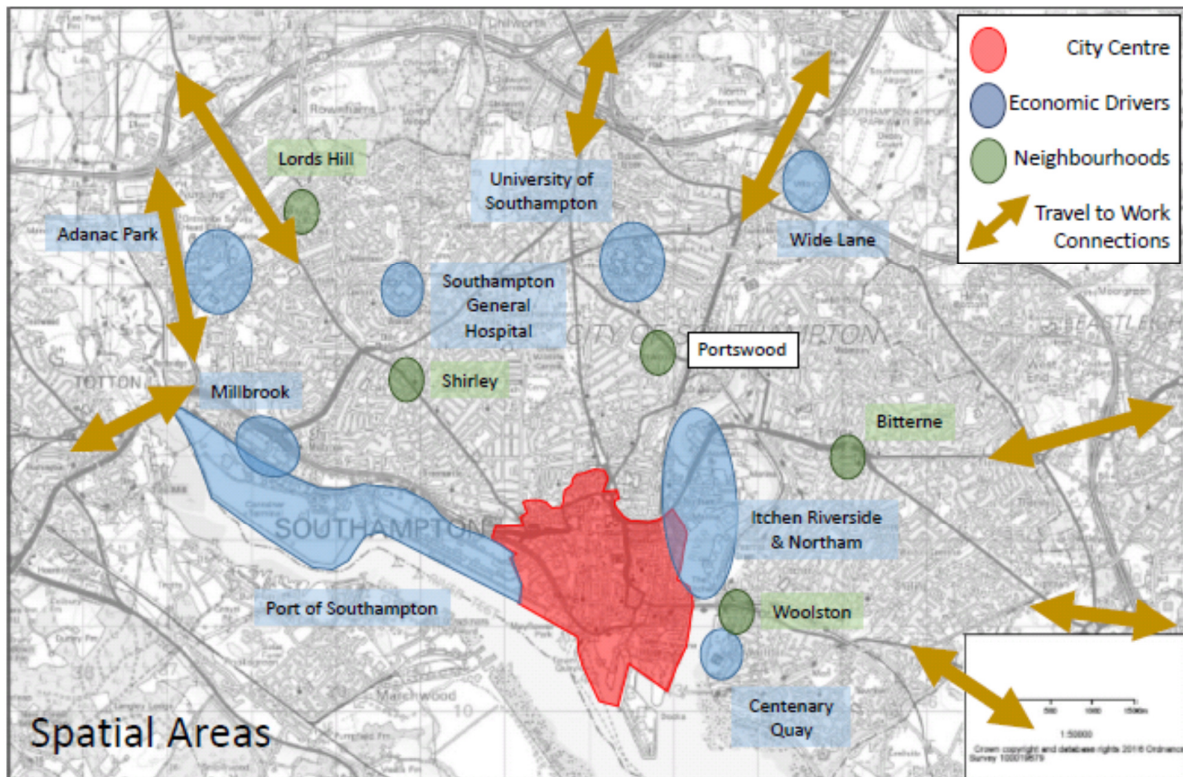
[Connected Southampton 2040](#) sets out a vision of a people focused transport system in Southampton that supports a successful, healthy and sustainable city – a place where people want to live, work, visit and invest in. We will do this through a radical and forward thinking new plan that supports growth by ensuring that the system is able to provide the connections required, enable people to get around healthily and actively, and that helps the city become a more liveable place. To do this there will be a change in emphasis for what the transport system does – changing from purely looking to move a high number of vehicles along transport corridors to one that focusses on prioritising the most space efficient ways of getting about. The transport corridors in the city only have a limited amount of space available – so this new approach recognises the need to keep people moving in efficient ways, whilst creating thriving places.

This vision of what we want travel and transport to be in 2040 is based on three strategic goals and eight supporting themes that sit under these. Taken together, these goals and themes will guide how we will develop transport schemes in Southampton:

- Goal 1 - A **Successful Southampton** – for a connected, innovative, resilient city that makes the most of its international location and connections to drive the city forward,

- Goal 2 - **A System for Everyone** – to create an attractive, equitable, and safe city that everyone is proud of, and
- Goal 3 - **Changing the Way People Travel** – into an active, healthy and zero emission city.

We are taking a more spatial view to recognise the different travel needs and challenges in different areas of the city - considering how they function, how people move around within and between different areas, aspirations for change and what levels of development are planned.



The spatial areas are:

- The **City Centre** - is the heart of the city where the retail core, main leisure facilities, employment, and where a number of health and education facilities are located, and is increasingly becoming a popular place to live. It will be a major focus of development and regeneration over the next twenty years. We need to recognise the dual roles of that the City Centre plays both as a destination and major trip attractor, and as an attractive place for residents, businesses and visitors.
- **Economic drivers** – are the main hubs for economic development and activity in Southampton, they include The Port of Southampton, the Hospitals - Southampton General and Royal South Hants, the Universities – University of Southampton and Southampton Solent University as the main economic drivers. Additionally, there are also other areas where economic activity occurs such as Itchen Riverside, Woolston, Millbrook, Adanac Park as well as the Town & District Centres of Shirley, Bitterne, Portswood and Lords Hill.
- **Neighbourhoods** – Southampton is a diverse city and is made up of a series of distinctive, local neighbourhoods that residents identify themselves with and care passionately about. They can be centred on the Town and District Centres of Bitterne,

Lords Hill, Portswood, Shirley, and Woolston, or in more discrete areas centred on a school or community facility like a park. All have their own characteristics, demographics and attributes depending where they are in the city.

- **Travel to Work Area** - Southampton has a wide Travel to Work Area with complex journey patterns with both out-commuting and in-commuting to that wider areas including Totton, Eastleigh, Chandlers Ford, Hedge End & Botley, Hamble, and further afield. The Travel to Work Area extends beyond the administrative boundary just as journeys don't. There are good working relationships with neighbouring councils and sub-regional bodies, and these links will be critical as Southampton and the area grows.

Strategic Goal 1: A Successful Southampton

We will support **sustainable economic growth** in Southampton by planning, investing and maximising the way the transport system operates so it is efficient, innovative, modern, resilient and fit for purpose. We will provide reliable travel connections to our major economic hubs, ensuring that the transport system goes where people want it to go, and enables people and goods to get around easily. Important areas where improvements will be planned and where new investment will be delivered are:

- Access to the Port of Southampton as it grows and changes by both rail and road,
- Access to the Hospitals, Universities, Itchen Riverside, Woolston and Adanac Park and into the wider Travel to Work Area;
- A public transport network that can carry people – a Mass Transit System;
- Access to the District Centres;
- Travel Demand Management;
- Interchanges at Southampton Central Station and Town Quay;
- SmartCity infrastructure; and
- Well-managed and maintained assets (e.g. roads, pavements, bridges, bus shelters) where maintenance-related renewal work is planned and delivered to ensure the continued future reliability of these assets.

Strategic Goal 2: A System for Everyone

We will seek to improve **quality of life and place** for residents and workers in the city by transforming the look and feel of streets and places, ensuring everyone has equal and fair access to services and opportunities and feel safe and respected, regardless of their circumstances. Transport helps the city to be a place where people want to live, work and spend time. This means whether people are walking, on a bike, have mobility or other restrictions, use a bus or train, or using a vehicles – they can access each form of travel easily, they are respected, safe and have an equal share in the system. This includes:

- Changing the look and feel of the city by improving the public realm and changing the emphasis so the city is an attractive place – Bargate, Queensway-Bernard Street, Western Esplanade to Town Quay, District Centres;
- Meeting the needs of all transport users so people are able to access employment, training and leisure opportunities; and
- Developing 'Mobility as a Service' through improved technology and partnerships
- Focusing safety improvements in hotspots or clusters to move towards zero incidents
- Targeting certain safety and security behaviours.

Strategic Goal 3: Changing the way people travel

We will look to transform **people's travel habits** to create a people-centred clean city that enables people to live healthy and active lives. This encompasses:

- Completing the Southampton Cycle Network corridors;
- Developing Active Travel Zones focused on smaller in neighbourhoods that provide access to local hubs of employment, retail or community to create more liveable communities;
- Making it easier and safer to get around on foot; and
- Establishing a Clean Air Zone from 2019 moving towards a Zero Emission transport system with supporting infrastructure.

[How can I get involved?](#) – Between 25th July and 16th October 2018 we will be holding a 12 week public consultation on the draft Connected Southampton 2040 strategy to seek your views on the policies, schemes and ideas in it. We would encourage you to complete our consultation questionnaire before 16th October 2018. We will listen to the feedback and comments that are raised during the consultation to finalise Connected Southampton 2040.

DRAFT

Introduction

A well-functioning transport system is important for Southampton. **Connected Southampton 2040** – the name for the Local Transport Plan – is our long term transport strategy for Southampton. It sets out a new long-term approach for managing and improving transport in the city. It identifies how we will plan and deliver improvements to how people and goods are moved in order to help create a liveable city of opportunity where everyone thrives. The City Vision and Council Strategy 2016-20 both guide the transport vision and sets out its role in creating a successful, healthy, sustainable and inclusive city that people can be proud of.

Why a Local Transport Plan?

As the Local Transport Authority, Southampton City Council (SCC) has a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce a Local Transport Plan (LTP) for Southampton. The 2008 legislation allows local transport authorities to replace their Plans as they see fit and it requires that LTPs contain policies (a 'strategy') and implementation plans (the proposals for delivery of the policies contained in the strategy). The third Southampton LTP was published in April 2011 and covered the period up to 2031.

This fourth LTP strategy entitled **Connected Southampton 2040** identifies our proposed transport priorities for the city, which we want to hear your views on - as well as emphasising to national Government and our Strategic Partners the investment required to support growth.

A three-year Implementation Plan covering the period from 2019 to 2022 will be published in Winter 2018/19.

Supporting wider growth ambitions

The City Centre Action Plan (CCAP) and emerging Citywide Plan and PUSH Spatial Strategy set out a long term strategies for housing and employment growth in Southampton and what the community requires to flourish over the next 10 to 20 years. The Solent LEP Strategic Economic Plan (SEP) sets out a £2.8bn plan to transform the Solent through supporting development and economic growth. Connected Southampton 2040 is directly linked to the strategies and policies in these plans.

BOLD AND AMBITIOUS



Offices / workspace
110,000 sq m by 2026, up to
300,000 sq m longer term



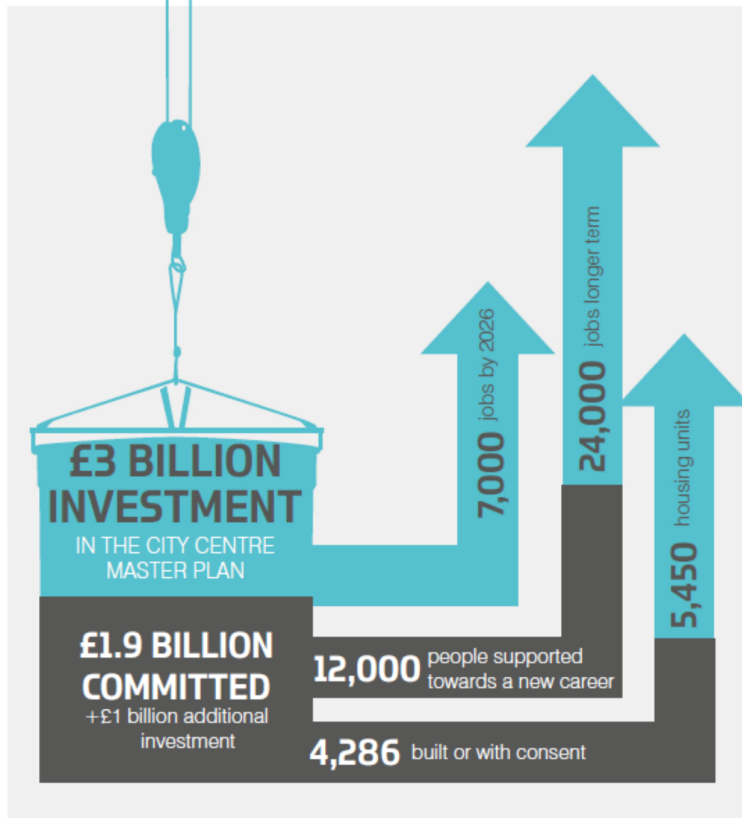
Retail 90,000 sq m by 2026,
150,000 sq m longer term



Leisure / food and drink
up to 30,000 sq m



Hotel up to 650 bed spaces



Investing in an intelligent, connected, sustainable and integrated transport system is vital to delivering our bold and ambitious aspirations for £3bn of investment, realising the city's potential and supporting sustainable economic growth by creating 7,000 new jobs, growing the population by 30,000 and 19,000 homes, tackling air quality and connecting our communities. Excellent transport connections can enable and foster economic regeneration by acting as a catalyst for investment. Transport can only achieve this if it is planned in parallel with economic, social and environmental strategies covering housing, employment, innovation and policy to ensure that Southampton has a sustainable economy and the right conditions to foster growth going forward.

Big ideas for 2040

Connected Southampton 2040 is our draft transport strategy for the next twenty years that supports the bold ambitions for growth in Southampton. In this document we set out some equally big transport ideas that the City Council and our partners are seeking to deliver:

- Develop a **Mass Transit System** for Southampton and the wider area that allows people to travel around across the city in high quality efficient vehicles, where they can feel safe and know that each journey takes the same time with priority through the most congested parts of the network;
- As part of the masterplan for the growing City Centre create a **City Centre that is liveable**, where it is easy for people to walk and cycle around in a world-class environment and is served by public transport and assessing how the Inner Ring Road operates, and changing the City Centre so that it can serve the economy but creates a city everyone is proud of;

- Develop a network of **Active Travel Zones** within people's local neighbourhoods so that people can safely access local services and amenities without needing to use the car – reducing the number of car trips by half. This will support investment in the local District Centres to support and enhance their vibrancy;
- A **Cycle Network in Southampton** that enables people to cycle safely from their front door to where they want to go making Southampton a true cycling city;
- A network of **Park & Ride** sites that serve Southampton and its employment hubs – both on the edge of the city and at local points that can be used by people going to work and coming into the city for leisure;
- Support the unique **economic drivers** in Southampton to ensure that they are linked nationally and internationally with efficient, modern and reliable transport connections; and
- A **Zero Emission City** which improves air quality beyond legal limits so that Southampton is a clean and healthy city where people want to live, work and visit.

To do this we will continually seek external funds and look at options of where we can generate funding locally so that the ambitions can be delivered.

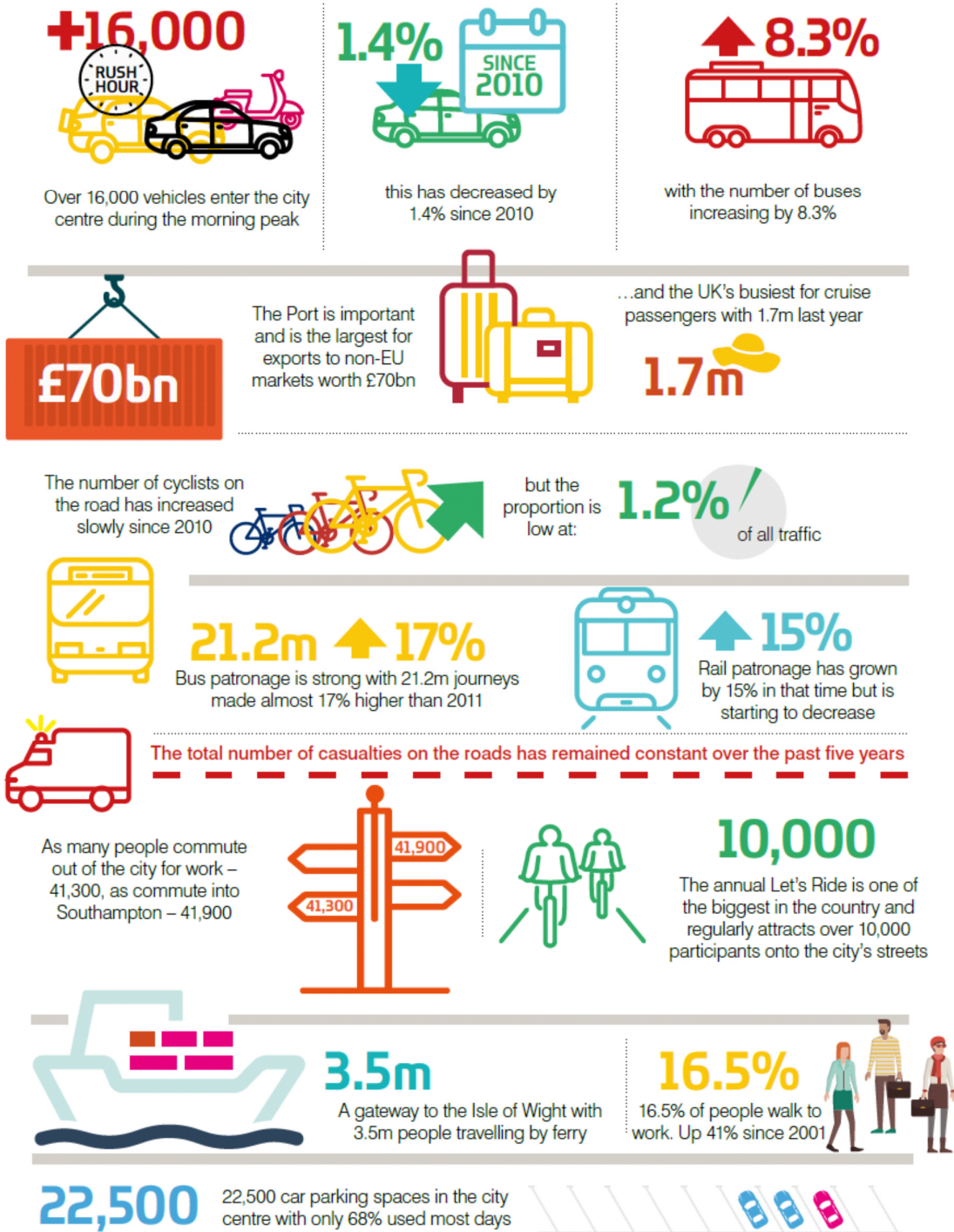
Through this draft document, we will:

- Set out where transport in Southampton is now, and the challenges it will face over the next twenty years;
- Describe what Connected Southampton 2040 is and how it can meet the challenges and deliver the city's ambition;
- Explain our vision for transport in Southampton over the next 20 years and present a strategy for how we are going to make the transformation changes needed to get there;
- Set out the elements of the strategy describing how they fit together as part of an integrated comprehensive strategy;
- Show how much it will likely cost to deliver and the avenues for how it could be funded; and
- Demonstrate how we are going to monitor, evaluate the strategy and understand how successful it has been, and change and improve in response.

Where are We Now? Travel in Southampton Today

To prepare for the future we need to understand where we are today. This infographic summarises recent travel statistics and trends:

Southampton's travel patterns in 2018



Southampton – a well-connected City and a gateway for trade

Southampton is well connected to international, national and local transport networks – by water, by air, by rail and by road.



The Port of Southampton is the UK's **3rd** largest employing **15,000** people,

In **2016** it handled **1.77m** people on cruises, Over **1m** containers **900,000** vehicles, **1.3m** tonnes of bulk cargo, and **857,000** vehicles to the Isle of Wight

All worth **£70bn** to the UK

The Port is a major deep sea port on Southampton Water with significant national and global economic importance. It provides a gateway for businesses across much of southern and central England to global markets for the import and export of goods – forming a key stop on the key international shipping routes that operate between Shanghai and Rotterdam. It is the UK's 3rd busiest Port for cargo with trade in 2017 with 36m tonnes of cargo passing through, and is the busiest for exports to non-EU markets worth £36bn. The Port handles a variety of cargoes ranging from vehicles (900,000 per year), bulky items, and containers (over 1m containers a year), to scrap metal, aggregates, and fruit.

The Port is also the UK's premier Port for the cruise industry, with 1.7m cruise visitors passing through in 2017, this accounts for 85% of all cruise passengers in the UK.

To and from the Port there are nationally important rail and rail freight commodity corridors going to the Midlands and

London for automotive exports and deep sea container imports and exports. UK businesses who import or export goods by HGV via the Port rely on the good strategic hinterland links via the A34-M3-M27-M271 for the effective transport of their goods. Particularly from factories in the Midlands for the automotive trade (via the M40 and A43), but also supermarkets and other retailers who have large distribution warehouses in the Midlands and have stock imported in containers. HGV flows form a high proportion of the traffic using the A34, accounting for 20% traffic using it. Within Southampton the last mile links to the Port after leaving the Strategic Road Network, the A33 and A3024, need to be of similar level of reliability to enable fluid movement.

Southampton is the only active rail-connected port in the Solent area, with around 30 freight trains per day - mostly containers and vehicles, and each train is worth 38 HGVs. Onwards transport by rail accounts for approximately a third of container traffic to and from the Port. The main rail route from Southampton is via Basingstoke, Reading and Didcot to the West Coast Main Line around Birmingham. A range of destinations across the Midlands and in the North of England are served by rail, for both container and automotive traffic.

Southampton Airport is a regional airport sees almost 2 million passengers travel through it, largely from the Solent area and wider central southern England. It is connected to 40 different destinations across the UK and Europe. Passenger numbers using the airport continue to grow and it is an important international gateway for the city and Solent. The adjacent Southampton Airport Parkway is an important bus, coach and rail interchange hub with cycle links to the surrounding areas of Mansbridge, Swaythling and Eastleigh.



Southampton Airport handled **1.96m** passengers flying to **40** destination in UK and Europe.

Contributes **£160m** to UK economy.

1.84m people use Southampton Airport Parkway station.



On the Strategic Road Network, the M27 provides the important road connection between Southampton and Portsmouth, sections carrying over 146,000 vehicles a day. However, the M27 suffers from chronic levels of congestion and delay with the section between junctions 5 and 8 in the top 10% sections on the strategic road network for those symptoms. As a result its performance frequently impacts the performance Strategic Road Network and the economy in the Solent. Estimated that congestion on M27 and the railway costs £1.1m per minute of delay. The M27 also has a dual role balancing strategic connections and supporting local journeys, it supports a substantial proportion of short hop trips, with around 28% of journeys involving ‘hops’ of one or two junctions.

The A27 corridor, which skirts to the north of Southampton, provides a supporting role to the M27, this also is expected to experience worsening levels of stress affecting journey time reliability.

Southampton Central station is the busiest in the city with **6.3m** journeys beginning or ending there.

Through all eight stations in Southampton **7.2m** journeys were made – **9%** more than in 2011.

The busiest were St Denys, Swaythling and Woolston.

The M3 provides connections north towards Winchester, Basingstoke and London and via A34 to the Midlands and also suffers from stress from junction 14 to 9. West of Southampton the M27 becomes the A31 across the New Forest National Park to get to Bournemouth and the west, and at peak times, including holiday times, suffers from congestion.

Southampton has strong regional and national rail links to London, Bournemouth, Bristol, Brighton, Birmingham and the north. Although closer to London rail journey times to London of 80 to 100 minutes, which is longer than cities such as Coventry, Norwich and Leicester. At

a local level there are good frequent rail links to Bournemouth, Fareham and Winchester, but to rail links Portsmouth and Eastleigh are much poorer. The rail link to Portsmouth is regarded as being slow and infrequent with currently only two direct trains per hour taking between 45 and 60 minutes to do the 20 mile journey city to city.

The quality of bus connections to certain parts of the Travel to Work Area are not attractive enough, particularly those to the east that serve the communities of Hedge End and Botley, both located just beyond the M27 motorway. As a result, there are heavy flows of car based trips made in both directions. Southampton's main highway network is focused around a limited number of radial routes into the city from the suburbs and wider Hampshire area, which results in the concentration of traffic flows onto these main routes.

30,827 people travel into Southampton City Centre each morning between 7 and 10am

58% are in cars

19% travel by bus

13% travel in on foot

2% cycle, and

7% travel in by rail and ferry

The **three busiest** corridors are Mountbatten Way, Northam Road and Shirley Road

The A35 Redbridge Causeway, M271 and A33 Redbridge Road-Millbrook Road West corridors provide the main access into Southampton City Centre and Port, from the M27, the west and north west of the city, as well as wider from the M27 and M3, and carries 32% of all traffic coming into the city. These routes connect Totton, the New Forest, Romsey to Southampton General Hospital and City Centre. The A33 Bassett Avenue-The Avenue is the main road into the city from the north from Chandlers Ford/Eastleigh and from Winchester via the M3 and passes close to the University of Southampton's Highfield Campus. The A335 Thomas Lewis Way is the main road into the city from Eastleigh and Southampton Airport via M27 Junction 5. The A3024 and A334 Northam Road-Bitterne Road West-Bursledon Road corridor is the main route into the city from the east with routes from Hedge End, Botley and Bursledon and via the A27 from Swanwick.

This is the second busiest corridor for traffic and carries 25 bus per hour at peak times. The A3025 Portsmouth Road, via the Itchen Toll Bridge, provides the main route into the city from Netley and Hamble. A35 Winchester Road-Tebourba Way connects A33 The Avenue with A35 Redbridge Road and is a key route to and from Southampton General Hospital.

Southampton – our strong track record of investing in transport

Since 2010, Southampton has an excellent track record in delivering innovative transport projects, between 2011 and 2018 **£111.2m** has been secured and invested in the city's transport network. This has come from a variety of sources including central Government (both DfT and DEFRA), Solent LEP's Regional Growth Fund, third parties such as Highways England and Network Rail, and Local Transport Plan grant funding. This delivered a variety of transport schemes and initiatives in Southampton that have helped people get around as well as improve the city and support its growth. These ranged from small scale cycle facilities, wider reaching behaviour change initiatives and road safety enhancements, to bus profile raising, large public realm and major transport improvements.

- Changes to the Platform Road gyratory (a £13million improvement) to provide a new access into the Port of Southampton at Dock Gate 5 to facilitate the relocation of the Red Funnel ferry terminal and improve air quality by reducing delays;
- Securing £5m for major investment in the asset at Millbrook Roundabout and £3.2m to improve journey times along A3024 Bursledon Road and £0.7m for A335 in

Swaythling through innovative signal technology, junction changes and a cycle infrastructure;

- Adoption of a ten year Cycle Strategy aiming to invest £25m in 10 corridors to increase cycling's mode share by 10%, starting with £5m on three corridors to the west towards Totton, North to Eastleigh and east to Hedge End. Including Creating , Bursledon Road and Church Street, Shirley;
- £5m for early measures in advance of the Clean Air Zone with roll out of Electric Vehicle Charging Points, new electric vehicles for the Council's own fleet, and starting a Clean Air Network to get businesses and communities together to tackle air



quality;

Platform Road improvements (left) and new Enhanced Variable Message Signs

- £5m to create an attractive gateways to the city at arrival points - including the forecourt on the northern side of Southampton Central Station and Kingsbridge Lane;
- Working with Highways England to invest £85m to improve M271 Redbridge Roundabout as the main access to the Port, and the M27 Southampton Junctions project improving access into Southampton from the east at M27 J8 via A3024;
- Improving bus real time information and a major programme of road resurfacing; and
- The high profile 'My Journey' behaviour change programme in Southampton and Hampshire through using LSTF and £3m of Access Fund money to encourage sustainable travel shifting people away from travelling by private car and reduce emissions.

This investment is part of the wider strategic plan to deliver a bold and ambitious vision for regeneration and re-development through economic growth plans which will help to create a prosperous and more liveable place for everyone.



1.96M

passengers used Southampton Airport in 2016 to 40 destinations



10.1%

of residents travel by bus to work



69.2%

of all trips to work are by car



25%

Journeys to work by bike rose by a quarter 2001-2011



70.4%

of households in the city own at least one car/almost a third of households in the city do not own a car



254,275

Population of Southampton

370

miles of highway

45

miles of dedicated cycle routes

683

miles of footways

32

miles of public rights of way

53,597

people both live and work in Southampton

17.7%

journeys to work are on foot

41,977

people commute into the city to work from outside

41,302

people who live in the city commute out to work

SOUTHAMPTON TODAY



112

people were killed or seriously injured on our roads in 2017

6.3M

JOURNEYS began or ended at Southampton Central station

3RD

LARGEST PORT in the UK with 36M tonnes of trade going through the port worth £71.8B

1.7M

cruise visitors passed through the Port of Southampton in 2016

7.2M

JOURNEYS went through the city's 8 railway stations, 9% more than in 2011

21.2M

journeys were made on buses, up 11% since 2011



51.8km²

Size of city

3.5M

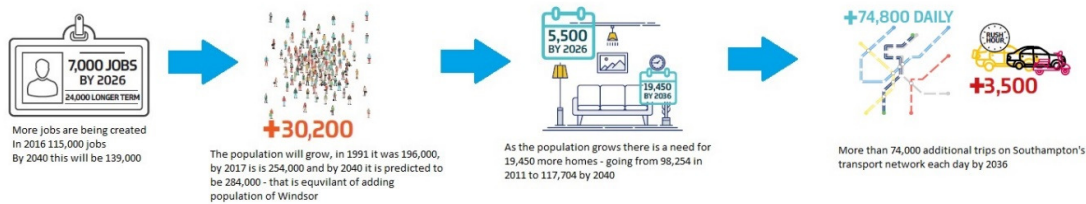
travelled through Southampton on Red Funnel to Isle of Wight and across to Hymne

Where Do We Want to Be? Southampton's Challenges in 2040

Looking ahead to 2040, our new transport strategy for Southampton has to respond to three main wider challenges, in order to achieve the vision that we will set out in Chapter 5.

Delivering strong, sustainable economic growth

Southampton has bold and ambitious plans for growth over the next 20 years with over £3bn expected to be invested in the city by 2036 delivering 24,000 new jobs. The City Centre has already seen its population grow with 94% more people living there than in 2011, and more jobs created as major redevelopment projects such as Watermark West Quay and the Cultural Quarter Arts Complex have opened. As a result of all this planned development and new jobs will lead to a rapid increase in the number of people wanting to live in Southampton, an additional 30,000 which is the size of Windsor. They will require places to live in a city they will want to call home, meaning there will be an urgent need to build more homes and 19,450 are planned to be delivered in Southampton by 2036, with another 23,190 in the surrounding area.



Aided by this increase in jobs and people living and working in Southampton, the Solent LEP predicts that the city will experience growth in Gross Value Added (GVA) of 2.8% each year, meaning by 2030 the city's economy could be worth £8.64bn. The prediction for the Solent region is that GVA growth will occur at the same rate as in recent years. The Solent area of which Southampton is a part has grown at a rate slower than for the South East region as a whole. This has led to the emergence of a productivity gap in Southampton with GVA per head 16% lower in the city than the South East average. Congestion costs the city's economy £100m annually.

The increases in population, growth and development means that by 2036 there could be demand for additional 74,000 trips on Southampton's transport network – 11% more than now. Predictions are that 54% of those trips will still be on the highway. If trips are not constrained or managed levels of congestion would still remain and be a handbrake on the number of jobs created and improvement in GVA, estimations are that around 22,000 less jobs would be created across the Solent area if current traffic conditions persisted. This would have an impact on Southampton's contribution to the Solent and UK economy, competitiveness of businesses and the quality of life for people living here.



The Port of Southampton is set to double its throughput,

By **2035** it could be handling
3.46m people on cruises,
 Over **3m** containers,
1.8m vehicles,
2.6m tonnes of bulk cargo,
 and **1.5m** vehicles to the Isle of Wight

The maritime and marine clusters centred around the Port of Southampton, as it seeks to double its throughput of cargo and cruise patronage by 2035, are expected to continue to be an important driver of economic growth for the city and wider Solent area. The Port envisages a doubling of throughput by 2035, this level of activity would see a 95% increase in cruise patronage, 63% for containers, 102% for vehicles and 80% for traffic to the Isle of Wight. To accommodate this the Port is embarking on a £200m package of investment to ready itself for the future challenges of being outside of the EU, maintaining efficiency with bigger container ships, and accommodating larger cruise vessels. The transport network that serves and gives access to the Port needs investment so that is able to accommodate this level of expected growth in freight.

In the short term SCC is investing in making sure access to the Port is resilient with major maintenance works at A35/A33 Millbrook Roundabout and that people can travel to work there actively with separated cycle routes along First, Second and Third Avenues towards the Port. To keep the strategic national links reliable Highways England and Network Rail are investing in capacity upgrades at M271 Redbridge Roundabout, M27 and M3 Smart Motorways and additional siding capacity at Redbridge. Into the medium and long term all parties need to plan and invest in the strategic access to the Port locally, regionally and nationally.

Alongside the Port, the clinical, knowledge and digital economies are set to expand, and both universities of Southampton and Solent are predicted to grow and increase student intake. The University of Southampton is about to embark on a £300m investment programme to intensify its campus teaching and research activities, which will help it to continue to offer world-class facilities for students. This includes investment in clinical research facilities at Southampton General Hospital around preventative care and cutting edge bio-research. Solent University is also investing £100m in its own facilities to develop the city centre campus. The student demographic is good for Southampton as the two universities provide a high-skilled and well-qualified pool of graduate workers that can be recruited by businesses based in the city and wider travel to work area, addressing skills gaps and enabling vacancies to be filled.

To meet this challenge, we need to focus on:

- Access to the Port and the City Centre – Southampton's strategic road and rail connections to London, the Midlands and the North are important. The Port's growth will be dependant on these excellent connections and will need dependable and predictable journey times to and from the factories and warehouses locally and nationally to maintain smooth functioning of the logistics sector;
- Accommodating more trips on the city's transport network;
- Creating the links for people to access to skills and businesses to access labour markets;
- Improving journey time reliability for public transport to make it an attractive and clean way for people to travel;
- Ensure that the transport asset is in a good condition and can accommodate the demand; and
- Develop the walking & cycling network so they go to the economic centres for people to travel to work or education.

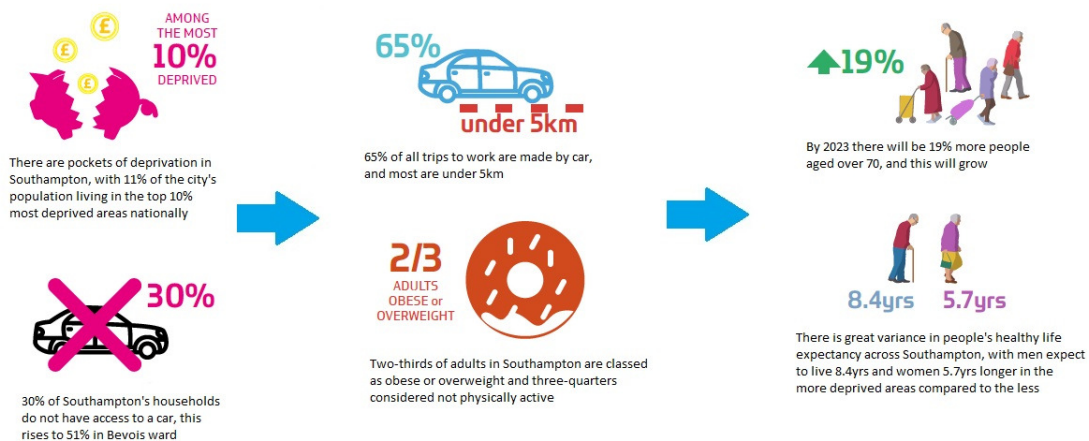
Improving people's quality of life

There remains an imbalance in people's quality of life across the whole city. Southampton remains the most deprived city in the South East with pockets of deprivation close to the City Centre and on the edge of the city. Further compounding any existing gaps in earnings, currently people living in Southampton earn £60.00 less than those who live outside and work in the city. With a third of households not having access to a car access to public transport is vital to provide access to jobs, skills training and leisure activities.

The pattern for health inequities or participation in activities is similar to that of deprivation. 11% of Southampton's population lives in areas with high levels of health deprivation these can be found in Weston, Northam and Redbridge wards of the city. Levels of childhood obesity are higher than the national average with 22.5% of Year 6 children classified as obese (PHE 2017). This can have negative impacts on people's health and on demand for and cost of provision of health care.

In Southampton an estimated 63.5% of adults are classified as being either overweight or obese. Only 24% of Southampton adults are considered to be physically active, those meeting the Chief Medical Officers recommendation of participating in 30 minutes of moderately intensive activity three times per week (Sport England 2015). The level of cycling to work is currently the highest in areas with low car ownership located close to the City Centre around Bevois (9%) and Highfield (8.7%) wards, compared to less than 2% who cycle to work in Sholing and Harefield wards, which are both located towards the eastern edge of the city and have a more hilly topography.

The number and frequency of reported collisions and casualties on the roads has been decreasing since 2011. There are parts of the city with high HGV flows which can cause road safety issues, and cyclists are disproportionately involved in collisions – 16% of all collisions involve a cyclist (Hampshire Police 2017). It is estimated that many more near misses go unreported, in 2011 41% of respondents to the Southampton Cycle Survey reported a near miss while cycling but only 15% reported them to the Police



Those areas of the city with poor levels of health would benefit from further investment in active travel, so that people have good quality and attractive walking and cycling routes, which residents can then be encouraged to use in place of trips that are currently driven. Improving people's health through increasing the amount of active travel undertaken will have significant positive benefits for Southampton both socially and economically. Swapping car journeys for one taken by walking or cycling can reduce the risk of developing health

conditions, help improve mental health, address absenteeism from work, relieve pressure on healthcare facilities, improve levels of productivity at work and school and help more people currently out of work to engage with the economy by being able to contribute positively.

To meet this challenge, we need to focus on:

- Improving access to jobs and training particularly for those who do not have access to a car;
- Enable good and reliable transport access to leisure and health care facilities including by walking, cycling and public transport;
- Support regeneration and development in the city's estates and district centres so they become hubs for the community reducing need for more expensive travel; and
- Helping to improve people's health through promoting and enabling active travel including cycling and walking.

Improving the quality of the environment within Southampton

Southampton has high levels of air pollution, particularly for NO_x and PM_{2.5} and PM₁₀. Nationally it is estimated that particulate matter alone contributes to the equivalent of 50,000 premature deaths per year costing society, businesses and the NHS £60bn a year. In Southampton exposure to particulate matter contributes to 110 early deaths a year – or 5.6% of all deaths, compared to the national average of 5.3%.

Road transport has been identified as the biggest contributor to poor air quality followed by industrial operations associated with the Port. At M271 Redbridge Roundabout road transport contributes 65.8% of nitrogen dioxide emissions with HGVs accounting for 55% of road emissions – from over 60,000 vehicles a day. This high mark of pollution is adjacent to one of the most deprived neighbourhoods in Southampton, demonstrating the link between high levels of pollution and areas of poverty and poor health. Reducing exposure to manmade pollution can improve average life expectancy of people living in the UK by seven to eight months.

Southampton has been identified by DEFRA as one of the five areas, in England outside of London, which is likely to experience continued exceedance of EU air quality limits in 2020. To address this, DEFRA has designated Southampton as a location for a mandatory Clean Air Zone (CAZ) to meet the 2020 targets. The City Council proposes to implement a Clean Air Zone to reduce the annual NO_x levels to below the EU limit of 40µg/m³ without compromising the economic competitiveness of the city. The proposals under the CAZ would focus on discouraging certain types of vehicles - older buses, coaches, taxis and HGVs that do not meet Euro VI standards - will be discouraged in Southampton. Newer vehicles that meet that emission standards, and private cars will not be subject to any restrictions.

To meet this challenge, we need to focus on:

- Develop the Clean Air Zone as technology and regulations change so that it encourages investment in people's fleet to make it even greener;
- Work with public transport operators to help them to continue improving their fleets so it is greener and meets engine standards;
- Encourage greater ownership of electric vehicles with a publically accessible network of charging points across the city such as in car parks or on-street;
- Encourage more people to cycle, particularly for short journeys more, often through implementation of the Southampton Cycle Network that makes cycling safe, connected, and coherent;
- Support people walking by making attractive and safe places across the city with clear routes so people can walk both for leisure and as a way of getting around; and

- Support businesses and the community through a Clean Air Network to encourage behaviours which support improvements in air quality.

Maintaining and improving Southampton's good transport connections

The good quality road, rail and sea connections that exist to and from Southampton need to be reliable and able to cope with the demands that will be placed on them in the future in order for them to support the economy of the city, the Solent area and the UK. As a consequence of the good strategic location of the Port, the corridors to the Midlands and the north see large flows of goods traffic and as the Port grows, we are likely to see more HGVs on this corridor. In the short term investment is being made by Highways England at key pinch points and along corridors to ensure that reliability can be maintained, in the face of traffic growth by providing more capacity. These investments include improvements to the M271-Redbridge Roundabout, the M3 and M27 Smart Motorways projects, and improvements at Junction 9 of the M3 (that will benefit A34 traffic) in the next five years. Working with local and national partners the next stages of planning for investment in these corridors needs to be done.

On the railway network, growing demand for passenger journeys to Winchester, Basingstoke and London and for freight to the Midlands and beyond needs to be accommodated. Network Rail have identified that sections of the South Western Main Line will reach capacity in the next decade, namely the section from Southampton to Basingstoke and at Woking where the mainline joins the route from Portsmouth. With the level of predicted growth, additional platform capacity at Southampton Central station is likely to be required during the 2020s or 2030s.

As the Solent economy grows, the connections between Southampton and Portsmouth by rail will become increasingly important. When looking at comparator cities journey times by rail and the length of Strategic Road Network in the Solent is considerably less. The poor connections and long journey times are identified by business as a constraint on growth and labour market fluidity. In the short term an additional train will be added between Southampton and Portsmouth with slightly shorter times but further investment in the infrastructure is required.

Travel between Southampton and the surrounding areas of Hampshire – Totton, Eastleigh, Chandlers Ford, Hedge End and Hamble – are already strong. In particular the commuter flows between Southampton and Eastleigh, which are the strongest inter-authority flows in the Solent at over 21,000 two-way journeys daily. With 19,450 homes in Southampton and further 14,950 homes planned in the surrounding areas of Hampshire the jobs need to be located where people can easily walk, cycle or take public transport. Local connections to Hampshire will be required to be maintained, strengthened and have sufficient.

To meet this challenge, we will focus on:

- Working with sub-regional, regional and national agencies and partners to develop plans for investment in the nationally important infrastructure and links;
- Working with neighbouring authorities on developing technology links to share data and information to manage traffic dynamically;
- Work closely with Hampshire on developing strategies and schemes for walking, cycling and public transport to safely connect Southampton and the surrounding towns for employment, leisure and education journeys;
- Coordinate electric and alternative fuel strategies;
- Develop Travel Demand Management and My Journey to promote and encourage more people to make their trips healthy by clean and active travel.

How are we going to get there? Our approach to developing Connected Southampton 2040

As a Local Transport Authority (LTA), Southampton City Council (SCC) has a statutory duty to prepare a Local Transport Plan (LTP) to outline their strategic approach to managing and delivering transport now and in the future, and to do so where we intend to invest resources into transport schemes and initiatives. National guidance requires that a LTP consists of a long-term strategy and a short-term Implementation Plan – detailing capital investment programme of schemes and measures. It permits LTAs to replace and amend as and when they require. The current LTP long-term strategy – ‘Local Transport Plan 3 Strategy for Southampton’ (LTP3), was published in spring 2011 and covers the period from 2011 to 2031. The current short-term Implementation Plan was published in late 2015 and covers the period from 2015 to 2018.

The 2011 Strategy was prepared jointly with Hampshire County Council and Portsmouth City Council, and includes a joint strategy across South Hampshire along with place specific actions. The 14 Policies within the joint strategy are proposed to be retained as they remain relevant to this update of Southampton’s LTP Strategy.

To support delivery of the bold and ambitious plans for sustainable growth in the city of Southampton, and in response to changes in national and regional governance and funding for transport, a new transport strategy for the city is required. Our new LTP strategy – entitled Connected Southampton 2040 – will cover the period up to 2040. Subsequently, in the winter of 2018/19 a new Implementation Plan will be prepared for the period 2019 to 2022. This draft strategy will provide SCC with a relevant long term transport strategy and provide the ability for SCC, stakeholders and partners to plan for and invest in Southampton’s transport infrastructure in a clear and strategic way over the short, medium and long term.

Once adopted following a 12-week period of public consultation, Connected Southampton 2040 will become the umbrella policy document for all transport planning in Southampton and it will guide how transport projects and schemes will be developed and implemented to keep the city moving. These projects range from complex schemes that deliver benefits for several different modes of travel and strategies for spatial areas, down to individual local schemes or behaviour change activities.

This draft long-term transport Strategy will:

- Set out the role and purpose of Connected Southampton 2040;
- Explain the approach and guiding principles for the vision;
- Set out the specific components of an integrated transport strategy setting out how to 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 we will ensure that the Plan is delivering what is expected of it.



It will provide:

- Alignment with the Council's Strategy vision of “a city of opportunity where everyone thrives”
- Southampton's approach to transport, setting out:
 - A twenty year **long-term Transport Vision** centred on three strategic goals for 2040 where transport improvements contribute towards an economically successful city, which offers people a good quality of life and place, and seeks to transform the way people travel;
 - A ten year **Transport Strategy** that applies the vision through eight themes and spatially across different areas, and what the direction of transport policies are and how they link with other influences;
 - A series of three year **Implementation Plans** detailing how the Strategy will be delivered showing the funding and schemes that it delivers (reviewed annually), and a monitoring and evaluation regime; and
 - A series of **Supporting Plans** for modes or areas that provide more focused detail to support the implementation of the Connected Southampton 2040 Strategy.

A separate Issues & Options document provides a more in-depth analysis of:

- Current patterns and drivers for travel in Southampton
- How successfully the policies from LTP3 have been implemented and their impacts,
- The challenges that Connected Southampton 2040 is responding to
- The full range of Options that could be considered for future implementation to address the various challenges.

Examples of data base that Connected Southampton 2040 will make use of include traffic and cycle data forming foundation of a revalidated 2015 Southampton City Centre Microsimulation Traffic Model and updates to the Sub-Regional Transport Model (SRTM) which provide local assessments to 2026 and wider journey to work area to 2036. In addition, this is supported by socio-economic data following release of 2011 census data, economic data from ONS, health data from Public Health England, air quality data, and other evidence on road safety, public transport operators, national travel and transport data sets from DfT, active travel and the outcomes of the Local Sustainable Transport Fund (LSTF) and capital projects across the city.

Influences on Connected Southampton 2040

As the overarching transport strategy for Southampton, Connected Southampton 2040 is influenced by a number of different policies, guidance, plans and strategies at different levels – national, regional, sub-regional and local. These are important as Connected Southampton 2040 cannot be viewed in isolation and it will be influenced by a variety of interested bodies who provide the wider context in which this Plan sits and provide some of the delivery mechanisms for creating the Southampton of twenty years' time.

Connected Southampton 2040 is closely aligned to the overall City Council Strategy (2015-2026) to ensure that it supports the future vision of the city:

City Council Strategy Vision: 'Southampton a city of opportunity where everyone thrives'.

City Council Strategy Four Outcomes:



Southampton Connected 2040 has been influenced shaped by national policies, strategies and guidance at the national, sub-regional and local levels – summarised in blue in the graphic below. In turn, this strategy provides the high level vision and policies which will be expanded upon in detail for specific spatial areas of the city (listed in the red 'Area Plans' section) and then for particular forms of transport within a series of supporting plans (listed under the pink 'Supporting Plans' section).

Supporting plans

- Cycling
- Healthy City
- Public Transport
- Public Realm
- Walking
- ITS
- Clean Air
- Asset Management
- Network Management
- MaaS



Area plans

- City Centre
- Port of Southampton
- Hospitals
- Universities
- Employment Hubs
- District Centres

Joint policies

- Roads Investment Strategy
- Cycle & Walking Investment Strategy
- Bus Services Act

Sub-regional

- Solent LEP
- Neighbouring Authorities
- Solent Transport
- PUSH

Local

- Southampton City Council
- Port of Southampton
- Chamber of Commerce & BID
- Hospitals & Universities



- City Centre Action Plan
- Port Masterplan
- Health & Wellbeing
- Clean Air Strategy
- Estate Masterplans

Transport operators Ambitions / goals

- Bus
- Train TOCs & FOCs, Taxi, Ferry,
- MaaS Tech platforms

National

- DFT, DEFRA, DBEIS
- MHCLG, Highways England,
- Network Rail



- Transport Delivery Strategy
- Rail Franchising

To deliver the outcomes of the Strategy we will need to work closely with a wide range of partners. At different scales, these include:

- **At the National and Regional level** – central Government, Highways England, Network Rail, Rail Operators, Sustrans, Transport for the South East;
- **At the Sub-Regional level** – Solent Local Enterprise Partnership, Solent Transport, Partnership for Urban South Hampshire, neighbouring local authorities;
- **At the local level** – all parts of the City Council, Port of Southampton, employers, universities, schools, colleges, hospitals, business bodies, volunteer/community groups, Southampton Airport, developers and residents;
- **Private sector operators** of bus, train, taxi, ferry public transport services, mobility solutions providers and digital platforms, and logistics and freight operators for road, rail and sea.

Joint South Hampshire Strategy

In 2011, Southampton City Council, Hampshire County Council, Portsmouth City Council and Transport for South Hampshire (now Solent Transport) as part of their respective LTP3 Strategies collaboratively developed a joint strategy for the South Hampshire sub-region. In developing Connected Southampton 2040, we have reviewed the 14 cross-boundary policies developed in 2011 and given that these policies are still fit for purpose and relevant, all 14 of the following policies (A to N) are being retained as part of this updated Strategy.

Joint South Hampshire Strategy Policies

- A** – To develop transport improvements that support sustainable economic growth and development in South Hampshire;
- B** – Work with Highways England, Network Rail, the Ports and Airports to ensure reliable access to and from South Hampshire’s International Gateways for people and freight;
- C** – To optimise the capacity of the highway network and improve journey time reliability for all modes;
- D** – To achieve and sustain a high quality, resilient and well-maintained highway network for all;
- E** – To deliver improvements in air quality;
- F** – To deliver strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development;
- G** – To improve road safety across the sub-region;
- H** – To promote active travel modes and develop supporting infrastructure;
- I** – To ensure private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services;
- J** – To further develop the role of water-borne travel within the Solent Transport area and across the Solent;
- K** – To work with rail operators to deliver improvements to station facilities, and where practical, better infrastructure and services for people and freight;
- L** – To work with Local Planning Authorities to integrate planning and transport;
- M** – To develop and deliver high-quality public realm improvements;
- N** – To safeguard and enable future delivery of transport improvements within the Solent Transport area.

Within the sections of Connected Southampton that follow, we provide the specific policies necessary to support transport and travel within the city.

Connected Southampton 2040 Influences

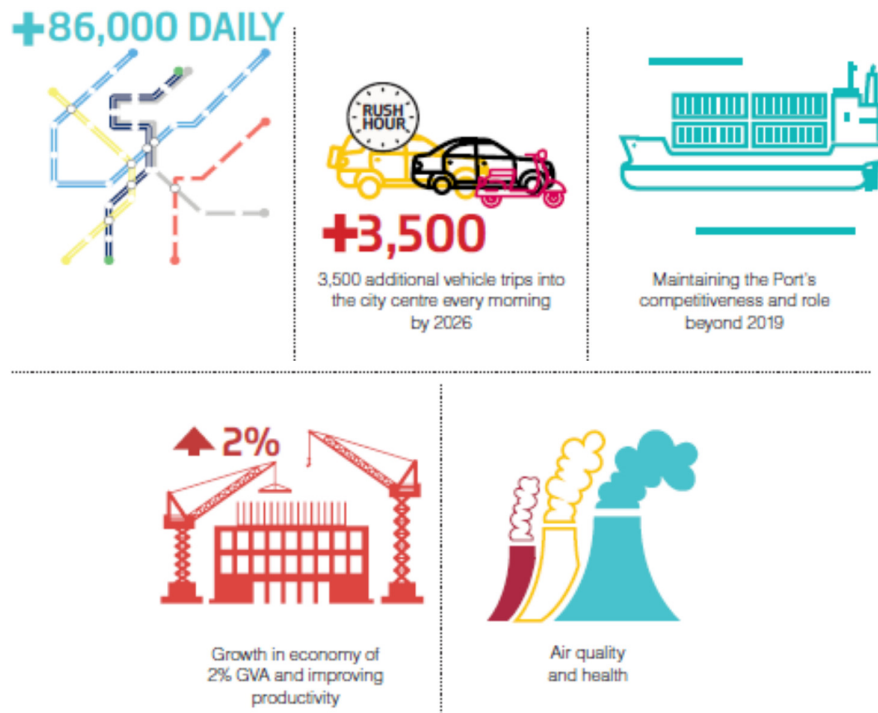
The Strategy will also influence a number of local documents and approaches not just for SCC but our partners and stakeholders. At a simple level Connected Southampton 2040 is a transport strategy for Southampton over the next two decades to support growth aspirations in the emerging Local Plan for Southampton that is being developed during 2018 and 2019.

However, there are many other areas where transport planning can have a positive influence on people's health, well-being, ability to get to a job or education opportunity and to make Southampton a world-class international city that is modern and sustainable. It is not just about moving people and goods but is about shaping a place where people who live and work here are proud to do so, see it as an attractive liveable city where they want to spend time and money, where they can easily access opportunities supporting social mobility to improve their lives and where the impact on the environment is reduced.

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Where Do We Want to Be - The Vision - Southampton's Approach to Travel in 2040

The vision sets out Southampton's new approach to travel and transport in the city by linking the ambitions for growth and change with the challenges and setting out how we see transport in Southampton in twenty years' time to make the city successful, healthy and sustainable.



To meet these challenges a new approach to transport in Southampton is required and there will be some big ideas to create a Southampton that is successful, provides a system for everyone that changes the way people travel to make it more sustainable. There will be difficulties in delivering this and decisions will need to be made that may benefit some and disbenefit others. We will do this through a radical and forward thinking new plan to support the growth of Southampton by ensuring that the transport network is able to provide the connections required, enables people to get around healthily and actively and becomes a more liveable place.

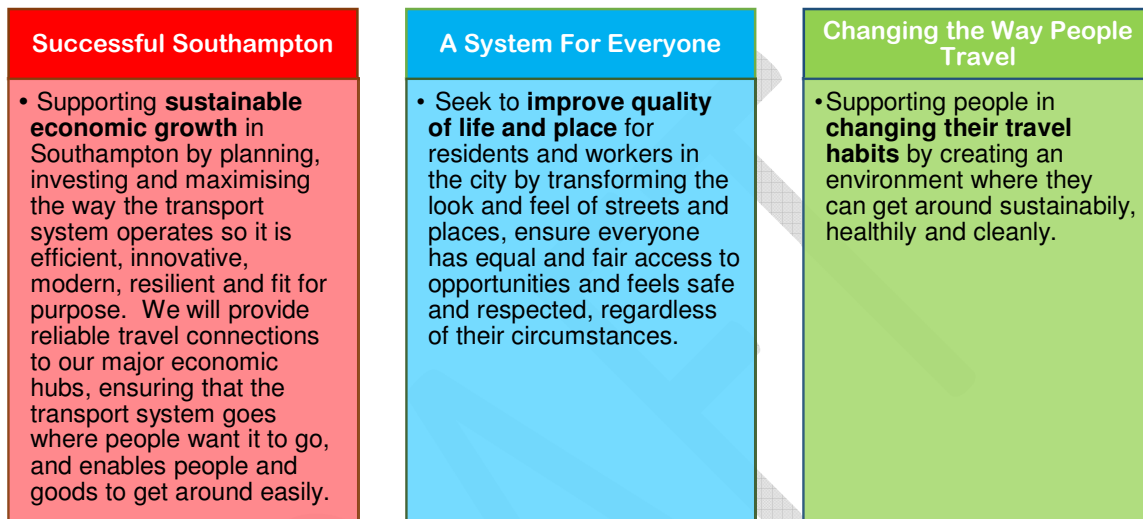
To do this there will be a change in emphasis for what the transport system does – changing from purely looking to move a high number of vehicles along transport corridors to one that focusses on prioritising the most space efficient ways of getting about. The transport corridors in the city only have a limited amount of space available – so this new approach recognises the need to keep people moving in efficient ways, whilst creating thriving places. Car-centred policies in some cases have resulted in excessive space provided for vehicles with people pushed to the margins. This has created a reliance on the car for nearly all trips, creating severance in communities and inequality for those who do not have access to a car.

To change this, the Connected Southampton 2040 Strategy will focus on creating a liveable city where people and goods can move easily, efficiently and safely. There is still a role for road based transport in supporting the economy of the city in providing connections to our main economic hubs, but priority will be given over to public transport, active travel, and

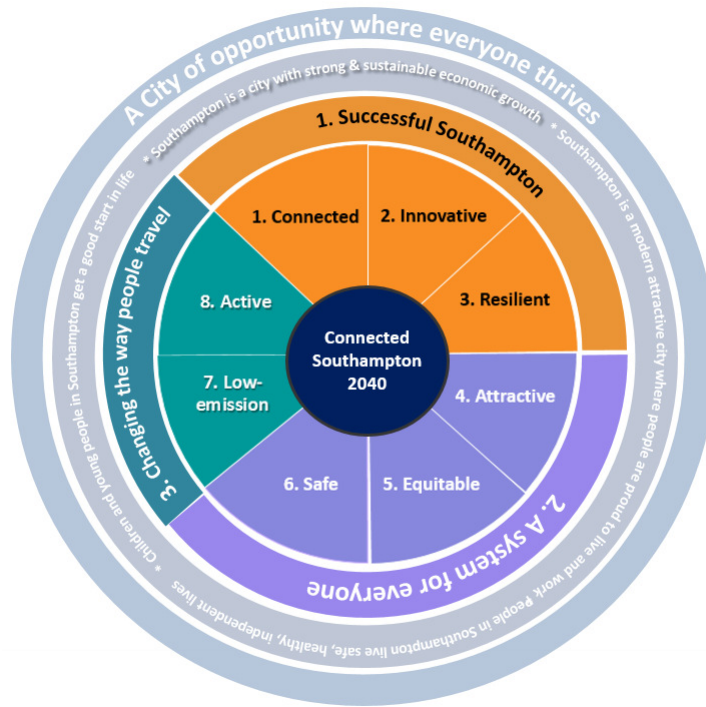
spaces for people. To manage the network and dominance of traffic, technology and innovative practices will be introduced to shape Southampton and enable it to accommodate new trips. We need to plan for growth and make it sustainable, invest in it, and then maximise what the network can do.

Strategic Goals and Themes of Connected Southampton 2040

Our vision of what we want travel and transport to be in 2040 is based on three strategic goals:



The diagram overleaf shows how these three strategic goals closely relate to the four outcomes in the City Council Strategy (2015-2026). From these strategic goals for the 2040 Vision there are eight main themes that will guide how we develop transport schemes in Southampton to support how the city will grow, improve productivity, reduce the impact of transport on the environment, improve the city and make it a better place to live, visit and work.



In 2040, Southampton will be:

Strategic Goal 1: Successful Southampton – comprising the three themes of:

- A **Connected City** that connects people and places within and beyond the City to support sustainable economic growth;
- An **Innovative City** that deploys and applies new smart technologies and fresh thinking helping Southampton to lead the way;
- A **Resilient City** that supports economic growth with a well-managed and maintained, and more reliable high-quality road network asset.

Strategic Goal 2: A System for Everyone – comprising the three themes of:

- An **Attractive City** that creates a modern and attractive place where people are proud to live, work and visit;
- A **Safe City** that is reducing the number of people killed or injured on the transport system towards zero;
- An **Equitable City** that offers a good range of mobility choices options and is accessible for all.

Strategic Goal 3: Changing the Way People Travel – comprising two themes of:

- A **Healthy and Active City** that is easy to navigate, joined up walking and cycling networks that promote healthy lifestyles and supports vibrant people-friendly places and liveable neighbourhoods;
- A **Zero Emission City** that moves towards zero emission forms of transport, delivering clearer, more pleasant streets.

The Connected Southampton 2040 Strategy will mean different things to different groups of people. Each group will find their travel experience will be different to what they see today. The table gives an idea of the sort of changes people can expect to see as a result of this Strategy being put into practice in the 2020s and by 2040.

	Resident	Commuter	Business	Visitor
During 2020s				
Successful Southampton	<p>A frequent new Mass Transit System is available on two or three corridors, it gets me to Central Station and the main shopping and leisure destinations easily.</p> <p>I can get one ticket that is easy to use on buses, rail and ferries.</p> <p>There is a Park & Ride to the Hospital used by staff and visitors (who don't now park in nearby streets), and I can use it at the weekend into the city.</p> <p>New job opportunities are being created in locations I can easily get to by bus.</p>	<p>I can see that it is better to make journeys by bus or rail that are making me consider leaving my car at home one or two days a week</p> <p>I can use one ticket for bus, rail and ferry</p> <p>There are more reliable journey times at Redbridge Roundabout, Swaythling and along Bursledon Road-Bitterne Road West meaning less time in traffic and more time at home</p>	<p>The improvements at Redbridge Roundabout, Swaythling and on Bursledon Road-Bitterne Road West mean I get goods on time and grow my business.</p> <p>Information on traffic conditions means good aren't delayed.</p> <p>City Centre is well serviced.</p> <p>I can have access to a growing pool of labour market.</p> <p>A quarter of Hospital staff use Park and Ride services.</p>	<p>I can see a new way of getting around Southampton emerging that are clear and easy</p> <p>I can use a Park & Ride at the weekends that is cheaper than parking in the City Centre.</p> <p>The city is a pleasant lively place to visit.</p>
A System for Everyone	<p>Some roads in the City Centre have been changed helping to make it easier for me to walk and cycle.</p> <p>Spaces in the City Centre are attractive like around the Bargate and start to make me feel proud of Southampton.</p> <p>I know if I drive in I may have to walk further from car parks – there isn't the need for me to drive in.</p> <p>The District Centres are starting to</p>	<p>I can use a shared bike scheme to get around to work</p> <p>The City Centre starts to feel like a place where I want to spend time and work with new quality spaces around the Bargate</p> <p>I can join an incentive scheme which can give me benefits if I walk, cycle or use the bus.</p>	<p>There has been investment in public spaces in the City Centre have a quality look and seen an increase in people spending money and time</p> <p>The economy is becoming more vibrant.</p> <p>Parking is provided if I need it but seeing more staff walk, cycle and travel on MTS.</p>	<p>See a welcoming city that gives a better experience with new spaces around Bargate and showcases historic City Walls well, that is not car dominated</p> <p>It is easy and enjoyable to find my way around Southampton explore and discover main quarters of the city.</p>

	<p>change and be more attractive attracting new shops and activities</p> <p>Locally Pop-Up Street activities have started in my neighbourhood</p> <p>The roads are becoming safer to cycle or walk along</p>	<p>There is parking but may have to walk further but increasingly not needing to drive.</p>		<p>Can see everyone is able to get around.</p>
<p>Changing the Way People Travel</p>	<p>An Active Travel Zone is being set up in my neighbourhood which provide easy access to local services on foot, reducing traffic, and seeing investment in the local area</p> <p>I have started to leave the car at home and cycling more as can cycle safely on segregated cycle facilities into and out of the city along the main routes such as Western Route – starting to feel healthier</p> <p>There is less pollution in the city</p>	<p>Started to cycle to work more often on the new cycle freeways instead of driving</p> <p>There is excellent information about the alternatives to the car</p> <p>Feeling healthier.</p> <p>Thinking about investing in a low emission vehicle.</p>	<p>Have a happier and healthier workforce who are becoming more productive</p> <p>Invested in new low emission vehicles and seeing reduced costs from newer cleaner vehicles</p> <p>Local businesses are benefiting from increasing spend.</p>	<p>Can see that Southampton is becoming a cycling city with attractive routes such as The Avenue I want to use</p> <p>It is a good place to walk and see attractions which is easy to navigate around</p> <p>Can charge my electric vehicle without worry</p>
<p>In 2040</p>				
<p>Successful Southampton</p>	<p>There is a Mass Transit System in operation with clean, modern and efficient vehicles with a turn up and go frequency on the main corridors that I can use to get to the city, out to country or to work</p> <p>Tickets can be used on anything and stored on cards or on my devices.</p> <p>Development in the city has improved it, I can shop, eat and rest, and feels holistic and I don't</p>	<p>I use the MTS to get to work rather than drive getting me there reliably every day</p> <p>The main corridors have priority or are segregated and less traffic on them.</p> <p>More high quality jobs are available in the city that are easy to get to and may live in the city closer to work.</p>	<p>With the MTS I have access to a wide pool of people who have the right skills to employ</p> <p>Goods and services move efficiently and cleanly with major works on</p> <p>The main transport corridors are reliable and resilient so people and goods aren't late</p>	<p>There is a network of Park & Ride sites on the edge of the city and I can use the MTS to get around the vibrant city using technology to get a ticket that I can use easily</p> <p>Parking is on the periphery of the City Centre but don't necessarily need it.</p> <p>There is a modern interchange at Southampton</p>

	need a car to go there.			Central station with easy connections locally.
A System for Everyone	<p>I enjoy coming into the City Centre as there are no cars making it a pleasant place to walk around and be there.</p> <p>I want to work and live in Southampton as it is a vibrant city with thriving local centres</p> <p>I can get around with respect</p> <p>There is pride in Southampton – This is Our Home</p>	<p>The city is a great place to work and is attractive</p> <p>The network looks and feels good to get around on and I feel safe cycling or walking to work</p> <p>I can respect other people as they move around</p>	<p>Southampton is an attractive a place to set up my business – investment has been made in the environment supporting higher footfalls</p> <p>The economy is thriving and I can make use of new technologies to get my goods out</p>	<p>The City Centre is less dominated by cars with links from Southampton Central station to the new hub of the city area easy and safe</p> <p>There are thriving events to go in new spaces and want to spend more time and money in Southampton</p>
Changing the Way People Travel	<p>I no longer want to own a car at home as my local area is an Active Travel Zone where the streets are safe and attractive spaces for people to walk and cycle.</p> <p>If I need to drive there is a clean zero emission vehicle available.</p> <p>More people are cycling and walking on a safe completed coherent network that crosses the city - so I can cycle to work or walk the children to school.</p>	<p>I cycle to work every day on the completed cycle network and I want to cycle more.</p> <p>If I need a vehicle they are all zero emission.</p> <p>The area around work is clean and is a space where people can meet, linger and work.</p>	<p>I have access to a healthy and productive workforce with much reduced levels of absenteeism.</p> <p>Delivery costs are low as I have set up a zero emission hub using cycles as well as electric vehicles to move goods around.</p>	<p>Southampton is a cycling city with an excellent cycle network that enables me to explore the city by bike.</p> <p>The air is clean and the city is a great place to walk about easily.</p> <p>If I drive there is a network or alternative fuel points and the air is clean.</p>

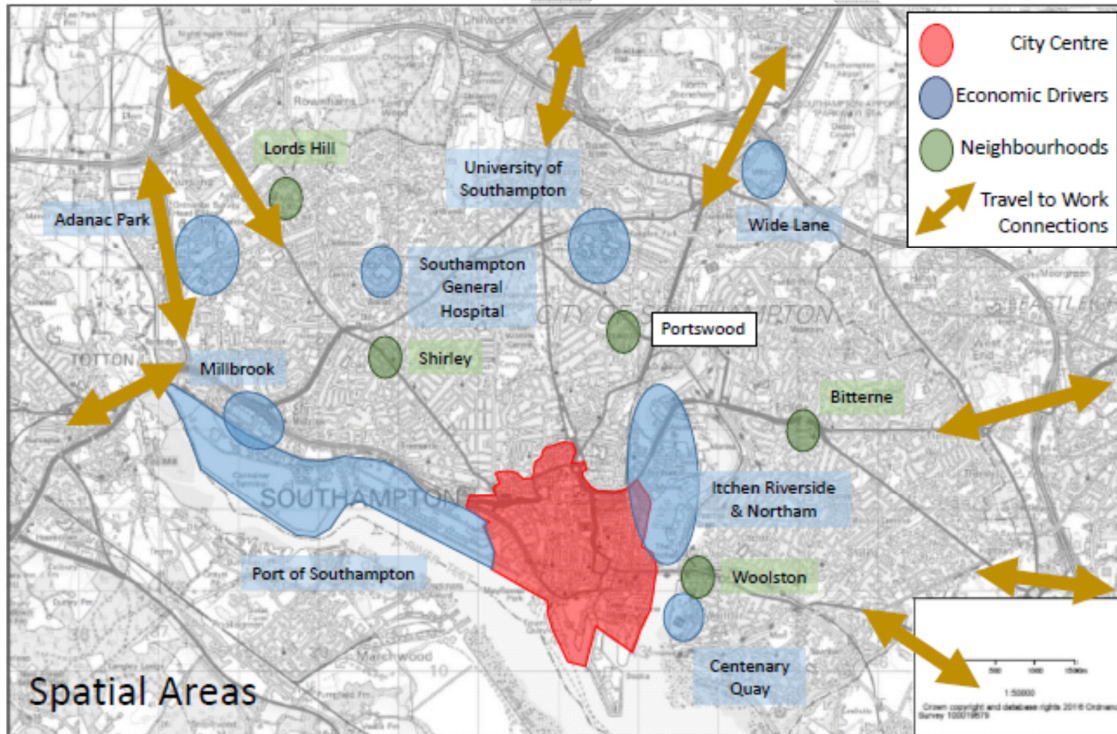
How Will We Get There - Applying the Vision

This section will set out the new approach we are taking to apply the vision for Connected Southampton 2040. We are proposing to take the themes for each strategic goal and applying them spatially to balance the needs of everyone through physical, operational and behavioural measures. It will set out what the strategy is for each strategic goal and theme is and how it could be applied in four distinct spatial areas – each of them has their own characteristic and needs that require assessment to develop a series of projects aligned with the overall principles.

This builds on what has already been started with our partners and stakeholders as we plan for people in a productive and growing city, by investing in the transport network to support that growth and people who want to live here, and then ensure that it continues to perform for everyone. The end goal is a successful, healthy and sustainable Southampton.

The Spatial Areas

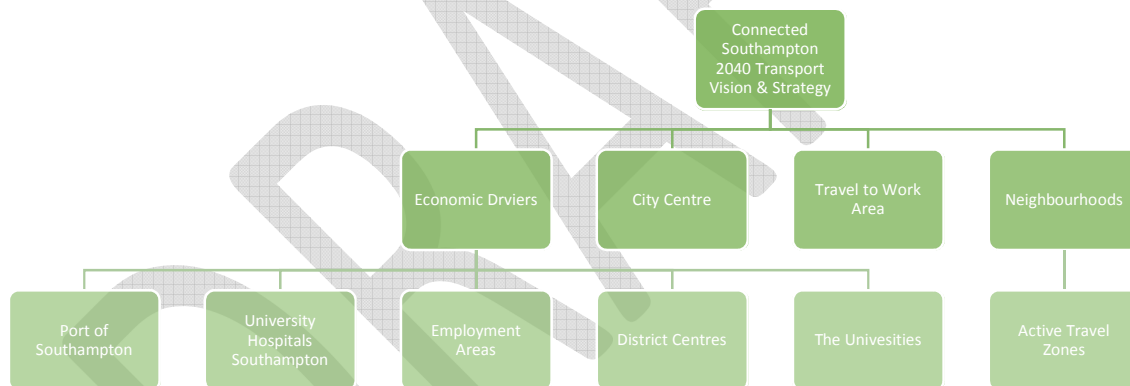
Taking this place-based approach we are looking at how the vision can be applied across four differing spatial areas in Southampton.



- The **City Centre** - as defined in the City Centre Action Plan – the retail core, main leisure facilities, employment, health and education as well as increasingly a place to live. It will be the focus of development over the next twenty years and will need to be served and supported as it changes. This is the heart of the city and we need to recognise the dual roles of that the City Centre plays both as a destination and major trip attractor, and as an attractive place for residents, businesses and visitors.
- **Economic Drivers** – are the main hubs for economic development and activity in Southampton, they include the Port of Southampton, the Hospitals (Southampton General and Royal South Hants), the Universities (Southampton and Solent). Additionally, there are also other areas where economic activity occurs such as Itchen

& Northam Riverside, Woolston, Millbrook, and Adanac Park. These areas are also subject to grow and investment so require planning so that they are able to flourish. These areas as a whole will have a set of objectives, recognising the shared needs of these trip attractors in providing access, both for the large number employees and for users of the facilities, recognising the individual challenges for each destination such as the need for freight access at the Port and higher levels of people with mobility impairments needing access to the hospitals.

- **Neighbourhoods** – Southampton is a diverse city and is made up of a series of distinctive, local neighbourhoods that residents identify themselves with and care passionately about. All have their own character and attributes where people live, go to school and increasingly work. They can be centred around the Town and District Centres of Bitterne, Lords Hill, Portswood, Shirley and Woolston, or in more discrete areas centred around a school or community facility like a park. Areas will have different issues and aspirations around transport.
- **Travel to Work Area** – People commute both into and out of Southampton creating complex journey patterns to a wider area including Totton, Eastleigh, Chandlers Ford, Hedge End & Botley, and Hamble and further afield. The Travel to Work Area extends beyond the administrative boundary but journeys don't. There are good working relationships with neighbouring councils and sub-regional bodies and the links need to be maintained as Southampton and the area grows.



Programmes of projects or works will be based around these four areas and on the corridors that connect Southampton together to ensure that all changes will be done in a coordinated and coherent manner. The intention is to take the holistic approach to planning and delivering a scheme, so no scheme is looked at in isolation everything will be looked at together. By assessing what the range of people's needs are to develop a package of measures. This will provide us with an understanding of what is going on – whether it is a transport solution or one that develops a place or serves people. The strategic goals and themes can then be applied across the different spatial areas, and now we will set out how we plan to achieve it.

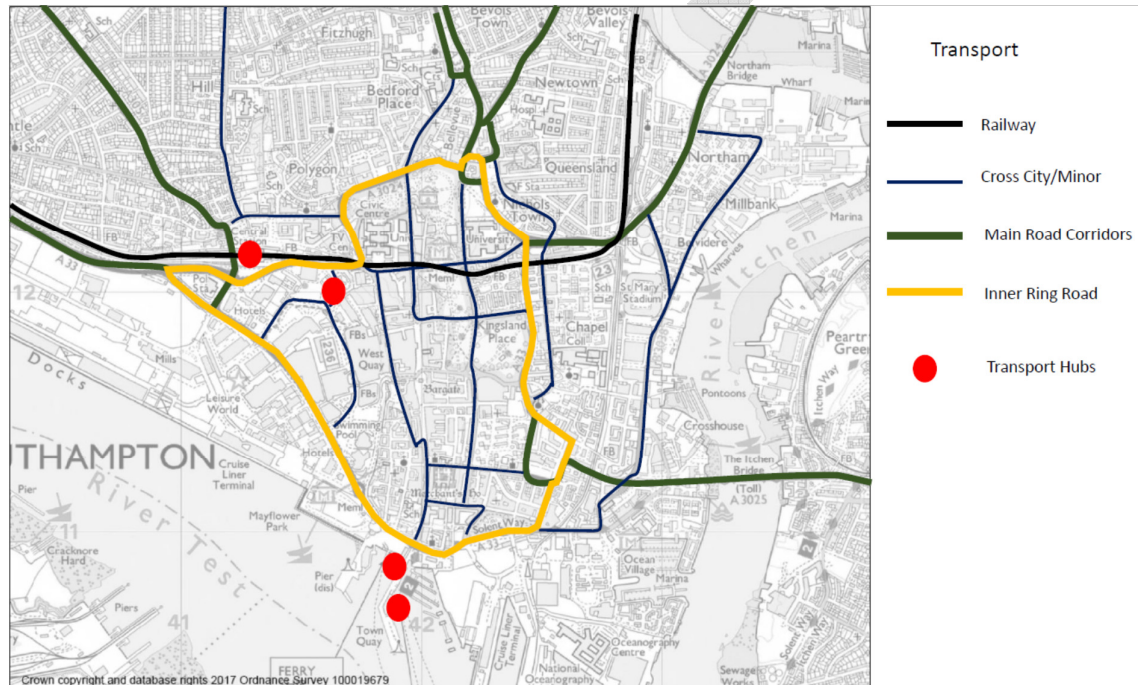
Travel in the Spatial Areas in 2040

Using the holistic people focused approach for applying the strategic goals and themes, each of the spatial areas will change incrementally. A common thread across all the spatial areas is the need that connections would truly enable users of all backgrounds and needs, such as vulnerable road users to access them. This would require good innovative design,

use of technology, and sufficient stakeholder and public engagement on any emerging plans.

City Centre

Here we plan to adapt the look and feel of the **City Centre** so as it grows it can do so cleanly and sustainably. Allowing it to continue its role as the main economic hub for the Solent and create a successful place where people want to live and work – a liveable city. The focus of the City Centre will be on people and how they move around as well as spent their time. This will be done by changing how people travel there and how it is for everybody once they are there. Doing this to create a liveable city through better public transport, walking and cycling connections and creating an attractive high quality public realm will support the economy of the City Centre which in turn will make the City Centre a more attractive place to live improving quality of life.



The City Centre showing the Inner Ring Road, transport hubs – Southampton Central, Coach Station and Ferry Terminals, main road corridors and cross city routes

These changes are aimed at reduce the need for unnecessary travel by car within the City Centre that create a poor noisy environment and air quality, providing better access for cleaner modes and supporting alternative fuels. This principle will be facilitated in a number of ways:

- Taking a place approach by increasing the amount of space for people to get around by walking and cycling, providing access for mass transit to serve the main destinations and providing access to those areas that require it such as the Port, CBD, Retail core, and where people will live and work.
- As the City Centre changes there will be the need to provide new or different access arrangements that support the development of the Central Business District – transforming it from a vehicle-dominated environment to a high density sustainable exemplar development, easily accessible by a range of different modes of transport closely connected to interchanges at Southampton Central and Trafalgar Dock

- The layout of the City Centre will change so it becomes more difficult and unattractive to pass through by car so that the only reason to access it is to go there as a destination; meaning access to certain areas will change meaning through routes will close for unnecessary traffic, remaining only for people walking, cycling or on mass transit.
- There will be a need for improvements that facilitate movement particularly to the way that the Inner Ring Road operates and deals with traffic, part of this will be to support the function of moving traffic to access and circulate around the City Centre. Also reducing it as a barrier for people wanting to walking and cycling so they to easily get into the City Centre and connect the City Centre with the city. This is

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important both for journeys that start and finish in the City Centre but also for many of people's journeys around the City Centre.

By 2040 the **City Centre** will:

- Provide space and routes for people walking, cycling or using mass rapid transit in the City Centre by removing through traffic, looking at zones in the City Centre and changing some routes, closures such as New Road or Portland Terrace, removal of traffic lights, and restrictions for certain types of traffic, remove through traffic and change street layouts so they provide greater space for people walking and cycling;
- Be zero emission where all vehicles coming into it are clean;
- Comprise a series of World-Class streets and spaces that have improved the look and feel of the City Centre with a high quality public realm so it is a welcoming, clean, attractive and safe place to be at all times;
- Have a safe and attractive walking environment for people coming into the City Centre, particularly where they cross or go around the Ring Road from the city, central Station, Port or ferry, but reduce the amount of interactions;
- Function as the hub of the Southampton Cycle Network by reducing the barrier of the Inner Ring Road with a circuit of cycle infrastructure around and across it, with east-west and north-south routes alongside an improved environment for cycling within the Ring Road, and provide secure cycle parking, wayfinding, and information;
- Act as the hub for a Southampton mass transit system with the network coming in from across the city and Travel to Work Area, including Park & Ride, with interchanges on a loop that provides access to the retail, leisure, living and job areas;
- Be well-linked to an expanded capacity Southampton Central station that is a gateway to Southampton with a multi-modal interchange as a hub for coaches, mass transit, taxis, and cycling, with routes linking it to the City Centre;
- Have good connections to a high quality ferry interchange at Trafalgar Docks for services to Isle of Wight and Southampton Water with mass transit, cycle and taxi;
- Have seen VIP sites and other development delivered that it is integrated, mitigated and cohesive with no increase in number of vehicle trips but more people and no or low provision for parking away from the Parking Ring or outskirts of the City Centre;
- See the Inner Ring Road performing a main role of aiding the circulation of traffic, reducing interactions with pedestrians and cycles, and will also absorb through and freight traffic that currently crosses the City Centre and provide new routes to help circulation, access and serve the Central Business District including realignment of West Quay Road to provide a public transport focused public space along current West Quay Road and new access routes to the existing sites at West Quay, Ikea and Port;
- Make use of a network of freight and servicing distribution centres and smaller electric vehicles or cycles for local delivery;
- Have a network of intelligent sensors that functions as a system to keep people moving and aids delivery of smart logistics and directs people to available parking;
- Has a network of alternative fuel points to serve the City Centre; and
- Offer a ring of car parks for people who want to drive to the City Centre for short term parking in locations on the edge around the inner ring road with, intelligent capacity signing from which people can continue to their destinations by foot or mass transit with high quality safe routes. Those who live in the City Centre are able to find and access spaces.

Economic Drivers

The Economic Drivers are central to making a success of Southampton's economic potential and improving its productivity. Having good access and connections for businesses, workers and visitors is vital to ensure that growth and productivity can be captured and continued sustainably. We envisage that for these areas access will need to be maintained with high quality road and rail connections and facilities for alternative modes to create conditions where people can get to the sites easily and safely reducing their impact so that the transport system can serve those who need it.

This could translate into improved active travel routes to and improved active travel corridors to the Economic Drivers, better public transport links with connections to mass transit and Park & Ride sites, and targeted enhancements to main routes so that goods and services can move freely.

By 2040 the **Economic Drivers** in Southampton will have:

- Excellent connections with improvements in access, particularly to the Port of Southampton, from the Strategic Transport Networks - rail and road - for goods and increasingly cruise passengers to reduce the impact on air quality and congestion;
- Travel Plans and associated behaviour change programmes to encourage active and healthy travel and reducing emissions from transport;
- High quality and safe walking routes to and within them with more space for people walking around the areas;
- Cycle connections between them and the Southampton Cycle Network and provide suitable safe and secure cycle parking and wayfinding;
- High quality and frequent public transport system with good connections that include integration with rail stations and mass transit system and better access to local bus stops and interchanges;
- Accessed by the Park & Ride system that initially serves both the General Hospital and University of Southampton campuses but expanded to other areas of the city including the City Centre with local interchanges or Park & Travel;
- Improved public realm and street scape in and around them;
- Uses ITS to manage the transport network to ensure it supports use by those who require it;
- Reducing the emissions from traffic by supporting alternative fuels and intelligent management of the transport network;
- Providing targeted improvements in the highway network to reduce congestion on routes service them such as junction enhancements or changes in road networks;
- Reduce the demand for private car travel through reduced and managed parking and programmes ;
- Mode shift and emissions reductions for freight – reduction in HGVs;
- Role of Demand Responsive Transport and providing suitable access for those with mobility restrictions to the Hospital sites in particular; and
- Supported by a MaaS package – SolentGo+

Neighbourhoods

As neighbourhoods are where people live, we want to work with communities to develop and change them so they become places for everyone. The neighbourhoods also include the

District and Town Centres, these will be supported along similar lines to the City Centre with improved access by mass transit, safe and connected walking and cycling routes connecting them to the SCN, intelligent systems to manage traffic, access to the key transport corridors and Park & Travel hubs. Park & Travel hubs are a local version of a Park & Ride where people can park and travel onwards by other means whether that is mass transit, car share or bike using an intelligent ticket.

If a community decide that they want to change their neighbourhood and re-imagine their streets as a place where people want to get around by walking, or cycling and to interact, we want to empower and support them to do develop and create these liveable places. The primary method will be through Active Travel Zones where we would seek to improve sustainable and healthy access into and around neighbourhoods to local services, District Centres, community facilities and schools.

This will mean improvement of walking and cycling routes to, and facilities at, local centres, developing hubs of alternative forms of mobility so there is no need to own a car, complemented by the removal of through traffic from local streets and a range of activities that include Pop-Up Play Streets or School Streets. This will also include improved active travel connections to local bus stops, rail stations and mass transit stops.

By 2040 the **neighbourhoods** of Southampton will see:

- Development of Active Travel Zones, following a pilot in Woolston, then rolled out across the city, these will be new ways of developing and getting around neighbourhoods that can reduce dependence on cars through provision of alternatives with new infrastructure, using road space more flexibly, adding planting and benches, developing mini hubs that provide access to car or bike sharing, e-mobility, and alternative fuels.
- Cycle and walking connections to local hubs including shops or mass transit corridors
- Wayfinding;
- A MaaS Package;
- Improving the District Centres with public realm, cycle and walking access, serviced u mass transit,
- Intelligent transport systems that manage traffic and logistics
- Freeing up road space from parking for activities to take place;
- Safe routes for children and parents to get to school, community hubs and leisure activities.
- Pop-Up Play streets and School Streets around schools that make it safe for children to walk, cycle or scoot to school everyday; and
- Local Park & Travel – spaces where people can park and with an integrated ticket or system can travel on by mass transit, car share, walk or bike. Sites can be hubs with retail offer, click & collect – starting in Bitterne.

Travel to Work Area

Just as many people live in areas outside of Southampton and work in the city as those who live in Southampton and work in areas outside. This means that Southampton has a wide and complex travel to work area stretching from Totton, Eastleigh, Nursling & Rownhams, Hedge End and Hamble to Portsmouth, Fareham, Winchester, Romsey, Isle of Wight and London. Most cross-boundary journeys are made by people driving, often as sole occupants. Some journeys outside of Southampton may just be to locations that are just over the administrative boundary so people do not necessarily stop at the boundary.

Southampton is also a regional hub for retail and leisure through the City Centre and for health care with Southampton General Hospital, drawing in customers and patients from a large swathe of central southern England.

For certain journeys, travel by sustainable and active modes such as walking, cycling or public transport could be easily undertaken, for other journeys, barriers exist that need to be addressed and car travel may still be required.

For the Travel to Work area, development of suitable transport infrastructure that is adaptable and can respond to changes in working and skills patterns of residents is going to be vital for economic and productivity growth. To support we will continue to work with our Solent Transport partners and Solent LEP, and transport and infrastructure providers

By 2040 the **Travel to Work Area** will be served by:

- a Mass Transit System that is a high-quality, integrated public transport system for moving people about on cross-boundary corridors which serves and connects together sub-regional destinations, including improved rail connections to surrounding settlements, inter-settlement bus connections, including bus priority serving key employment and development destinations, and good interchange between rail stations, Mass Rapid Transit facilitating quicker and seamless journeys;
- Connections to the Strategic and Major Road Networks via M271, M27, M3, A33, A335, A3024 and A3025 are optimised, strengthened and resilient;
- Rail connections to Portsmouth, London, Bournemouth, the Midlands and beyond are strengthened and provide a real alternative to the private car for longer trips;
- A Southampton Cycle Network that extends out of the city to link to destinations in Hampshire including Totton, New Forest, Chandlers Ford, Eastleigh, Hedge End, Hamble and Netley;
- Walking routes to connect together local destinations across the boundaries and provision across barriers like M27, M271, railway and rivers;
- Strategic Park & Ride sites to intercept traffic for long term parking on the edge of Southampton and transfer it to mass transit or active travel for onwards travel;
- Utilising and deploying new and emerging technologies and services for mobility effectively including means of integrating together autonomous vehicles with methods of buying multi-modal travel services
- Travel Plans and associated behaviour change programmes to encourage active and healthy travel and reducing emissions from road transport – widening the remit so it operates across the boundary.
- An integrated seamless mobility service using smartcards, mobile devices, and contactless payment that can be used across all modes – SolentGo+;
- Improvements on the SRN and rail networks that provide comprehensive, reliant and reliable connections to the Travel to Work Area and beyond to key economic centres nationally;
- Sustainable patterns and forms of new development in areas around Southampton, that are designed to be well-served by public transport and cycle networks increase the number of people coming into the city but not the number of car trips.

The Travel Themes

Our 2040 vision is to make Southampton a people focused city changing how people travel around the city to create a successful, healthy and sustainable city. This section will set out how we will achieve this through themes and show how this will be translated to each spatial area.

For each theme we define what each one means for Southampton transport network and set out in more details the policies and schemes we are proposing for each of the themes. This includes more detail explaining how these policies and schemes can change improve travel and transport in Southampton.

Strategic Goal 1 - Successful Southampton

A Connected City

That connects people and places within and beyond Southampton to support sustainable economic growth

Connectivity refers to the ease to which transport can link people and places together and planning, investing in transport infrastructure and then capitalising on that is an important method for developing and maintaining sustainable economic growth and productivity by reducing journey times and making them more reliable.

The economy of Southampton heavily depends on its' good strategic road and rail connections with other cities and towns in the Solent area and beyond including with London and the Midlands. As well as these good connections to other parts of the UK, Southampton enjoys strong maritime connections with other ports across the globe and to the Isle of Wight.

It will be necessary to build on these existing good connections in order to improve economic performance and productivity, and to support the growth of the city and its economic drivers. As the city develops and new jobs are created in Southampton and the surrounding area the transport network, particularly public transport, will need to be adaptive to ensure that residents can access these opportunities easily through offering frequent and reliable services.

Across various strategies in the region for DfT, Transport for the South East (TfSE), Solent LEP, PUSH and Solent Transport improving connectivity, particularly strategic connectivity to the principal transport networks for both the local and strategic transport networks is identified as being vital for industry supply chains and for the Solent area's labour market.

These various different plans and strategies have identified the following connectivity priorities for the Southampton area:

- Improved access to the Port of Southampton by ensuring that the routes connecting the major industrial hubs to the Port are reliable to ensure it can optimise its position, efficiently and effectively so it can take advantages of changes in trade;
- Strengthen the connectivity between Southampton and Portsmouth by enhancing the movement corridors between the two cities to encourage closer interaction, improve journeys times and frequency – particularly for rail and public transport, and adopting future technologies;
- Strengthen connections to the Isle of Wight; and

- Strengthen connections within the Travel to Work area in order to attract businesses and encourage sustainable patterns of living and working reducing the need to travel.

The approach for Connected Southampton 2040 is to continue to plan and invest in transport infrastructure to support the continued success of Southampton. We will work closely with national, regional and sub-regional bodies to develop and implement these strategic and local schemes on road, rail and water.

City Centre	Economic Drivers	Neighbourhoods	Travel to Work Area
Multi modal interchange at Southampton Central station with onwards connectivity to the City Centre west that includes bus, coaches & taxis and Central Station Box – Central Station Bridge, Commercial Road, Western Esplanade, and West Park Road	Improving access to the Port of Southampton with major maintenance scheme at A33-A35 Millbrook Roundabout, capacity and safety scheme at M271-A33 Redbridge Roundabout, rail freight sidings at Redbridge and further afield.	Suburban or District Interchanges – Bitterne interchange between bus services and Local Park & Travel	Targeted highway improvements such as improving junctions or pinch points on the network where capacity have been identified as a constraint to flows, pedestrian & cycle accessibility, public transport and access employment or unlock development areas
New ferry terminal and interchange at Trafalgar Dock	Providing additional capacity and priority on public transport corridors into the City Centre for transformational public transport schemes such as Park & Ride and Mass Rapid Transit.		Additional reliable capacity on M3 and M27 through Smart Motorways programme, capacity improvements at junctions with M27 at Junction 5, 7 & 8 and Windhover Roundabout onto Botley Road junction Access to and across the M27 and M271
Supporting growth in the City Centre by enhancing the Inner Ring Road so can connect commuter corridors and provide access to the Central Business District including a strategy for West Quay Road that recognises the importance of this route to the development of this area including potential realignment, targeted junctions enhancements such as Six Dials,	Connectivity to the City Centre and the economic drivers with junction enhancements on A335 Stoneham Way at Swaythling, journey time reliability on A3024 Bursledon Road-Bitterne Road West-Northam Road for all modes,		Better public transport system based on a Mass Transit network that links rail, bus, taxi and ferry

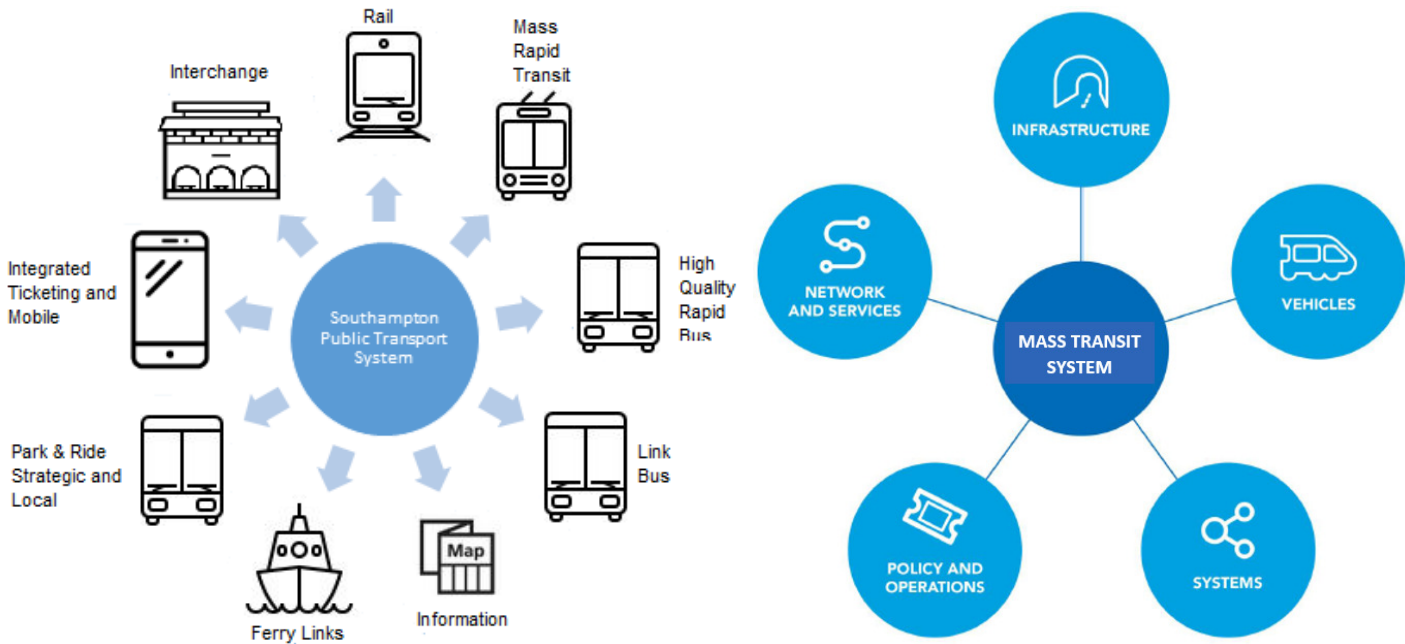
Threefield Lane, Charlotte Place, and Northern Ring Road around the Parks.			
East-West Spine (New Road-Civic Centre Road) – a strategy for changing this through route so that it becomes public transport only particularly through the Parks reconnecting them, making Civic Centre Place are more people friendly place that allows for walking and cycling.	Replacement and widening of A3024 Northam Rail Bridge		Access to Southampton Airport by MTS
Hub for the mass transit system	Future access points to the Port cargo and cruise terminals as it grows for both rail and road through Port Access Plan		Improved connectivity to Portsmouth by rail and road
	Access routes to Southampton General Hospital – Dale Road, Coxford Road, Lordswood Road, Winchester Road/Hill Lane		Schemes on any defined part of the Major Road Network (MRN) in Southampton
	Access to Adanac Park/Brownhill Way		
	Wider connections to the Midlands, London & the North		
	The main corridors have a focus on movement		

Delivering a Mass Transit System

The aspiration of the Solent LEP Strategic Transport Investment Plan (2016) and the emerging Southampton Public Transport Strategy (2018) is to create an integrated low emission multi modal Mass Transit System that is innovative and enables public transport in to contribute towards tackling transport and growth challenges in this unique city. This will build on the recent success and investment being made by public transport operators in Southampton to ensure that the number of people travelling by bus, rail and ferry continues to grow.

A Mass Transit System (MTS) will need to be integrated and simple to use that links the city together and across the boundaries to our neighbours. Consisting of a mix of heavy rail for commuting and long-distance travel, ferries, a mass rapid transit system that links beyond

Southampton's boundaries, strategic and local Park & Ride, core Rapid Bus corridors and Link Bus. While made up of separate elements it should be viewed as a single entity that is integrated and interoperable. The system needs to be underpinned by a truly multi-modal multi-operator intelligent ticking solutions that builds on the current Solent Go offer.



The majority of the Mass Transit System is likely to be road based with a Mass Rapid Transit, Rapid Bus and Link Buses forming the backbone, alongside heavy rail and ferries to serve Southampton with good frequency of service, timings that help people get to work or education, operation sustainably and reduce the impact on the environment. Being predominantly road based there will be a need to develop public transport corridors where road space and priority is given towards public transport.

Physical infrastructure is not the only way that we will look to deliver this system, the plan will present the opportunity for a comprehensive and integrated system where getting between modes is seamless, intelligent, fairly priced and vehicles are of a high standard, green and service. The whole system would be marketed under one brand.

- Rail – for travelling longer distances and improving east-west connectivity to Portsmouth and to link with areas of economic activity such as London
- Mass Rapid Transit – connecting Southampton to its hinterland to support areas of housing and economic growth in Eastleigh, Chandlers Ford, Hedge End, Fareham, Totton and the Waterside, may be road based with significant levels of priority or segregation to keep journey times reliable, support a high ‘turn up and go’ frequency, and minimise environmental impact.
- Rapid Bus –high frequency quality bus corridors following the main arterial routes from the suburbs and hinterland into the City Centre. The public transport corridors would look holistically at providing or upgrading bus priority, enhance waiting facilities along Millbrook, Shirley, Portswood, Eastern (Northam-Bitterne) and Portsmouth Road with suburban/district interchanges that link to Active Travel Zones. To ensure journey time reliability, improve the image of the bus and reduce environmental

impact by reducing stop-start conditions with physical and virtual priority and moving to towards low then zero emission vehicles.

- Link Bus – accessible feeder bus services that fill in the gaps across the city and feed into the main Rapid Bus corridors
- Ferry Links – basis for a network of short journey ferry services along Southampton Water and to the Isle of Wight
- Park & Ride – Strategic sites that intercept journeys on the outskirts of the city and transport people on high quality priority routes – either on Rail, Mass Rapid Transit or Rapid Bus. Conditions in the City Centre need to be right with restrictions on easy access by private car and car parking that is more expensive than the bus. While the opportunity for this may be in the long term, there are opportunities to develop Strategic Park & Ride to serve other areas with constrained parking and access including Southampton General Hospital and University of Southampton in short term. Local Park & Travel makes use of the Rapid Bus corridors at District Centres using parking facilities and integrated tickets.
- City Centre is initially low emission for all public transport vehicles moving towards zero emission.
- Solent Go Plus – whole system underpinned by a more flexible multi-modal multi-operator ticket offer that makes use of existing and future digitisation of payment technologies – that is not just constrained to public transport services but includes future initiatives, EV charging, Council and intermodality services.
- Interchanges – that are easy, simple and reliable so that travel across the city is common and can be done from any starting point, a new interchange at Southampton Central Station including with regional coaches, taxis, cycles on the south side. Closer and innovative integrations between ferries and the rest of Southampton's public transport network
- Easy to Use Navigation – an information and display system that goes across all elements of the public transport journey on all platforms – approaching the stop, at the stop, on board and at the destination. As technologies and services changes look at way to evolve mobile and dynamic information – geo-locating, WiFi as standard (5G), promotion and image and interface.

The detail of this will be explored further in the Southampton Public Transport Strategy.

Connections

To get goods and services into and out of the City Centre and the main economic drivers we need to prepare the network for growth. This means ensuring that those connections – whether they be roads, rail or sustainable travel – are ready for changes as a result of a growing Southampton and see investment. Once these connections are implemented they need to continue to capitalise on the benefits of this growth so it is not eroded.

As the City Centre grows and changes it will be important to maintain and improve the existing connections and to create new ones to support it. The Inner Ring Road has a vital role to play in moving people and goods to the right part of the City Centre without the need to travel through. Some sections are heavily used and experience delays and other sections are not used to their potential. While trying to get the network to play its role it is acknowledged that having this highly trafficked route is a considerable and unfriendly barrier for people wanting to get into the City Centre. Reviewing how the Inner Ring Road works and interacts is important to preparing the city for a people centred future. The Inner Ring Road will be studied to see how prepared it is for the future and the options for change.

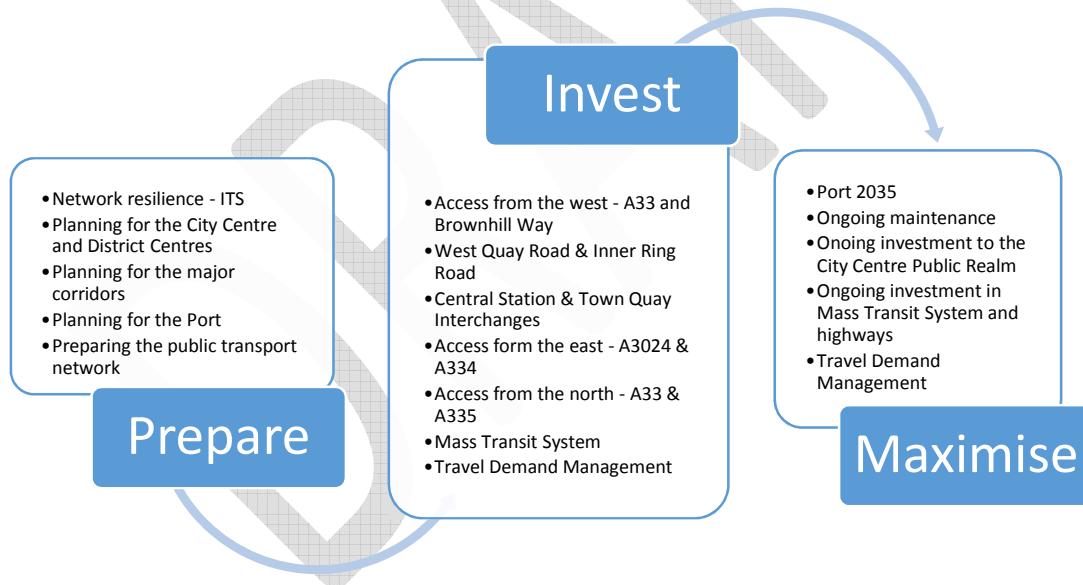
- West Quay Road

- Western Esplanade and Southampton Central Station
- Cumberland Place-Brunswick Place-Havelock Road
- Kingsway-Threefield Lane
- Town Quay-Platform Road

As they grow the connections to the economic drivers will require planning and investment to ensure that the aspirations are not stalled. In the near term improvements are being made to the A33, A335 and A3024 but continued planning and investment will be required to these corridors and others to ensure that they can move people and goods. Tools are available now to help to manage the network within its current constraints and upgrading the network so it is resilient but longer term plans will be required. This will be focused on moving people and goods seamlessly so that businesses and residents can flourish. Constraints will be needed on some types of travel by car so that the links can be productive, alternatives will require ongoing investment.

Important areas for planning and investment are:

- Access to the Port of Southampton as it grows and changes, both by rail and road
- Access to the Hospitals, Universities, Northam & Itchen Riverside, Woolston and Adanac Park-Brownhill Way but also to the wider Travel to Work Area
- Access to the District Centres
- Travel Demand Management
- Interchanges at Southampton Central Station and Town Quay



Connections across the Solent are important to bring the two cities closer together and provide access to the labour markets that exist. These include improving the M27, A27, railway, public transport and other sustainable travel modes. We will continue to work with partners at Solent, South East and National level to plan and invest in schemes that help to reduce journey times, make reliable journeys, and encourage more people to travel sustainably.

Servicing & Logistics

Getting goods and services around the city, and onwards to the country, for businesses and customers is an important part of Southampton's economy. The Port is the heart of this with

11% of all traffic at A33/A35 Millbrook Roundabout for Dock Gate 20 being HGVs, and the Port is responsible for 16% of Southampton's economy.

Placing a greater emphasis in the City Centre and neighbourhoods as places for people means a balance is required to help businesses along with the overarching environmental improvement. To achieve this flexible delivery mechanisms can be tried, this means 're-timing' or consolidation of deliveries and services to local businesses. This will keep the City Centre and District Centres for people during the day and servicing outside of this time.

The growth in Internet shopping and home delivery services has also increased the number of LGVs on the network. These generally operate outside of the peak hour but have an impact on congestion and air quality. Click and collect services can also put additional trips on the network or pressure on short term parking if not associated with other trips. In recent years rise of internet takeaway delivery traffic using cars, scooters/mopeds and cycles.

This reduces the need for the individual to travel to a store but has resulted in more light goods vehicles on the road making multiple drop offs and collections from central stores or depots. We would look to work with partners to develop technology to plan journeys and support move towards low and zero emission methods of travel to reduce impact on both traffic and air quality but providing speedy, convenient and efficient service.

Consolidation of goods has been developed through the Sustainable Distribution Centre, set up by SCC in 2012, as part of a solution to last mile logistics by using a location outside of the city and using smaller more efficient vehicles to take packages onwards to the final destination. Users include SCC, NHS and University of Southampton and could be expanded to include other users such as the Port or City Centre businesses. To reduce impacts further smaller local SDCs that use electric vans or bikes to take goods to front doors or businesses could be set up.

Delivery Service Plans is a way of businesses proactively managing deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak. These can save time, improve reliability within the supply chain, improve safety and reduce impact on the environment with less harmful emissions. Can sit alongside and work in conjunction with an organisations Travel Plan to ensure that all transport activities are efficient, cost-effective and embed sustainable freight practices.

A pilot system for 'Freight Traffic Control' where dynamic routing is used to guide HGV drivers onto optimal routes for deliveries and access in and around the city.

To support the transition to alternative fuelled vehicles for small and medium size businesses we will develop strategies and through initiatives like the Clean Air Network help them to do so.

An Innovative City

That deploys and applies new smart technologies and fresh thinking helping Southampton to lead the way.

Southampton has a good track record in being innovative when it comes to transport and developing a system that support growth and keeps people and goods moving. Into the future as the city grows we will need to take advantage of new and different technologies and applications, this is vital to meet the demands from future residents, businesses and visitors so we can support the vibrancy of the city and improve its overall efficiency.

Projects such as ROMANSE traffic management, network of Enhanced Variable Message Signs, smart sensor units and the SolentGo multi-modal smartcard offer have been implemented in recent times. As the city continues to grow innovation is still required to meet the demands of future mobility, support future network operations and their impacts.

Being innovative is important so testing and adopting new technologies and platforms to manage traffic proactively and encourage travel by other modes is part of the solution to support Southampton. The main thrust will be the development of Smart City infrastructure that builds on what is already there and using data sharing, and Big Data whether this is from social media, mobile phones or other connected devices to perform a real-time assessment of the network in a dynamic way that was not previously envisaged. This will drive the move towards more intelligent mobility where people can develop their own package of travel ticketing, or use of data to adjust payment schedules.

We are at a potential cusp of new and disruptive technologies for transport with development of clean zero emission vehicles, autonomous or self-driving vehicles and rise of shared mobility operations such as Uber and cycle hires. These need to be considered for as they are introduced into our streets for how they operate, the layout and design of a place, but also their impact on some of the other concepts included in the Strategy.

As technologies and vehicle ownership patterns change the need and current layout of parking in the city can be reviewed. Currently there are 22,000 car parking spaces in the City Centre, and on a weekday maximum occupancy levels are on average 68%, meaning there can be just over 7,000 spare spaces. Efficient and effective parking has an important role to play in supporting the City Centre but the oversupply and is an attractor for people to make inefficient car based trips. The provision of the stock in the City Centre needs to be rationalised and managed to support sustainable and clean travel but also to create a City Centre where people want to be.

City Centre	Economic Drivers	Neighbourhoods	Travel to Work Area
A Smart City Centre which collects transport data from a variety of sensors and other data collection tools to collate a wealth of data that can be analysed to manage traffic on the streets such as the main corridors and Inner Ring Road and provide public transport with assistance, using analytics for smarter parking monitoring with real time bay availability, smart EV charging and provide information back to users.	Smart City Corridors that uses cooperative data collection from traffic and provides information back to them to pre-empt traffic movements and allow them to proactively plan their operations, provide priority for buses, have next generation VMS installed to provide information back to users, ability to evolve to accommodate Connected Vehicles	Reducing through traffic from residential streets, reducing maintenance costs	Connecting the Smart City Corridors into Totton, Chandlers Ford, Eastleigh and Hedge End to provide a consistent level of service
Smarter management of the parking through sensors, apps and technology, variable	Using the Smart City infrastructure to help with parking pressures on constrained sites to	Develop local e-commerce hubs and Local Park & Travel that become local	City to city connectivity linking with Highways England, Hampshire County Council and

parking charges depending on emissions or capacity – apps to managing access to the car parks (both on-street and off-street) with electronic signing that provide information on capacity.	provide information back to users	centres of economic activity to minimise the need to travel by car	Portsmouth City Council to share data on traffic levels and journey times to develop consistent messaging and network management
Intensify the development of the City Centre without having a net increase in the parking levels by working with site promoters to develop schemes that do not increase travel demand, have no or constrained parking provision particularly where there is excess capacity already present in the area and complement existing land uses.	Developing new methods of managing parking with incentives and options such as workplace parking levies, capped parking levels or legal agreements		Coordination of Urban Traffic Control systems with neighbours to maximise benefits
Rationalisation of the existing car parking options to reduce the excess number of car parking spaces so that parking is more appropriate, discourages unnecessary trips and supports the development of some sites for alternative uses.	Partnership to use open data about traffic to help these sites plan operations		
Providing real time travel and traffic information back to businesses and public through on-street, online and on-mobile on traffic conditions, road safety and campaigns	Using existing ITS systems to optimise the network around the sites to provide reliable access and minimise air quality impacts		
Scope for Workplace Parking Levy in City Centre as a mechanism for managing private parking and supporting transport investment			

Remove traffic signals within the Inner Ring Road as part of the wider liveable city approach reducing unnecessary through traffic including standalone signalised crossing points			
Technology used to promote low or zero emission vehicles coming into the City Centre by restricting access to the City Centre at certain times of the day to promote walking, cycling and public transport but also to enhance the air quality. Achieved by controlling car traffic except for residents, public transport and EV/ULEVs. If vehicles not meeting these standards want to access they must pay and the number of times they want to access is limited across the year or pay for annual access.			

The transport system can also help to make it more financially sustainable, this focuses on ways to reduce necessary transport expenditure (such as maintenance) as well as ways to use the transport network to generate income that can be used to fund other transport. In the City Centre this could include congestion or amending the Clean Air Zone, and in both the City Centre and economic drivers it could involve a Workplace Parking Levy. On a wider level it could involve taking ownership of parking, especially those on the edge of the City Centre and at Park & Ride sites. Park & Ride sites could also provide opportunities to lease to businesses such as convenience shops, laundry facilities and parcel lockers which could generate revenue. Reallocating road space away from HGVs and cars and allowing more for walking and cycling will allow for reduced maintenance on some sections of road and consolidate roads that need more regular maintenance.

Smart City Infrastructure

Accurate and dynamic transport data forms a key component of being a Smart City for traffic management and Intelligent Traffic Systems (ITS). Creating and expanding the Smart City infrastructure enables the city to generate a wealth of real-time traffic data from a wide range of sources to develop proactive plans to deal with events, provide information back to users on conditions or safety, and promote non-car modes. The data can be anonymised and come from mobile crowdsourcing ways such as GPS trackers, smart sensors, social media posts, mobile phones, and CCTV.

<p>Improving Performance Knowledge about live conditions can assist to make decision about operations</p>	<p>Access to Better Data Understanding people travel behaviours, demands and make forecasts</p>	<p>Reducing need to travel and transport goods Supporting the advances in digital communications</p>
<p>Reducing impact on environment Less stationary or stop-start traffic</p>	<p>Improving the customer experience Easy to use integrated payment and real time travel information</p>	<p>Internet of Things A network of sensors and connected devices that provide data</p>

Connected Corridors –an approach that shares data between connected traffic on the road, a network of sensors, central information hub and provides information back to users along a corridor to provide safety, capacity, flow, air quality benefits and the ability to inform people and enable them to make choices about how they travel. Based on a network of sensors such as Big City Data/Internet of Things, wireless networks or mobile/GPS data to collate data form a variety of sources to understand patterns and proactively manage congestion, incidents or promote other modes. Along these corridor Wi-Fi could be installed to provide connections to the Internet. From this wealth of data and patterns messages would be sent back to the public through static Enhanced Variable Message Signs (EVMS) or to mobile devices or vehicles themselves. The messages would be based on flexible and adaptive strategies to keep traffic moving or provide vital information. Along with the messages strategies and plans for signals, signs, and bus priority are developed so that they can adapt or respond to an incident in real time. This could also use real time air quality data to adjust the signal timings to reduce stop-start conditions.

Autonomous/Self Driving Vehicles - A new growth area that is being promoted by Government, while unknown currently during the lifetime of this Strategy there will be greater automation of vehicles from driver aid for parking and advanced warning of obstacles that are common today to fully autonomous vehicles. We will need to be flexible and accommodating to these changes in technology looking to promote those that are the more efficient and have the least impact on air quality and on the city's layout and design. The legal framework is being developed by central Government and we will assess how this applies in Southampton.

Intelligent mobility – There are elements of transport planning that are moving from purely transporting people to mobility where people can play an active role in shaping their own travel arrangements as a personalised service. This would be along the lines of a phone contract where different services could be in one place to making time on transport informed, no longer wasted, increasing environmental awareness with consequences and opportunities highlighted. As transport users become more autonomous by using multi mobile platforms at their disposal – real time access to information to navigate through the city and services through geolocation. The network will need to be adapted so that transport can provide people with seamless and independent travel.

Network Optimisation - Of the existing ITS networks by focusing on the hotspots around main signal areas (co-ordination of junctions through control systems that allow them to communicate with each other to optimise how the junctions work) and updates to the Urban Traffic Management System to keep it effective.

City to City Smart Connectivity - Combining and coordinating smart data collection, strategies and ITS to understand real-time conditions on the wider transport network in Hampshire, Portsmouth, Isle of Wight and on Highways England and Network Rail's network to inform travellers about conditions to help them plan journeys and widen their travel choices.

Parking

Parking has a considerable influence on travel choices and if it isn't managed sustainably can act as a barrier to widen travel choice. If there is insufficient provision parking may overflow to neighbouring areas, or prices are too low travel by other modes is less attractive. Parking can be provided as part of a new development and provision of publically accessible parking facilities at a location such as the City Centre.

Standards for the provision of parking in new developments is dealt with through a separate Supplementary Planning Document (SPD), the current standards are being reviewed to align them more closely with the ambition of Connected Southampton 2040 around a liveable and sustainable city.

Car Parking Rationalisation - to support plans for a more liveable City Centre, there is a case for rationalising the large number and quantum of car parking available. Some of these require access via streets in the retail core of the City Centre, adding to congestion and pollution on some streets. Surface level car parking can break up the grid pattern of streets and detract from the quality of the cityscape. To help achieve the vision for a liveable City Centre it will be necessary to reduce the quantum of parking within parts of the city core. Publically owned car parks are an asset, and where there are good parking alternatives available nearby there could be a good case to redevelop some smaller car parks for mixed use developments. On-street car parking forms part of the rationalisation and will be reviewed on a case-by-case basis.

Smarter Parking Management – would mean offering more flexibility by using smart technologies to allow for different uses for road space at different times of day. This could be as a loading bay in the early morning, then as additional traffic lanes at peak times, and on-street parking bays at other times. The level of demand for existing publically accessible car parking can be managed through changing the level of parking charges. This could involve building on the current approach of having different parking charges that apply for different times of day. Currently, there are lower parking charges in the evening to help support the evening and night time economy. The cost of City Centre parking will need to be priced competitively to support the use of Park & Ride services to attract shoppers and commuters to use it.

Workplace Parking Levy (WPL) - A WPL is a charge imposed by the local transport authority on employers (not employees, although the employer can pass the charge on) for each liable commuter parking space within their site. By law, net proceeds from a WPL are only available for the purpose of directly or indirectly facilitating achievement of local transport policies, as set out in the Local Transport Plan. To date, Nottingham is the only UK city to have implemented a WPL – and the levy generates approximately £9million a year which is re-invested in local transport improvements. The local authorities for Cambridge and Oxford are currently actively assessing whether there are merits in introducing one in their cities. If implemented in Southampton, a WPL would discourage car commuting into Southampton and would also provide additional revenue for transport improvements, including Park & Ride, to manage growth pressures in the city and beyond. A WPL could help address congestion by:

- Incentivising employers to reduce their car parking supply and/or incentivising employees not to drive to their place of work which would help to manage congestion especially at peak times.
- Providing a substantial, predictable, locally controlled source of transport funding (which also levers in further private sector and government funding) which could be utilised to develop and deliver the major transport infrastructure and public transport improvements required to support a less car-dependent city.

If a Southampton WPL were to be delivered, then the income from it would be used to help fund the delivery of the Mass Transit System, Park and Ride provision and new cycle infrastructure, which will form a package of measures that will reduce congestion and support economic growth. Given that the planned Clean Air Zone is to be implemented in 2019, it will be necessary to monitor and assess the impact of this on the number of vehicles travelling in to the City Centre before considering whether a WPL should be introduced. The case for and merits of a WPL will be kept under review during the life of this Strategy.

Variable Charging (Emissions Based) - Charges for on-street parking based on the level of emissions from a vehicle based on ANPR and number plate data. Ultra-low or zero emission vehicles would be eligible for reduced rate or free parking, whereas those that emit the most would be charged more. This could be replicated in SCC car parks across the city, concessions for the Itchen Bridge and for Residential Zone permits. Long-term effects would need to be considered and kept under review as the general motor fleet moves towards a greater proportion of ULEVs.

Motorcycle, Coach & HGV Parking - The Council has recently increased the level of secure motorcycle parking in the City Centre. This will need to be monitored and increased if demand and circumstances dictate. Coaches are used by visitors and schools in the city and as a service to bring cruise passengers to the terminals within the Docks. There is limited space safe available for coaches to set down, wait and pick up that does not hinder traffic movement. Events at the Mayflower Theatre, Arts Complex and St Mary's Stadium mean that at certain times coaches need to be accommodated while not in use. Identified coach parking locations in Chapel, Herbert Walker Avenue and close to the Mayflower need to be reviewed as the City Centre changes.

Dynamic Port Access - Continued growth of the Port for container cargo will result in increases in HGV movements to and from the Port. The Vehicle Booking System in operation where HGVs have an allocated time to enter the Docks. If a HGV is early there is increases in circumstances of inappropriate parking on residential or other roads, which can cause safety and environmental issues. Working with the Port to ensure that HGVs know not to park on residential or other roads (e.g. Third Avenue) and look at measure that restrict or manage HGV parking.

Legible Parking - create a consistent brand and look to all SCC car parks to provide an enhanced visitor experience to take into account the reasons why people come into the City Centre. This will be done with clear mapping, signing, maintenance, information and innovative ways to show availability of parking spaces (using VMS and direction signing/lights within the car parks) to promote or direct people to some of the lesser utilised car parks. Within the City Centre have routes that serve car parks signed and minimises 'lost mileage' looking for car parks with space. As more mobile and contactless cashless ways of paying become widespread paying for on and off-street parking will need to ensure that the technology is available.

Detail on these can be found in the Southampton Car Parking Plan which has been developed as a supporting plan to [Connected Southampton 2040](#), and provides detail on how parking can support the City Centre's economic vitality, support more trips made by sustainable travel and to meet air quality objectives.

A Resilient City

Supporting economic growth through smart well-managed and maintained and reliable high quality transport network asset.

Having a resilient road network means that it is able to perform with the daily demands places on it. An important part of this is to ensure that it is well-maintained and that equipment such as traffic signals or bus information operates efficiently, reliably and accurately. Poor quality roads or signals can create congestion through road works and delays, which cost businesses and individuals through reduced productivity, increased journey times and street, increased fuel consumption, delayed deliveries and damage to vehicles. The performance of the network should not be overwhelmed or degraded by extremes of weather, traffic incidents and planned events.

Our ambition to be a Resilient City means having a transport system that is high quality, resilient and well maintained will support the economic performance of the city, create a good impression, and deal with the negative impacts of transport on the environment.

The approach followed to date has been to minimise degradation of the state of the city's highways by applying funding to areas that require urgent investment through the annual inspection programme. Routine maintenance has been prioritised on a visual basis and decisions around the impact and long-term strategy have not been sufficient to meet expectations. This has some cases has led to an infrastructure deficit where the level of reliability of the transport network could deteriorate over time and in certain circumstances the number of defects could increase, resulting in the need for road users having to undertake their journey via a different route.

It is vital that an integrated approach is taken to the highway network so it has enough capacity, is in good condition and is adequately maintained over its lifetime. To do this the SCC has a Transport Asset Management Plan (TAMP) which sets out the approach for how the transport asset is to be managed to maintain an efficient and sustainable network.

City Centre	Economic Drivers	Neighbourhoods	Travel to Work Area
Ensure that main radial routes into and around the City Centre are well-maintained and that signal-controlled junctions are working to their optimum level.	Ensure that the main routes into the economic drivers are well-maintained and that signal controlled junctions are working to their optimum level	Take account of the maintenance requirements of greater numbers of light goods vehicles using residential roads to make e-commerce deliveries	Make use of Variable Message Signage in neighbouring local authority areas to make road-users undertaking cross-boundary journeys aware of planned roadworks and special events
Variable Message Signage and social media is used to warn road-users of dates of planned roadworks and special events	Development of Travel Demand Management packages for major road work events		Development of Travel Demand Management packages for major road work events
Roadworks by utility companies is co-ordinated with highway maintenance schemes to minimise duration of disruption and prevent multiple sets of roadworks.	Where possible, seek to undertake major road resurfacing work overnight to minimise disruption to road users		
Development of Travel Demand Management packages for major road work events			
On major highway routes serving the City Centre seek to undertake major road resurfacing work overnight to minimise disruption to road users			

To achieve the vision for Southampton's transport network that meets the long-term strategic needs of the city and its residents, visitors and businesses a number of challenges need to be overcome.

- Financial arrangements – the way that funding is being allocated from central Government for highway maintenance is evolving with forward visibility of money based on needs and incentives around continual improvements. It is envisaged that an extra £6.3m per year is required to improve the carriageway to support the Connected Southampton strategic goals, the money available is not sufficient to do this uplift required to meet the needs of users. To bridge the gap additional money will be requested from sources the LEP, DfT Major Maintenance Challenge Fund and an Incentive Fun adjustment based on the City Councils own assessment and audit;
- Ensuring continued reliable access to transport gateways – vital for the performance of the Port and Airport as they rely on good access for passengers and freight;
- Major asset renewals on key structures such as A3024 Northam Rail Bridge and A33 Redbrige and Millbrook Flyovers;

- Climate Change – maintaining the resilience of the network to extreme weather events, rising sea levels and more frequent winter conditions (freeze/thaw);
- Widening travel choices to offer alternatives – to make walking and cycling a natural choice for everyday journeys and reduce reliance on the private car the infrastructure needs to be in a good condition;
- Ensuring reliable journey times – to support economic growth and the level of development in Southampton, the network will need to be safeguarded against deterioration and provide reliable access to the core parts of the city.

To meet these challenges the TAMP will need to apply a series of principles around an integrated intelligence led approach, to ensure service resilience and recovery along with stakeholder views to understand people's priorities for maintenance spend. These considerations directly affect the levels of service that must be provided, complementing and supporting the delivery of Connected Southampton.

Taking the integrated intelligence-led approach enables us to:

- Ensure that the whole life cost approach is taken to asset management costs,
- Provide a level of service for principal roads, structures, drainage, Southampton Cycle Network and footways to support economic growth and widening travel choices,
- Invest in innovative technologies for ITS and smart asset management sensors, and
- Continual improvement to meet the financial challenges.

Strategic Goal 2 - A System for Everyone

An Attractive City

That creates an attractive and modern place where people are proud to live, work and visit

Investing in a city that is an attractive and modern place shows civic pride and can be a catalyst for further investment by others. By creating a more attractive city that puts the needs of people at the centre of how spaces and streets are designed and used encourages further inward investment. Following recent public realm work in Southampton, it has been reported that for every £1 invested in the scheme, businesses were investing £5.

Building on the recent investment in high quality of the public realm we will look to expand it out from the City Centre to local neighbourhoods and District Centres to benefit the whole of Southampton. By 2040, the look and feel of Southampton will be changed so that it is more attractive and modern place with spaces and links that facilitate shorter trips by foot or bike, and creates spaces where people want to linger and spend time and money. Working with stakeholders such as developers and businesses the land uses can be integrated with transport to develop the uniqueness of Southampton.

As well as spaces we will look at how transport corridors and roads function. This can be split into two. Firstly, as a link where movement of vehicles through is the most important, and secondly as a place that it is a destination in its own right. This is known as 'Link and Place' concept which has successfully been implemented in London, Birmingham and helped to shape Southampton's Streets and Spaces Framework. The application of this concept will depend on where the road or place is and will need to reflect the requirements of its users.

As the city grows and changes the demand of users on certain corridors for the movement of people in vehicles and goods will increase. As these competing demands intensify the aspirations of different modes may not be fully realised, so some routes may focus more on movement and others on place. Movement may focus on buses, freight and taxis giving them more importance and priority meaning other modes may have a lower level of service. In other areas that are focused on place. Here the priority will change to focus on people walking and cycling to create places to live or be safe.

This 'Link and Place' approach over time will change the look and feel of not just the City Centre but local areas will shift the emphasis. In these places the role of the route will be to create more attractive places rather than the links to move people.

City Centre	Economic Drivers	Neighbourhoods	Travel to Work Area
Development that is integrated into the urban fabric and constrains the need for solo car ownership such as CBD, Western gateway, Royal Pier, and other City Centre locations	Development of links that can prioritise movement of goods and people alongside improved walking, cycling and public transport connections	Pop-Up Streets and School Streets and other activities that encourage people to stay and spend time and for children to play safely – continuation of the Metamorphosis toolkit	Support for routes that are links to move high volumes of people and goods connecting to MTS interchanges which have high quality public realms – Central Station, Woolston - in the city through improved public transport connections between Southampton and other urban settlements and suburbs
An attractive and modern public realm that showcases the heritage and story of Southampton with new public realm spaces around the Bargate, City Walls, and the Parks Providing places for people to spend time	Continue Legible City wayfinding to these sites	Change to the look and feel of local areas support the regeneration of local District Centres with more local facilities to facilitate people's shorter journeys to be made by walking, cycling or public transport –supporting the Active Travel Zones	
The Inner Ring Road has been made into a suitable environment so it can fulfil its role as a main link for moving traffic around the City Centre, but also providing priority and safe routes for people to cross and reduce severance along West Quay Road, Cumberland & Brunswick Places, Western Esplanade and Threefield Lane.	A modern and attractive public realm as the sites have grown and changed, integrating them into Southampton and to constrain the need for solo car trips there, cohesive routes for people walking and cycling to and throughout the sites.	Incremental improvement to the role of links and places in District Centres with the public realm making attractive places. This could include footway widening, developing an image or approach for that area with a suite of materials, wayfinding, street art etc. Where place is considered important more ambitious works are implemented to create spaces that put people first	
A revaluation of the function of streets and places in the City Centre to 'civilise' them to create places	Greening of sites		

that don't need to move vehicles but can move people by promoting walking and cycling including New Road-Civic Centre Road, Portland Terrace-Castle Way, Bernard Street, Queensway, and the Old Town			
A greener city with additional planting and landscaping to complement the public realm			
The new Central business District is seamlessly connected to the rest of the City Centre and towards the Port with cohesive and comprehensive routes, high quality public spaces in the new development that create a sense of place and people focus.			

Link and Place Spaces

Link and Place looks at the function and role of a street or an area to understand how it operates and who it is for. This principle is in the Streets & Spaces Framework (2015) and



is shaping the movement and access strategy for the City Centre - City Streets 2 (2018). They put people at the heart of the place by creating a vibrant and vital City Centre with a high quality pedestrian environment and a sustainable street network with potential for public art. Partnering with developers and funding this has enabled the development of places for people around Arts Centre, Southampton Central Station, Victoria Road and Western Esplanade at West Quay.

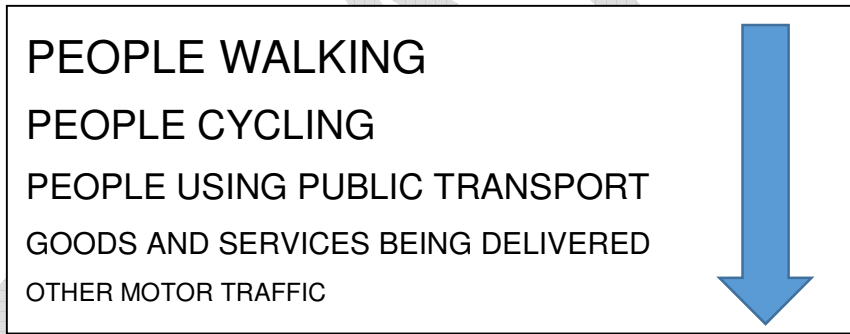
Moving out from the City Centre the principle can be applied to roads and spaces across Southampton so they are enhanced in a more in line with user's aspirations. There are

areas of the city where this approach is closely followed such as Woolston, Bitterne or Shirley.

Other links may still remain dominated by vehicles with less priority for people, where this happens the approach would be to look at the function of the street to understand whether it is for movement or creating a place. Place function streets are the approach in the City Centre, District Centres and in local neighbourhoods to create green people focused areas neighbourhoods with green spaces, local routes, local roads and streets; local high or retail areas to local, principal and strategic roads that follow the general road hierarchy. These are closely linked to the Active Travel Zones and Integrated Transport Corridors.

A more people focussed, liveable City Centre - as the population of the City Centre continues to intensify we will look at ways of, within the Inner Ring Road, reducing the need for traffic to drive through the City Centre without having a reason to be there. So that streets will be able to provide for people walking, cycling or on public transport, so they can continue to penetrate to service the retail, leisure and employment cores. Servicing to shops, offices, parking and homes will continue, but the access from the Inner Ring Road will only be to certain 'blocks'. Streets will be hybrid of uses so they can be versatility used – for travel, rest, play, entertainment or markets.

When looking a streets and spaces in the City Centre and local neighbourhoods the following hierarchy is to be considered so that a balanced and sustainable approach is taken to spaces. This will help to ensure that the right function of a place is developed and preference is given to the appropriate end users.



This approach could be applied to through routes such as New Road-Civic Centre Road, Portland Terrace-Castle Way, Queensway-East Park Terrace or in the Old Town, so that they provide access for buses, cycling and walking, additional low speed environment (e.g. 20mph), other streets would be reshaped so they are less dominated by cars – less space and for parking, so people can walking and cycle, Ways of doing this include adjusting widths with narrowing and closures, bus/cycle only sections of road, expanded pedestrian only areas, having a high quality street scene (trees, benches, art etc). Reducing or removing motorised traffic will enable a review of the need for traffic lights and formal crossings in the City Centre - allowing for their removal. Changes to traffic patterns and flows will also allow cycling to be more attractive and safer.

Street Closures/Pop-up Streets/Metamorphosis

Public Realm - World Class Streets - As part of an ambitious public realm enhancements in New York – a World Class Streets programme was developed to re-look at the city’s public realm. The initiatives consist of elements around public squares, boulevards, complete streets, safe streets, public art, coordinated street furniture and promoting streets for pedestrians and cycling. The programme ranged from public spaces such as Times Square to street corners that were partially or fully pedestrianised. To get public and transport buy

parts of the Square were temporarily closed off with minimal traffic management and used as pop-up streets – seating, planting. This concept could be trialled in Southampton in the City Centre or in neighbourhoods as part of the City Streets programme to redefine the street operation.

Street Scene - On-going programme to reduce the amount of clutter on street by removing unnecessary street furniture (railings, bins, posts etc) and signing, which will reduce the ongoing maintenance liability for obsolete or unnecessary assets. The Streetscape manual continues to provide guidance on design, standards, or placement of any new street furniture.

A Safe City

Reducing the number of people injured on the roads towards zero.

Safety of people using and interacting with the transport network remains important and there is a need to continually decrease the number and severity of casualties. Across Southampton safety improvements will be prioritised where there are clusters of collision hotspots or along corridors to push casualty levels towards zero.

However, there are still locations where collisions occur and some users are disproportionately affected given their relative mode share. This is particularly true for people cycling who are involved 16% of all recorded incidents in Southampton – despite their mode share only being 1.4% of all daily traffic. This may also be masking a truer number as 41% of respondents to the 2011 Cycle Survey said they were involved in an incident but only 13% reported it to the Police.

The approach will be to continue to make Southampton a safer city to travel around by using for everyone an evidenced based approach using data and crowd-sourced information to develop the safety programme. Schemes will be designed around the more vulnerable users of the system that provides them with a safe space. The implementation of the Southampton Cycle Network will look to create a safe culture for cycling with better facilities and schemes will be designed with safety at their heart so we can reduce the risks – both perceived and actual when moving about by bike.

As well as the physical environment education of all users is a vital component of the approach. Working with partners and stakeholders we can continue to evolve the behaviours of people so that they feel safe and act safely. There is a rising number of incidents involving people using smart phones and not being aware of their surroundings, education and the layout of the environment both play an important part in reducing incidents.

How people perceive the transport system is about their own personal security whether this is at a bus stop, walking along a footpath, parking their bike, or in a car park. The design of both transport schemes and the urban environment plays an important part and we will, working with and through partners, to ensure that Southampton is safe and secure.

Safety schemes will be across all the spatial areas – City Centre, Economic Drivers, Neighbourhoods and the Travel to Work Area and scheme types. So by 2040 Southampton will be a safe place for people to move about in with reduced fear and positive perceptions of safety.

Safety

Safety Programme - Develop a safety programme based on a consistent evidence base approach for identifying and analysing isolated or small cluster accident hotspots and implementing appropriate and feasible engineering solutions – e.g. speed restrictions, crossing facilities (signals, zebra or refuges), changes in road layouts, enforcement and electronic/variable message signs.

Education Programme – working with partners such as Hampshire Police or schools on a range of initiatives including:

- Safer Roads Partnership,
- Speed Enforcement and Limits,
- Driver Awareness Training,
- Cycle Safety – Close Pass, Be Bright Be Seen, and
- Targeted Programmes – Smart Phone awareness, vulnerable users, different user groups.

Integrated Corridor Approach to Road Safety - Taking a holistic approach to road safety along a corridor or in an area, either through longer sections of road combining several accident clusters or locations and taking a holistic approach that looks a wider causes and impacts. Alternatively, working with other modes or projects to achieve shared objectives and extend value for money (e.g. working on a public realm scheme that includes significant pedestrian and cyclist safety measures).

School Streets/Local School Zones – As part of Active Travel Zones work with schools and communities to carry out assessment of the issues and options at schools sites to develop safe routes and spaces outside schools to outline the key issues. This includes feasibility of piloting innovative initiatives such as school exclusion zones, reclaim the streets (School Streets), reducing parking, or expansion of school crossing patrols.

An Equitable City

Everyone can get around, no matter who they are or how they get around.







Facilitating a more equitable way of travelling around Southampton, improving people's access to employment and education opportunities, and linking communities and services such as schools, shops, healthcare and training opportunities together. This is considering the diverse range of people who live in Southampton from different community backgrounds, gender, socio-economic level, orientation or mobility impairment.

We will work with communities to link them to jobs and services, and with businesses that offer innovative and sustainable alternatives to private car ownership, including car/bike sharing, demand responsive transport, not owning a car, development of e-mobility and smart mobility.

City Centre	Economic Drivers	Neighbourhoods	Travel to Work Area
Implementing behaviour change and education programmes with communities and businesses	Travel Plan officers working with hard to reach groups and communities	Community engagement and co-design of streets and spaces in local areas	Travel plans with business
Travel plans with employers and schools	Travel plans with employers	Travel plans with schools	Joint working with neighbouring authorities to reach underrepresented communities
	Pilot MaaS with local businesses and operators	Advisors to help people to get into work by personalised journey planning	Pilot MaaS with local businesses and operators
		ATZ and Community Cycle Officers working with hard to reach or underrepresented groups and communities, in areas of inequality	

Behaviour Change & Mobility as a Service

Improved technology supporting Mobility as a Service- effective partnering with stakeholders to attempt to deliver Mobility as a Service widely throughout the City.

 <p>Journey Planning Simple, digital and mobile</p>	 <p>Single Payment System Cashless, pay for all services, available for all</p>	 <p>Multi Modal Choice Multiple modes and different journeys</p>
 <p>Travel Information Quick, reliable and best route</p>	 <p>Interoperable Interchange Going from one mode to another</p>	 <p>Experience On the most sustainable or active mode</p>

Personalised & Community Travel Planning - Door-to-door Personal Journey Planning (PJP) for residents to discuss existing travel habits and requirements, provide information and advice on the range of sustainable travel options available, and encourage use of more sustainable modes, particularly for short trips. This approach works best when linked to promotion of new infrastructure by targeting households on key sustainable transport corridors into the City Centre, households within 200-300m of new transport infrastructure and close to air quality management areas, and areas with a high proportion of households which have been identified as being most likely to respond positively to behavioural change

measures. Households can also be offered a range of cycle support services including Bike Doctor services, Adult cycle training and Bike maintenance training.

Workplace Travel Planning - A number of organisations have implemented Workplace Travel Plans to help staff get to work and reduce single occupancy car journeys to work by promoting the alternatives of public transport, walking, cycling and car sharing supported by improved facilities, awareness campaigns and incentives. Many larger businesses in the city have long standing adopted travel plans including SCC, Port, University, General Hospital, Ikea, West Quay, Ordnance Survey and Carnival.

Reducing Single Car Occupancy – workplaces - To reduce single car occupancy for journeys to work businesses and organisations can limit the availability of car parking for staff either physically or permits, and promote alternative ways with an organisation specific car club/pool cars or promote car sharing. Workplace Charging Levy for parking is one measure that could be used to reduce single occupancy. Businesses are charged for the number of spaces they have and funds are used to support new transport projects – this has been in place in Nottingham for over 10 years and helped to fund their LRT system.

School Travel Planning - Working in partnership with all schools in Southampton to provide bespoke travel advice to pupils, staff and parents to encourage more walking, cycling, scooting and public transport to school. The school run places significant pressure on the local highway network, particularly around school gates, that have knock on effects on air quality, safety and congestion. Promoting these alternatives makes getting to school safe and green. Schools are incentivised to develop travel plans so they can receive funding for cycle/scooter parking, safety improvements, and other travel infrastructure to implement the travel plans. This is done through in-depth engagement and support to achieve modal shift by accreditation (ModeShift STARS) and activities such as training, Bikelt, challenges, and intensive promotions (Walk to School Week). New initiatives include Play Streets, Beat the Street, Green Schools (from Ireland) that look to make the area around schools safer and more inclusive places during and outside school times

Shared Mobility - Systems that provide an alternative to owning a private car:

- Car Clubs - these allow infrequent car users to access a car when they need it, without the high cost or parking difficulties associated with car ownership. Organisations providing cars based in key locations for hire to members via an online or telephone booking system. Research shows that for every car club vehicle made available, up to 20 people will give up their private cars, and that car club members reduce their mileage by up to 40 per cent.
- Car Sharing - Car sharing schemes aim to encourage individuals to share private vehicles for particular journeys, to reduce the number of cars on the road. Formal schemes often focus on commuting journeys or for longer-distance leisure journeys. Schemes are either operated via internet based sites open to all users, or within a particular organisation. These can sometimes be almost at a public transport scale, such as minibuses for schools collecting up to 8 children.
- Bike Sharing - Known also as Public-use Bicycles (PUB's), bike sharing or smart bikes, bike sharing schemes (BSS) are short-term urban bicycle rental schemes that enable bicycles to be picked up at any self-serve bicycle station and returned to any other bicycle station, which makes bicycle-sharing ideal for point-to-point trips.

Mobility as a Service - Changing how we look at transport from merely a way of getting people around to making people more mobile, with personalised, digital and environmental awareness:

- Transmobility – new hybrid forms of transport where modes are shared or merging together,
- Soft Mobility – real time access to information to navigate through the city and services – using geolocation,
- Active mobility – rise of inner city cycling and walking leading to all-encompassing view of day to day mobility, or
- Developmental mobility – form of personal development with health benefits for people of all ages.

Active Travel Smarter Choices - Active Travel Promotion, Marketing & Information – forms an integral part of the My Journey project that links together different themes and schemes using clear messages through the award winning My Journey platform. Examples of initiatives that have been run include Commuter Cycle Challenge, publicity publications,

- SureStart Active Travel - Community based physical activity promotion working closely with SureStart centres to encourage active travel amongst early years;
- Safety Training – to support training and safety there are services that include crossing training when a new crossing is installed close to a school;
- Active Steps - Community based physical activity promotion focussing on walking and cycling targeted in areas with lower levels of activity;
- Better Points/Incentive Schemes – using incentivisation and social media to drive and reinforce behaviour change through a single rewards/points based system that has real value and recognised benefits to the community; and
- Bikeability – cycle training for children and adults with three levels to increase proficiency and confidence when cycling.

Mobility for All

Effective transport links enable people to access services such as healthcare, leisure, education and employment more easily – all vital to ensuring people can live successful, healthy and happy lives, and play a full and active part in society.

Providing the ability for those who live in areas with lower car ownership assists them in getting to employment, education or other opportunities. This could include providing travel planning advice and support to long-term unemployed jobseekers with transport costs until they reach their first pay packet. Or initiatives in communities that are harder to reach through traditional methods to help them to get around or provide access to bikes or public transport.

Through programmes and joint working with other providers such as Public Health, initiatives that open out access to transport for those that have limited or restrictive mobility, such as Wheels to Work, form part of this.

In developing proposed improvements to the transport networks in the City, we will carry out equality impact assessments, to check whether or not it has been designed with the needs of different people in mind, such as those with disabilities, young children, women and older people. It is important that when designing transport improvements we are mindful of the people that need to use them. With an ageing population, it is important that older people are not excluded from accessing opportunities to enjoy social and leisure activities and being physically active. Also, families with new born babies and pre-school age children need to be able to meet together for social and play activities. The delivery of Active Travel Zones / more Liveable Neighbourhoods would provide a safe, attractive network that enable young and old to access local groups and services available in district centres or within the local neighbourhood.

Strategic Goal 3 - Changing the Way People Travel

A Healthy and Active City

Promoting healthy lifestyles and creating people friendly streets and places

This principle focuses on how transport can help to promote clean, healthy and active lifestyles to improve the quality of life for Southampton's residents, businesses and visitors. Through more people walking and cycling can tackle those challenges around obesity, air pollution, inactivity and health inequality across the city.




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City Centre	Economic Drivers	Neighbourhoods	Travel to Work Area
Creation of a car free or car less zone within the Inner Ring Road, achieved by reallocating road space for walking, cycling and public transport, limiting access to those who need it or to certain areas	Having the SCN connect with the economic drivers with high quality cycle infrastructure as part of the freeway level of the hierarchy	creating networks of Active Travel Zones which are focused around active travel led with priority for walking, cycling and enable community events, compact and connected to together, more services located locally, helping to contribute towards the regeneration of these areas and supporting low carbon use	Delivering the Southampton Cycle Network and a walking network that connects across the boundaries providing safe, direct and connected routes into Southampton's economic driver areas
Development of the City Centre as the hub for the SCN with east-west and north-south cycle corridors and easy cycle priority off them	Increased marketing and awareness campaigns and travel planning	Increased marketing and awareness campaigns and travel planning	Improvements to walking and cycling connections to train/MRT stations potentially see reallocation of road space that gives cycles and pedestrians safe space
Increased marketing and awareness campaigns and travel planning	Cycle parking hubs at key locations		Intercepting traffic before it reaches the City Centre with a variety of Park and Ride or Cycle facilities that connect
Legible City and Cycling wayfinding and information			Increased marketing and awareness campaigns and travel planning
Cycle parking hubs at key locations			Cycle parking hubs at key locations
Cycle and walking priority access to the interchanges at both Southampton Central and Trafalgar Dock			

Active Travel Zones (Liveable Neighbourhoods)

Active Travel Zones (ATZs) are a major concept for Southampton and are focused on the smaller local zones centred in local communities, with facilities that are a focus for local trips.



<p>Quieter Streets</p> <p>To reduce traffic volumes and speeds</p>	<p>Filtered Permeability</p> <p>Residential streets altered so no through traffic except cycles and walking</p>	<p>Improved Travel Choice</p> <p>Residents feel safer walking or cycling for shorter journeys or using the MTS</p>
<p></p> <p>Travel Information</p> <p>Quick, reliable and best routes with smart simple ticketing</p>	<p></p> <p>Mobility Hubs</p> <p>Car clubs – zero emission, bike sharing, charging points, 'click & collect' delivery collection hubs</p>	<p></p> <p>More attractive places</p> <p>Planting, play streets, pop-up events, street parties, spaces for people to rest</p>

Neighbourhoods are where people live and spend a lot of time, Southampton has some very different and diverse areas ranging from inner city terraced streets to suburban areas with detached housing to purpose built post-war estates. Most were built before the age of mass car ownership but have been subject to increasing levels or they are in areas with low car ownership. Having a good choice of different travel options for people and having an attractive place to live and be proud of matters. Areas can be dominated by vehicles either passing through adversely affected people's quality of life or by parking that fills up roads with vehicles reduced space for people to interact.

These ATZs could be defined anywhere in Southampton, but primarily they will be centred on a District or Town Centre or another type of trip generators such as a school or community hub and meet the criteria below.

- Is a trip attractor – such as a residential area, school, retail area, community or health facility:
- Area of economic, social or civic activity
- Proximity to a transport hub/corridor
- Has a local flow of people – suitability for walking and cycling journeys
- Has a network of local roads suitable for the “mesh concept”.

To develop these ATZs, ATZ Officers would work with willing communities to assess, develop and implement a scheme that creates a more attractive and mobile communities finding out how people live and move about in the area.

Where the ATZ interacted with a bus corridor or transport hubs they would create the connections to places further afield would be identified. Routes distributor roads would be identified for car use but these may be circuitous to discourage through traffic and there would be reduced permeability for cars on other roads, using traffic calming measures to deter their use for through traffic.

The majority of the ATZ would be a “mesh” with filtered permeability allowing for easy pedestrian and cyclist movements and measures to deter or prevent through motor vehicle traffic, creating people friendly streets. These would be supported by localised travel planning and community engagement.



Over the next twenty years ATZ will provide a new form of urban mobility and create communities that people are proud to live in through:

- New infrastructure and routes that helps people to get around on foot, by bike or to access and use public transport on the main corridors,
- Support the development of e-mobility/smart mobility with technology and services,
- Use the road space more flexibly providing more space for people and communities to come together whether these are pop up events or more permanent changes to the layout and operation of roads,
- A network of safe and continuous routes from pedestrian and cycle routes to local centres linking to the Quietways of the Southampton Cycle Network,
- Creating a green economy and streetscape that is welcoming, safe and attractive
- Look at how parking is provided and rationalise or remove it to create more space creatively,
- Creating spaces for street planting (which could incorporate sustainable drainage), seating, security etc,
- Partial closures around schools at start and end of school day,
- Reduced speed limits,
- Supported by mini mobility hubs where different ways car sharing (car clubs) – that are zero emission, bike sharing, charging facilities for alternative fuel vehicles, and scooters.
- Local travel planning and community led engagement and co-design,
- Local freight collection hubs in the local centre with freight deliveries undertaken by small electric vehicles or cycling where possible, or ‘click & collect’ hubs where delivers can drop goods off and residents pick them up without need to go to store or delivery centres, and
- Where the ATZ meets a more trafficked road on the edge it is merged in and access SCN infrastructure and bus services.

Cycling

The vision for cycling is to transform Southampton into a true Cycling City, creating a city where safe cycling is the norm. Over the next 10 years we want to see an annual 10% increase in the number of cycle journeys made each day to increase cycling’s mode share – meaning 15% of vehicles coming into the City Centre are doing so by bike.

Making Southampton better for cycling - we are already making large investments in cycling with £11m being invested up to 2020 through development, and delivery of the Southampton Cycle Network (SCN) which is aimed to make it better and easier to get around Southampton by bike for everyone. The network is formed of various levels which connect people from their front door to the main routes and on to their final destinations using different types of facilities and levels of segregation.

Funding is being used to deliver new and innovative cycle infrastructure, initiatives and activities along three key corridors from the City Centre to the west (for the Port, Totton and New Forest), the north (for the Common, University of Southampton, Chandlers Ford and Eastleigh), and east (for Bitterne towards Hedge End and Botley) and in neighbourhoods where people live. This is funded through a variety of projects and sources such as Access Fund, National Productivity Investment Fund, Clean Air Zone and contributes to a holistic cycling programme.

Following these initial corridors, we will continue to invest in the other corridors identified in the SCN and in the areas where people live to make them cycle friendly.

Along with infrastructure investment, we are making it safer and easier to cycle by supporting ongoing projects working with businesses and schools to train new and experienced cyclists, working with the Police to improve cycle safety and security, and a new approach wayfinding and mapping cycle routes in the city with consistent branded signing and up to date maps both paper and online.

Continuing to inspire people to cycle with events and communities that promote cycling as a normal way of getting around. This includes the centrepiece Southampton Cycle Festival covering the closed street 'Let's Ride', and community cycle activities that helping those who haven't cycled or are less represented such as ethnic minorities or women. Engaging with businesses and schools to develop, support and implement cycle travel plans.

Key activities

- Initially funded for three-years a comprehensive behaviour change programme centred around engagement with people who are seeking work or in work to get them to cycle and on a Southampton Cycle Festival to celebrate cycling in the city. As funding opportunities occur we will aim to continue to support these activities and grow the cycling offer in Southampton
- Southampton Cycle Network – delivery of the network's initial 14 corridors (split between Freeways on the higher volume direct routes and Cityways supporting them), Quietways in areas where people live, and making cycling accessible in parks.
- Promotion – working to promote the benefits of cycling, get more people to cycle more often through activities that providing training, encouragement, and raise awareness of the network and improvements.

Delivery of the SCN and supporting initiatives and activities will make Southampton a safe place for people who want to cycle. It can showcase what cycling can do to improve people's lives particularly their health and business productivity, provides priority for cycling, integrates cycling with ferries, trains, and buses, improve the quality of the air, and reduce congestion on our roads so every can get around easily. It supports the future of Southampton with sustainable and healthy people focused growth and productivity over the next decade and beyond. This is just the start and we will continue to seek funding for cycling and work with partners to ensure that delivery continues to meet our goals.

Cycling Southampton 2017-2027 provides more detail on the aspirations for cycling in Southampton.

Walking

Getting around on foot or other ways is as vital part of the transport system in Southampton as other modes. Of all those who work in Southampton, 16.7% of people walk to work and walking is a popular way for children to get to school. Making Southampton a safe, clear and pleasant place to walk a key. Recent investment in how the city looks provides good quality walking routes and places for people to be, these include the space around the northern side of Southampton Central Station which has reduced the space for the car and provided seating, landscaping. Southampton Central has been connected to the City Centre along Kingsbridge Lane which has transformed created a more pleasant and spacious route. Routes and spaces through the City Centre and new developments provide the opportunity for high quality routes and places to walk by opening up access to the waterfront – Chapel Riverside or Royal Pier, and linking places together – Station Boulevard or across barriers such as the railway or river. The City Streets 2 programme will implement these as part of a holistic approach. Working with developer's on implementing new accessible public spaces that enable walking routes that would have otherwise been cut off or indirect – such as West Quay South, Guildhall Square, Bargate, and smaller developments in the City Centre.

We will work towards developing walking environment that is safe, direct, easy to use and pleasant to develop healthy and active communities which have people friendly streets. These will range from maintaining the routes we have so that they are of a high quality, continuing to innovate in wayfinding including making use of the digital environment, providing spaces and locations for rest, reducing barriers to access areas, looking at the connections from the Port, particularly the cruise terminals, into the City Centre, and focusing the streets and spaces on people making areas less car dominant or imposed on with better space for getting around and spending time.

Supporting the new spaces and routes has been the continued rolled out of the Legible City wayfinding system. Clear signing and maps have been developed and installed across the City Centre and out into the rest of Southampton. This provides a clear and legible way of getting around the city and is useful for visitors and residents alike. This is important as the city continues to welcome more visitors as it growth and changes into the future, there are more cruise ships calling mid-cruise (the Aida Line calls in once a week and passengers can be seen in the city using the mapping), and 17 million people a year visit West Quay which includes the City Centre. Outside the City Centre, legible wayfinding can open up and link places such as parks, green spaces, District Centres, neighbourhoods and leisure or exercise routes.

Walking is not just about the City Centre, to ensure that communities across the city have access to good and safe routes and places to walk we need to remove barriers so everyone can get around. These include simple measures such as installing a safe place to cross or widening a short path along desire lines, to new signalised crossings on a route to a school, reducing speed limits, or to serve a new development. Southampton also has a Public Rights of Way network (PRoW) covering footpaths and bridleways, these provide small links in communities or provide access to enjoy the surrounding countryside. Through the PRoW Improvement Plan we define the network and set out how it will be managed and invested in.

Engagement with schools and businesses provides people with the information and opportunities to get staff or students to walk more including Walk to School Week or Walk to Work week. Increasing the number of children travelling to school by active modes is important to reduce the impacts of obesity and air quality. Pilot projects using EU funded Metamorphosis project is developing a toolkit and pilot projects for spaces outside schools to become traffic free a school times or to facilitate street parties or play streets activities.

This has been trialled at schools in Old Town, Sholing and Millbrook with success.



Communities can use interlocking Street Kit equipment to test out their ideas for reclaiming road space to see if they work before making any permanent changes (Photo: Sustrans)

A Zero Emission City

Creating a zero emission transport system

Clean air is essential for good quality of life, yet people living in Southampton can be exposed to potentially harmful levels of pollutants. There are many different types of pollutants that can affect the air we breathe, and the negative effects of poor air quality occurs at every stage of life. Exposure to Particulate Matter alone is expected to contribute to 110 early deaths in Southampton each year. Source apportionment identified that road transport is one of the largest contributors to air pollution in Southampton, followed by industry and the Port. SCC is committed to improving air quality in Southampton and through the Clean Air Strategy has adopted a package of measures to improve air quality, but can't do it alone.

In 2019, a Clean Air Zone (CAZ) will be implemented across Southampton which will discourage the most polluting of HGVs, buses and taxis, but also provide incentives for alternative fuels and travel by other modes. This includes investment in delivering the Southampton Cycle Network's main corridors and early sections of the Quietways programme, supporting businesses and public transport operators into cleaner and more efficient vehicles, supporting greater uptake of electric and alternative fuelled vehicles, and raising awareness with businesses and communities through the Clean Air Network.

The CAZ is the first step towards cleaner air in Southampton, and Connected Southampton 2040 will support this by moving the transport system towards zero emission as well as changing the way people travel. During the timeframe of this strategy the Government has indicated that traditionally fuelled vehicles will be phased out with alternative fuels becoming more prevalent. To support this facilities and mechanisms for charging or powering all

vehicles will be required. Keeping Southampton innovative we will support a Southampton EV Charing Network, starting in SCC owned car parks then working with the private sector to prepare and maximise opportunities for a dense network of charging points across the city. As regulations change and openings present themselves for increasing the availability of home charging we will seek to support and develop this. As well as supporting the transition to alternative fuels we will continue to invest and support alternative ways of getting around – particularly by bike or on foot.

The network of smart sensor will enable SCC to monitor both traffic conditions and localised pollutant levels, and with reference to other data such as climatic, be able to implement strategies to keep traffic moving efficiently to reduce stop-start conditions and air pollution.

City Centre	Economic Drivers	Neighbourhoods	Travel to Work Area
A Zero Emission Zone for all traffic	A Low or Ultra Low Emission City for all traffic	A Low or Ultra Low Emission City for all traffic	A Low or Ultra Low Emission City for all traffic
Support for electric or alternative fuelled buses, taxis and demand responsive transport with necessary charging infrastructure	Increase in rail freight into the Port with additional siding capacity in and out of the city	Last mile logistics or deliveries by smaller zero emission vehicles or bikes	
Last mile logistics and servicing by smaller zero emission vehicle or bike	Support for electric or alternative fuelled vehicles with necessary charging infrastructure both on site and those accessing	Click and collect hubs	
	Last mile logistics and servicing by smaller zero emission vehicle or bike	A ultra-low or zero emission public transport system	
	Distribution hubs	Removing and reducing through traffic in residential areas	
		Improving the street scape with planting and green open spaces	

Zero Emission City

The Southampton Clean Air Zone (CAZ) will be implemented from 2019 across the city, it will place a charge on the most polluting buses, vans, taxis and HGVs. The CAZ is required because urgent action is required to improve air quality by reducing levels of nitrogen oxide. The CAZ will be adaptive and able to expand and change to take into account conditions, traffic, and pollutants. Using new and emerging technology to monitor and enforce the zone this can also adapt the restrictions as conditions and transport technology change. The CAZ

is not the only tool available as there will be a number of supporting measures such as cycle network, incentives and help to people to take up low or zero emission vehicles.

The Clean Air Strategy seeks to improve Southampton's air quality by reducing emissions and air pollution through partnership working with a package of measures to encourage behaviours that support improvements in air quality:

- Encourage uptake of low and zero emission technologies and vehicles with a network of charging infrastructure, discounts for parking or tolls on Itchen Bridge and new technologies;
- Working with public transport operators to support them on development of a fleet that enters the City Centre is zero emission as possible;
- Improve transport and freight delivery systems that are innovative and use new technologies and alternative fuels, and flexible delivery times;
- Continue to support sustainable and active transport through My Journey awareness & behavioural change campaigns;
- Support taxi operators and other businesses in reducing their transport emissions
- Incentivise the use of cycling and walking; and
- Within the Council change the fleet to increase the number ULEV/EVs for operations – building on the first vehicles purchased.

Into the future this could evolve into a Zero Emission Zone, initially covering the City Centre, as technology for vehicles becomes more affordable, technically achievable and cost effective. In line with Government aspirations to have no new petrol or diesel vehicles by 2040 or earlier, we will need to work with stakeholders to develop a supportive policies, infrastructure and network that allows them to have confidence to invest and operate in Southampton.

Empower communities and individuals to take responsibility for their contributions to air pollution with good quality information and data through the Clean Air Network

ITS Management - Use of real time air quality data to influence traffic signal controls so that they are responsive to changes in pollution levels, by gating traffic outside of an area of poor air quality.

Using ITS and monitoring to restrict access to certain vehicles or modes on days where air quality is high, closing streets on certain days to encourage active and sustainable travel.

Electric vehicles – establishing local policies which facilitate electric vehicle infrastructure and the take up of electric vehicles.

Zero emission bus and taxi technology – establishing local policies which complement national policies and legal requirements on the roll out of zero emission bus technology locally working with local operators.

Support for Small or Medium Sized Businesses – with help and support to upgrade their fleets and providing charging facilities.

Southampton EV Charging Network - To address challenges around range anxiety and availability of charging infrastructure a 24 hour publically accessible network of charge points should be established. This Southampton EV Charging Network will need to meet current and future demand from plug-in electric vehicles. The majority of vehicle charging currently takes place at home or at work where users can leave vehicles charging for a length of time. An extensive public charging infrastructure should seek to provide a service that fills the gap around shorter more convenient charging – akin to fuel stations. The network will need to be interoperable between other networks in the UK so that users can charge their vehicles anywhere without being members of that network. It could also be linked to the Smart and Connected City infrastructure.

The network infrastructure will be targeted at key destinations where a variety of activities take place, where consumers need it, convenient and encourages a good turn over spaces. Locations being considered in a first pilot phase includes SCC owned City Centre car parks, the Universities and at Southampton Central Station. Subsequent phases will focus on installing charging points in taxi ranks and 'neighbourhood travel hubs' which can be access by fleet, employee or visitor vehicles where appropriate.

Alongside EVs the Council will need to be open to other Ultra Low Emission technologies such as hydrogen, bioethanol, biomethane/gas or used cooking oil. Support opportunities and funding research, implementation and uptake of alternative fuel technology, particularly for public fleet, buses and within the Port.

Environment

Green Infrastructure - The Streets & Spaces Framework (2015) places importance on the value of street trees as a way to provide shade and shelter, mitigate air and noise pollution, improve biodiversity and add visual appeal to the urban street scene. More tree planting, improved verges or central reserves (e.g. West Quay Road at Ikea) and other vegetation is regarded as a positive but choice over location and access need to be considered to make sure implementation is a success.

Where possible green wall, where vegetation is put on walls adjacent to roads to act as absorption and barrier to air and noise pollution from the road.

As part of scheme design look for ways to include sustainable urban drainage systems (SUDS) or soakaway points in the street and urban spaces, or as part of traffic calming or vegetation.

How Will We Get There? Implementing Connected Southampton 2040

Funding and Investment

The main source of funding to deliver the policies and schemes in Connected Southampton 2040 will come from central Government. This is formed of a number of different streams but the primary is the LTP Integrated Transport Blocks, which is an annual grant to LTAs comprising of capital for investing in new and improved transport schemes ranging from cycling and walking to public transport or ITS, and highways maintenance allocation which is for upkeep of the asset. This is currently known until 2020/21 and helps to inform our 3-year Implementation Plans and annual spend on transport in Southampton;

This level of funding is not sufficient to deliver all the aspirations of Connected Southampton 2040 and we use other forms of funding and we may need in the future to look at different ways to generating funding ourselves either through new governance models, powers that we have already, or taking opportunities for localised ring fenced charging.

- Local Growth Deal which is currently channelled through the Solent LEP to allocate to LTAs on transport infrastructure projects that meet the aspirations of sustainable and productive growth in the Solent by delivering housing and jobs – Southampton has used this funding to deliver public realm and interchange improvements at Station Quarter North and highway and public realm changes at Platform Road to access Port.
- Adhoc competitive funding from central Government where LTAs are invited to apply to funds ranging from hundreds of thousands to millions of pounds. SCC has been successful with a number of competitive bids recently that have accelerated some projects or supplement existing funding. Recent funding has been received from Maintenance Challenge Fund, Connected Vehicles Challenge Fund, National Productivity Investment Fund, Clean Air Zone Early Measures, and Access Fund. We will continue to bid to funding sources as they are announced using a strong and robust evidence led business case to try and secure the money.
- SCC cannot deliver many of the schemes alone and will require partnership working and funding with other such as Highways England or Network Rail. We must lobby and work with these bodies to prioritise improvements to the Strategic Transport Network to better connect Southampton to the rest of the Solent and UK.
- As Southampton grows with new development there will be opportunities for charges from developers, known as Section 106 or Community Infrastructure Levy, to improve the local area around a development. CIL also provides SCC with the opportunity to spend the money on transport improvements across the whole city in a strategic manner.
- There are opportunities for SCC to use enforcement powers, such as potential through the CAZ, or continued enforcement of bus lanes or school zig-zags where appropriate, to fund transport initiatives, Workplace Parking Levy, better management of utility company's works and sponsorship of various assets.
 - Investment in Southampton that attracts new businesses to relocate or grow here will create new revenue streams through business rates and local spend. If a business sees that Southampton is an attractive, well maintained and efficient place they will invest – evidence indicates that for every £1 spend on public realm a further £5 is invested locally by businesses. Having a plan like Connected Southampton will demonstrate where the city is heading and provide a launch pad for any potential borrowing or infrastructure investment.

Initial Delivery Plan

This provides an indication of the projects and schemes being planned for Connected Southampton 2040 and when they are likely to be delivered. This will be subject to feasibility and business case, funding, design, consultation and programming. Some schemes are already in the pipeline either through SCC or other partners like Highways England, Solent LEP or Network Rail.

The programme of schemes includes some big changes to transport in Southampton. When schemes are being planned there will inevitably be some disruption, and with our delivery partner Balfour Beatty Living Places (BBLP) and others, we will work together to keep Southampton on the move and minimise the impact on people's lives. Work will be coordinated and planned carefully, and supported by public and business information. For major projects that are likely to result in significant disruption, we will implement a programme of information, communications and promotion of alternative ways and routes through My Journey and BBLP.

Period	Goal	Scheme	Cost*
2019-2025	Successful Southampton	M271 Redbridge Roundabout	££££
		A33-A35 Millbrook Roundabout	£££
		A3024 Bursledon Road	££
		Enhanced VMS	££
		A335 Stoneham Way-Swaythling Junctions	££
		C-ITS Bluetooth	£
		Trafalgar Dock Ferry Terminal	£££
		Access to Southampton General Hospital	££
		Local Park & Travel – Bitterne	££
		Western Park & Ride - Nursling	£££
		Brownhill Way Bus Priority & Adanac Park Junctions	££
		M3 Smart Motorways Junctions 9-14	££££
		M27 Smart Motorways Junctions 4-11	££££
		M27 Southampton Junctions (J8, Windhover & A3024)	££££
		A3024 Northam Rail Bridge	££££
		Servicing & Logistics Centre	££
		Mass Transit System Development – key corridors	££££
		City Centre Car Parking Plan Measures	££
		Smart Connected Corridor Pilot – A3024	££
		Southampton Central Interchange Phase 1	£££
	Network Resilience Works – A33 Major Maintenance	£££	
	A System for Everyone	City Centre Access & Public Realm – New Road-Civic Centre	£££
		City Centre Access & Public Realm – Queensway & Bernard St	£££
		Pop-Up Streets Pilots – Sholing, Millbrook	£
		MTS & MaaS Development – Smart Ticketing & Coordination	£
		Workplace Travel Planning (Access Fund Revenue)	£
		School Travel Planning (Access Fund Revenue)	£
		Shared Mobility	£
	Changing the Way People Travel	Southampton Cycle Network development – 10 corridors - Freeways, Quietways and City Centre	£££
		Legible Cycling Network	£
		Active Travel Zones Pilots & Development – Woolston, Bitterne, Shirley	££
		Cycle Promotion Programme – Southampton Cycle Festival, Workplace and Schools Engagement, Promotion & Marketing	££
		Neighbourhood Walking Routes	£
Clean Air Zone Implementation		££	
Electric Vehicle & Alternative Fuel Charging Network		££	
(* - indicative costs)			
£ - Under £1m, ££ - £1-5m, £££ - £5-20m, ££££ - Over 320m			

Monitoring How We Are Doing

SCC collects data to monitor traffic levels travelling around the city through traffic surveys and a network of permanent vehicle and cycle counters. We also receive information from bus operators about monthly passenger numbers and the rail industry public figures about the estimated number of passengers using rail stations. Through this data, and through other data collected for Connected Southampton 2040 supporting strategies, we will monitor how effective the delivery of schemes is in achieving changes to how people travel.

For monitoring of cycling, we have a four year partnership with Sustrans to participate in the Bike Life data collection and monitoring programme. In considering prioritisation of road safety schemes, road traffic incident data is assessed. As part of the current Access Fund and My Journey behaviour change campaigns, we work in partnership with the University of Southampton to monitor and evaluate the effectiveness of schemes.

Monitoring data will be used to produce progress reports and communicate with a range of stakeholders. This will include a Connected Southampton 2040 progress report as part of the Implementation Plan cycle submitted to the City Council. As well as providing updated monitoring information the report will also be able to provide updates on any notable amendments to the policy context or service delivery. This will support effective oversight of delivery of Connected Southampton 2040.

Indicators that we will monitor include:

SG 1: Successful Southampton:

- Percentage of people travelling into the city centre by walking, cycling, on MTS, and in vehicles,
- % of work journeys made by non-car modes
- % of school journeys made by non-car modes
- Average journey time per mile on locally managed A-roads during morning peak travel period (7am-10am)

SG 2: A system for Everyone:

- Accessibility Indicator (based on perceived ease of access to various local services by residents)
- Reported Killed and Seriously Injured (KSI) road casualty data

SG3: Changing the way people travel:

- % of school journeys made by non-car modes
- % of all journeys under 5 miles in length by cycling
- Nitrogen dioxide emissions from transport
- Particulates - PM2.5 and PM10 emissions from transport

Implementation Plan for 2019-2022

Following the public consultation on Connected Southampton 2040, we will produce a three year Implementation Plan covering the period 2019-2021.

The implementation plan will complement and sit alongside the strategy, acting as a detailed business plan for implementing the measures which contribute to the strategy. This will include a funded programme of transport improvements, key milestones and risk assessment. It will be informed by deliverability and likely available funding.

It will take account of all the different funding streams we have access to, including Department for Transport (DfT) funding direct to SCC for highway maintenance, competitive funding through the Solent LEP, and financial contributions from developers through the planning process.

It will set out how we will make the best use of these existing funds as well as look to access new sources of funding to maintain and improve the assets we have and deliver new transport infrastructure that will be needed to support growth in the city.

Once produced, the implementation plan will be considered by the City Council's Cabinet, then will be published.

Keeping Connected Southampton 2040 updated

This strategy sets out how investment in transport infrastructure, delivery of activities and maintenance of the asset will be focused to support a clean and thriving Southampton. It recognises that transport has a vital role in the providing access to jobs and opportunities, encouraging people to be healthy and active population and making a clean, modern and attractive city that people are proud to live in, work in and visit. It is focused on people's journeys and making a better Southampton rather than focusing on modes and provides the umbrella for more detailed plans around subject areas.

The City Council will regularly review Connected Southampton 2040 to check if it remains fit for purpose in achieving the strategic goals we set out and to reach the ambition and will update or refresh it as necessary to reflect a changing transport planning, funding and Governmental policy landscape. One possible timeframe for future reviews could be as each three year Implementation Plan comes to an end.

DRAFT

What Happens Next?

Consultation

This is a draft version of [Southampton Connected 2040](#) for public consultation.

To develop this draft strategy we held a number of stakeholder workshops with our neighbouring local authorities, transport operators, businesses and employers to help us understand their priorities for improving travel and transport, and we have sought to reflect these in the strategy. More detail of this process and engagement is set out in Appendix A.

The draft of Southampton Connected will be subject to a 12 week consultation period, from **25th July to 16th October 2018**. You are invited to respond through an online questionnaire with your views and comments. The questionnaire is available at southampton.gov.uk/ltp4.

During the consultation period, we will be holding public drop in sessions where you can find out more about the proposals in the strategy and talk to the officers about your priorities for improving travel and transport in Southampton. The sessions will be on:

- Tuesday 4th September 2018 11.30am to 5pm in the Civic Centre,
- Saturday 15th September 10am to 1pm at Shirley Library
- Saturday 29th September 10am to 1pm at Bitterne Library.

We will be contacting the organisations in Appendix A to inform them about the draft Strategy and encourage them to respond to the consultation. In addition, during meetings with local employers and stakeholders, we will be encouraging them to respond to the formal consultation by the 16th October 2018.

Assessing the impacts of Connected Southampton 2040

The draft of Connected Southampton 2040 has been subject to an Equalities Impact Assessment (EqIA), see Appendix B. An EqIA is a tool to assess the impact any policies or strategies would have on the following protected characteristics: race, age, disability, gender, gender reassignment, sexual orientation, religion or belief and carer's responsibilities.

The EqIA found no significant effects on any protected characteristics as a result of this plan. However, individual schemes will be assessed for any impacts as they are designed and investigated further. The EqIA is available alongside the draft of Connected Southampton 2040 on the SCC website - southampton.gov.uk.

A Strategic Environmental Assessment is a process to ensure that significant environmental impacts arising from policies, plans and programmes are identified, assessed, mitigated, communicated to decision makers and monitored. During the preparation of the joint LTP3 Strategy for South Hampshire in 2010 a SEA was undertaken to assess the impact of the 14 policies. As we are proposing to retain the 14 policies given this high level of overlap, we have concluded that the previous SEA assessments undertaken for LTP3 are still valid for the Connected Southampton 2040 Strategy and the high level screening assessment of the additional four schemes suggests all positive environmental effects and no adverse ones.

Appendix A

Stakeholder Summary

During early 2018, SCC held a series of further workshops and discussions have taken place with these stakeholders to seek views and feedback on the proposed strategic goals and eight objectives. During the spring of 2018, we have engaged with:

Hampshire Chamber of Commerce
Hampshire County Council
Local bus operators
Local employers – including West Quay shopping centre, Solent NHS trust, port businesses, Solent University, the National Oceanography Centre and transport planning consultants
Neighbouring Borough and District councils
Solent Local Enterprise Partnership
Solent Transport
Southampton Cycle Forum
South Western Railway

Generally the response towards the goals and objectives was positive and various helpful improvements were suggested that have been incorporated into the consultation draft. During the formal consultation period we will be encouraging these stakeholders to respond to the questionnaire survey.

The Local Transport Act 2000 requires Local Transport Authorities to consult on their LTPs with:

- Bus operators
- Highways Agency
- Lower tier authorities (in the case of upper tier authorities)
- Public transport users groups
- Rail operators (i.e. Network Rail and Train Operating Companies)

The Act also requires local transport authorities to consult such others as they consider appropriate. Government guidance suggests that this might include the following, although this is not an exhaustive list:

- Airports and Ports
- Community and voluntary sector
- Community Rail Partnerships
- Crime and Disorder Reduction partnerships
- County Sport and Physical Activity Partnerships (CPSAPs)
- Disabled person groups
- Environmental NGOs
- Freight Transport Association
- Integrated Youth Support Services
- Jobcentre Plus
- Local Access Forums
- Local businesses and business groups - Chambers of Commerce, Economic partnerships, Emergency partnerships & Trade Associations (e.g. British Retail Consortium, Road Haulage Association)
- Local Education Authority and universities.
- Local and Regional Play Partnerships
- National Parks and Park Authorities
- Neighbouring authorities (including across national borders)
- Parish and Town Councils

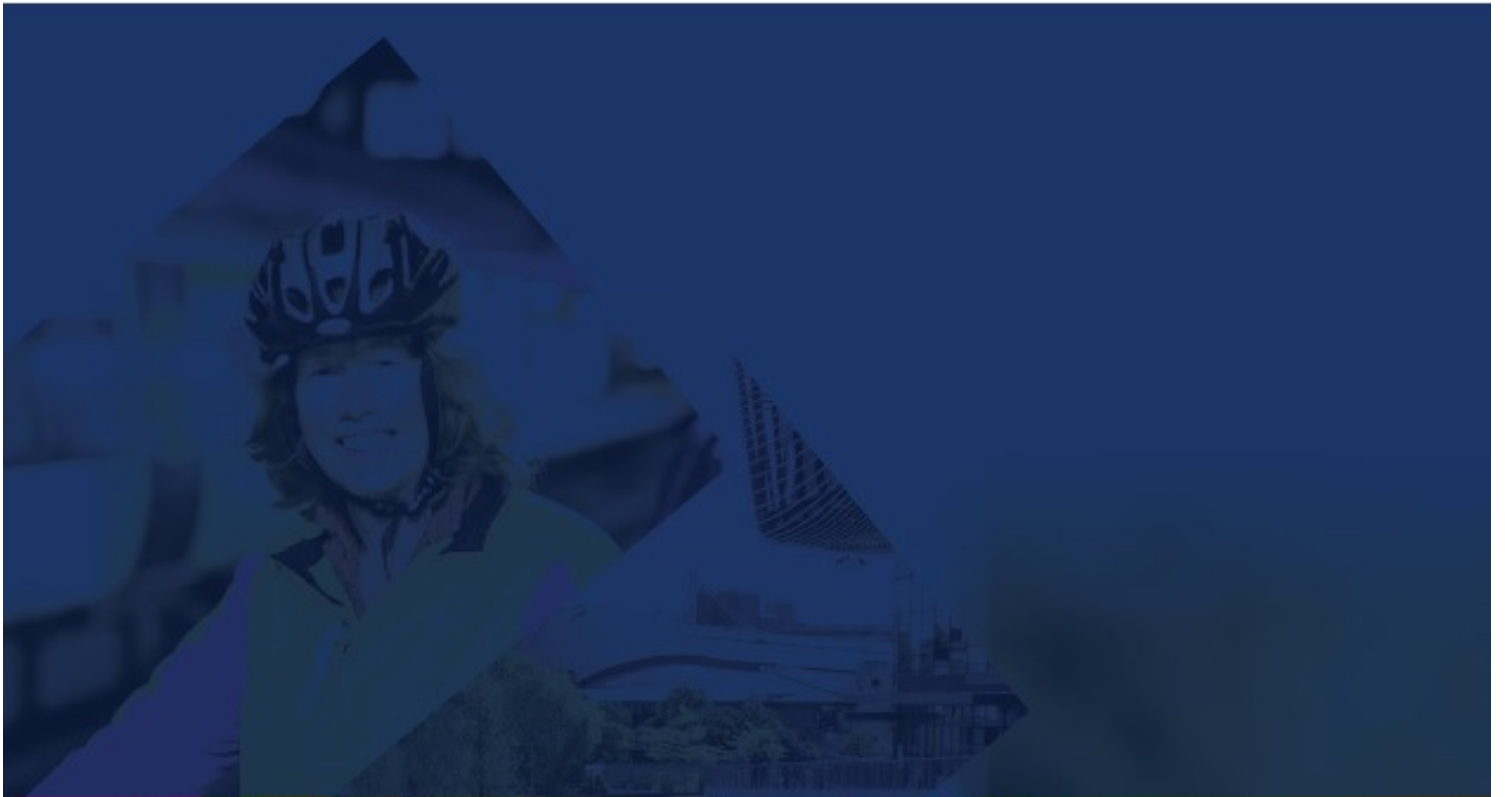
- Planning authorities
- Primary Care Trusts, as well as including NHS and private hospitals
- Representatives of older people
- Representatives of children and young people
- Representatives of women's groups
- Rural Community Councils
- Statutory environmental bodies – Natural England, Environment Agency and English Heritage
- Taxi and private hire vehicle companies and organisations
- Tourist Board
- Youth Forums
- Youth Opportunity Fund panels

DRAFT

Appendix B

The Strategic Environmental Assessment (SEA)

- During the preparation of the joint LTP3 Strategy for South Hampshire, a comprehensive SEA was undertaken in 2010 to assess the impact of the 14 policies and the series of delivery option schemes that sit beneath these at a high level. This SEA assessed 70 different proposed schemes against the ten SEA objectives. The ten SEA objectives cover Biodiversity; Population; Human Health; Flora and Fauna; Soil; Water; Air; Climate; Material assets; Cultural heritage (including archaeological and architectural heritage); Landscape; and the interrelationship between these factors.
- This SEA suggested that for most of the proposed schemes, their delivery was likely to bring a range of positive environmental effects related to the full range of SEA Objectives. These include through limiting traffic growth; facilitating modal shift from car journeys to public transport, walking and cycling; improving accessibility to services and facilities; supporting enhancements to the public realm; promoting social inclusion; and encouraging the use of healthier modes of travel.
- Of the 70 schemes assessed, eleven of these raised potential negative and uncertain effects against the SEA Objectives. These eleven were then subject to more detailed assessment to consider the nature of adverse impacts and consider potential mitigation measures.
- The majority of schemes that we are proposing to deliver as part of this LTP4 strategy are ones that were assessed as part of the SEA work for the LTP3 Joint Strategy. Additional schemes that are proposed as part of this LTP4 Strategy were not assessed in 2010/ 2011 include Active Travel Zones, Mobility as a Service, a Clean Air Zone and a Workplace Parking Levy. A high level assessment has been undertaken on the impacts of these additional schemes against the ten SEA objectives and this suggests the impact of these three schemes will be broadly positive.
- Therefore, given this high level of overlap, we have concluded that the previous SEA assessments undertaken for LTP3 are still valid for the LTP4 Strategy and the high level screening assessment of the additional four schemes suggests all positive environmental effects and no adverse ones.
- The LTP3 Joint Strategy SEA and final Environmental Report are available alongside this draft Strategy on the southampton.gov.uk website.



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Appendix 3 – Joint South Hampshire Strategy & Policies 2011-2031

The fourteen policies that follow (Policies A to N) set out the policy framework across South Hampshire through which the Solent Transport authorities will seek to address the LTP3 challenges. The philosophy of [Reduce-Manage-Invest](#)¹ is central for each proposed policy. This means the Solent Transport authorities will work to reduce the need to travel, maximise the use of existing transport infrastructure and deliver targeted improvements. A combined approach to delivering the policies will enable us to deliver the proposed transport vision, address the challenges and achieve the outcomes set out above. The policies constitute a package, with each policy contributing to and complementing the others. For each policy there is a toolkit of delivery options, from which each Local Transport Authorities will select the most appropriate for inclusion within their future Implementation Plans. Many of these delivery options will be common to each authority.

Policy A: To develop transport improvements that support sustainable economic growth and development within South Hampshire;

Policy B: Work with the Highways England, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight;

Policy C: To optimise the capacity of the highway network and improve journey time reliability for all modes

Policy D: To achieve and sustain a high-quality, resilient and well-maintained highway network for all;

Policy E: To deliver improvements in air quality;

Policy F: To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development;

Policy G: To improve road safety across the sub-region;

Policy H: To promote active travel modes and develop supporting infrastructure;

Policy I: To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services;

Policy J: To further develop the role of water-borne transport within the Solent Transport area and across the Solent;

Policy K: To work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight;

Policy L: To work with Local Planning Authorities to integrate planning and transport;

Policy M: To develop and deliver high-quality public realm improvements; and

Policy N: To safeguard and enable the future delivery of transport improvements within the Solent Transport area.

¹ [http://www3.hants.gov.uk/Solent Transport/Solent Transport-strategy.htm](http://www3.hants.gov.uk/Solent%20Transport/Solent%20Transport-strategy.htm)

DECISION-MAKER:		CABINET	
SUBJECT:		LICENSING SCHEME FOR HOUSES IN MULTIPLE OCCUPATION – CONSULTATION RESULTS AND FINAL APPROVAL	
DATE OF DECISION:		17 JULY 2018	
REPORT OF:		CABINET MEMBER FOR SUSTAINABLE LIVING	
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Steven Hayes-Arter	Tel: 023 8091 7533
	E-mail:	Steven.hayes-arter@southampton.gov.uk	
Director	Name:	Mitch Sanders	Tel: 023 8083 3613
	E-mail:	Mitch.sanders@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
NOT APPLICABLE			
BRIEF SUMMARY			
Approval is sought for designating Bargate, Bevois, Portswood and Swaythling wards as being subject to additional licensing of houses in multiple occupation (HMOs), coming into effect on 1 st October 2018 for a period of five years.			
RECOMMENDATIONS:			
	(i)	To note the outcome of a full consultation, which has taken place in accordance with the Housing Act 2004 and to consider and take into account the consultation responses in making a decision on this matter.	
	(ii)	Subject to (i) above, to approve the designation of Bevois, Bargate, Portswood and Swaythling wards as being subject to additional licensing, requiring all houses in multiple occupation (HMOs) to be licensed, apart from section 257 HMOs and buildings exempted by schedule 14 of the Housing Act 2004, to take effect from 1 st October 2018 for five years.	
	(iii)	To delegate authority to the Director of Transactions & Universal Services to approve any changes to the Councils HMO licensing Policy and procedures as amended and / or extended as set out above required in connection with the said designation.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	The current Additional HMO licensing scheme that covers Bevois, Bargate, Portswood and Swaythling has been running since 1 st July 2013 and will expire on 30 th June 2018. The scheme requires that all HMO properties (other than those covered by the Mandatory Licensing scheme and HMO's governed by S257 of the Housing Act 2004) with three or more occupiers from two or more households are licensed and must comply with any licence conditions including conditions relating to standards for safety and amenities set by Southampton City Council. It is not lawful to extend the designation, a new designation would need to be approved if the council wished the area to be subject to a licensing scheme.		

2.	The current scheme has issued over 3600 licenses.. The scheme has dealt with issues of poor property conditions, poor management and anti-social behaviour & ultimately raising the safety standards of the HMO stock. This ensures safe, good quality private rented accommodation is available to meet housing needs in the city.
3.	The evidence obtained over the five years of the additional scheme does however indicate that despite many positive outcomes of the scheme a significant proportion of houses in multiple occupation in these four wards are still being sufficiently ineffectively managed as to give rise, or to be likely to give rise, to one or more particular problems either for those occupying the HMOs or for members of the public
4.	The current Additional Licensing Scheme that covers the proposed ward has ensured that the Council's objectives for the scheme have been achieved. The main objective being to improve housing conditions within this type of property to ensure the health and safety of the tenants. The scheme has enabled that concerns and complaints about conditions and the impact of the property on the local community can be addressed effectively and promptly, such as noise nuisance & anti-social behaviour and issues with waste and letting boards. The numbers of complaints about HMOs have fallen since the Additional Scheme was introduced in 2013.
5.	The Council has considered other courses of action that are available to it to achieve the Council's objectives to tackling these problems, including the use of existing powers under the Housing Act 2004, but consider these would not provide an effective method of achieving the objectives and believe that the designation would significantly assist the Council in achieving these objectives. The Council's objectives for the proposed Additional licensing scheme are set out in paragraph 29.
6.	The current additional scheme has ensured that the smaller HMOs not included in the Mandatory licensing scheme are adequately regulated. Currently Mandatory licensing of HMOs only includes those with three or more storeys and five or more occupants.
7.	The Housing Act 2004 requires a public consultation on proposals for an Additional Licensing Scheme to be carried out before any designation could be considered. That consultation has been now been completed and all reasonable steps have been taken to consult persons who are likely to be affected by the designation and representations have been considered.
8.	Ensuring that the Director of Transactions & Universal Services has delegated authority under the officer scheme of delegation to determine and alter as necessary a scale of reasonable fees for the licensing of HMOs for any changes required to the Councils HMO licensing policy or procedures will help ensure its smooth implementation from 1 st October 2018
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
9.	That the Council manages the issues associated with HMOs without an Additional Licensing Scheme. The Mandatory HMO Licensing regime is to be extended from 1 st October 2018 to include all HMOs with five or more occupiers irrespective of how many storeys the HMO has. This will decrease the number of properties covered by the proposed Additional Scheme to approximately 1750 (47% reduction). Whilst the new mandatory scheme will ensure larger HMOs will be regulated, there will still be a

	<p>significant number of HMOs that are not licensable. The Mandatory scheme will also not cover any of the large purpose built student accommodation blocks within the city. These blocks contain several hundred licensable HMOs across the city and through licensing we can ensure that this accommodation is sufficiently regulated. There is still a significant fire risk in this type of accommodation and the smaller HMOs and through additional licensing the council will be able to deal with these issues effectively. Therefore the proposed designation will enable a more proactive and comprehensive approach and will significantly assist with dealing with identified problems associated with the high density of HMOs in these four wards.</p>
10.	<p>The council could solely rely on powers contained within Part 1 of the Housing Act 2004 & The Houses in Multiple Occupation (Management) Regulations 2009 to deal with issues associated with HMOs. This approach is restrictive as relies on complaints being received about property conditions. It is not a proactive programme and does not tackle poor practices of rogue landlords and would not provide a detailed information about HMO properties in Southampton. The council has therefore determined that these powers alone would not sufficiently address the problems that have been identified with HMO's in the area and would not provide an effective method of achieving the council's objectives</p>
11.	<p>The Council could consider a City wide scheme for smaller HMOs or could extend the designated area to cover other wards not included in the current additional schemes. However there is insufficient evidence to show that there are sufficient numbers of HMOs that are poorly managed outside of the designated wards. Also the extended mandatory licensing regime being implemented in 2018 will bring more HMOs under licensing control, so widening the additional scheme is not considered proportionate.</p>
<p>DETAIL (Including consultation carried out)</p>	
12.	<p>Southampton has a very large private rented sector, estimated at 24,000 properties. HMOs make up over a quarter of this stock and the Council has been keen to ensure that these types of properties are well managed and that the housing needs of a wide range of private tenants are met.</p>
13.	<p>The cost of the scheme, including costs associated with verification and processing of licences, monitoring and unrecovered enforcement costs of licence conditions will be paid for by the licence fee. The licence fee will be set to cover the property for a five year period..</p>
14.	<p>The license fees are set to remain the same as the current scheme. Please see appendix 2 for the pricing schedule.</p>
15.	<p>It will be an offence to operate an unlicensed HMO in the designated area. Failure to apply for a licence or comply with licence conditions could result in prosecution and since the additional scheme was introduced in 2013 there have been 15 successful prosecutions of landlords by the Council for failure to licence their HMOs.</p>
16.	<p>The proposed designation will not apply to any building which is a HMO as defined by section 257 of the Housing Act 2004 nor any HMO licensable by the Mandatory licensing regime.</p>
17.	<p>The current Mandatory licensing regime applies throughout the UK currently and covers the larger HMOs which present the highest risks to the safety of the occupants. These are those HMO's with five or more occupiers (who are</p>

	not living together as a single family or other household), of three storeys or more. In Southampton we have approximately 570 Mandatory HMO licensed properties. From 1 st October 2018 the Mandatory licensing regime will be extended to include all HMOs with five or more occupiers regardless of the number of storeys. It is estimated that the new regime will increase the number of Mandatory HMO licences to over 3000 across the city.
18.	It is currently estimated that there are between 6000-7000 HMOs within Southampton. The current Mandatory and two additional schemes have licensed over 4800. The widening of the Mandatory regime will bring more HMOs across the city into the licensing schemes, particularly those in the wards not covered by additional licensing, including Bitterne, Woolston & Coxford.
19.	The Councils evidence suggests that the HMO licensing regime has had a significant impact on complaints about HMOs. There has been a 75% reduction in complaints about housing conditions reported by tenants. Complaints about noise nuisance and waste issues have also fallen by over 50%. This demonstrates the effectiveness of the scheme in improving HMO management and dealing with complaints. A new designation would enable this reduction in complaints to be maintained and improved further.
20.	The current additional licensing scheme for these four wards has seen 3626 licences issued of which approximately 58% were issued with specific conditions. The current evidence suggests that over 62% of these properties are fully compliant with their specific conditions. This shows that 1377 properties (38% of HMO's) in these 4 wards are still non-compliant and demonstrates that there is a significant proportion of HMO's within this area that are being managed sufficiently ineffectively and could give rise to particular problems for the occupants. This demonstrates that there is still work to do to raise standards and improve HMO management and without a further additional scheme this will be much harder to achieve. The further designation will significantly assist the council in achieving its objectives which are to raise the standards of management so that the problems identified are significantly reduced or removed so that they no longer have a detrimental effect on the area.
21.	One of the main areas where specific conditions have not been complied with is regarding fire safety provisions. Failure to comply with specific conditions regarding the fire detection system accounted for approximately 63% of non-compliant properties. Enforcement of these conditions will be improved under the new scheme with conditions monitoring being increased and more robust enforcement introduced.
22.	Section 56(3) of the Housing Act 2004 requires that before making a designation of an area subject to additional licensing the authority must (a) take reasonable steps to consult persons who are likely to be affected by the designation and (b) consider any representations made in accordance with the consultation and not withdrawn. The consultation was approved by Cabinet on 19 th February 2018 and ran for twelve weeks from 27 th February 2018 until 22 nd May 2018.
23.	The consultation was well-publicised and had a strong response from a broad range of interested parties, including landlords, landlord associations, tenants, residents and residents groups. 452 online questionnaires were completed, many with detailed comments and there were also 3 written submissions made.

24.	The majority of respondents (71%) were in favour of the overall scheme proposals and 75% believed that the correct area had been selected to form the proposed scheme. There was strong support (85%) that all HMOs in this area should be included. The majority of responses (87%) either agreed or strongly agreed that the proposals for the scheme would improve the internal housing conditions within the HMOs and the external conditions (85%). There was firm agreement that the scheme would ensure the health & safety of the tenants (89%) and 85% agreed or strongly agreed that the scheme would reduce anti-social behaviour in the area. Overall 76% of respondents felt that the scheme would have a positive impact on their community.
25.	From the detailed comments, there were 21 respondents who felt that the proposed scheme would impact negatively on affordable housing, with licensing costs being passed onto tenants and rents being raised. But there were also 18 comments that felt the scheme would have a positive impact as it would raise housing standards.
26.	With regards suggestions and alternative options, 45 respondents felt that the scheme should have more impact on the external condition of the HMOs and there were 35 suggestions about improving issues with rubbish disposal. A number of suggestions were made about improving enforcement of the scheme (30) and that penalties for landlords should be harsher (34).
27.	The written submissions contained differing views, with strong support for the proposals from one resident group & support from the University of Southampton. The National Landlords Association was more cautious and expressed concerns about issues such as the impact of the proposed scheme on existing other services, the housing market being distorted and the fees being passed onto the tenants. Full details of the responses and consultation results are available in Appendix 3
28.	All representations made in accordance with the consultation have been considered. Most notably we have considered comments relating to the fees. The license fees for this scheme will not be increased and we will be offering a 50% discount to landlords that have licensed within the last three months of the first additional scheme to reflect the reduced time in licensing and monitoring these properties.
29.	<p>Section 57(3) of the Housing Act 2004 states that when making a designation, the council must also seek to adopt a coordinated approach in connection with dealing with homelessness, empty properties and anti-social behaviour affecting the private rented sector. These have been incorporated into the council's objectives for the proposed scheme, which are to:</p> <ul style="list-style-type: none"> • Keep occupants safe by ensuring the effective management of all HMOs • Improve living conditions by ensuring that appropriate facilities are provided • Improve housing standards and maintenance within HMOs, with a particular emphasis on security, fire safety and thermal comfort • Ensure that landlords exercise appropriate management and supervision of their properties to help reduce any adverse impact of HMOs on the neighbourhood and local communities • Build on and expand existing partnerships with landlords, managing agents, tenants, universities, community groups and others • Encourage and support owners and managing agents of HMOs to work proactively with the council to achieve clearly defined standards and effective management

	<ul style="list-style-type: none"> • Facilitate stable and integrated communities through policy and the proactive targeting of risk-based and proportionate interventions • Reduce the number of complaints about HMOs received by the council and its partners, such as universities and the fire service • Have no adverse effect on homelessness in the city • Ensure there is not an increase in the number of empty properties
30.	This proposed additional licensing scheme, in conjunction with the other additional scheme (in Shirley, Freemantle, Millbrook & Bassett) and the Mandatory regime will assist with planning enforcement, helping considerably with determining new planning applications and aiding enforcement of the Article 4 directive. This will be achieved by the detailed records held on HMO properties within the city and through shared working protocols between planning and HMO licensing.
31.	HMO landlords within the four wards of Bevois, Bargate, Portswood & Swaythling will be able to apply for a license from 1 st October 2018. The proposed fees structure offers a reduced rate to those that are timely and compliant, which are applications within three months of the scheme being implemented. Any applications received from properties which fall under the new widened Mandatory licensing scheme from 1 st October 2018, will be licensed under the Mandatory scheme. The Mandatory license is renewed every five years. The application process and fees will be the same for both schemes.
32.	Applications will be encouraged from all four wards from 1 st October and appropriate action will be taken should HMO landlords fail to apply for a license. The scheme will be advertised prior to October 1 st and any applications received prior to this will be processed but will not become effective until the start date of the scheme.
33.	Persistent failure to apply for a licence or failure to comply with licence conditions could result in prosecution, the issuing of a Civil Penalty Notice, an application for a Rent Repayment Order and, in very serious cases, for the council to take over the management of a property. For those landlords convicted of a Housing Act 2004 offence, or subject to two Civil Penalty notices, a banning order could be applied for, preventing the landlord from operating a HMO or any private accommodation. Those landlords that receive a banning order will also be placed on a national Rogue Landlord Database.
34.	The proposed scheme will involve the following checks: determining that the landlord or manager is a 'fit and proper person', making sure that the property is free from serious housing hazards, checking gas and electrical safety certificates, fire safety and waste disposal arrangements. All licensed HMOs must comply with Southampton City Councils (SCC) HMO standard conditions (see appendix 4). Specific licence conditions can also be applied where appropriate and can deal with a number of issues including antisocial behaviour, waste in gardens, standards and amenities (See appendix 4 for further details on specific condition types). The SCC standard HMO Conditions will be applied to all new licences issued by the council, including for HMOs subject to mandatory licensing, which will continue to apply across the entire city.
35.	Any HMO licensed property issued with specific conditions will be subject to a conditions monitoring visit. Failure to comply with specific conditions by the

	agreed date will result in additional fees and could lead to prosecution and/or the issuing of a civil penalty notice.
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RESOURCE IMPLICATIONS

Capital/Revenue

36.	There are no capital implications																																																								
37.	Section 63 of the Housing Act 2004 gives the council the statutory power to charge fees for HMO licensing, including additional licensing. In particular, section 63(3) states that the council may, “require the application [for an HMO licence] to be accompanied by a fee fixed by the authority.”																																																								
38.	The HMO licensing fees will be set at a level to cover the costs of providing the service based on officer time and associated costs involved in verification, processing the applications, inspections, monitoring and enforcement as well as relevant overheads. The pricing schedule is unchanged from previous licensing schemes and is detailed in appendix 2. Any shortfall will be met from existing cost centre budgets. The cost of a typical five year licence is £560.																																																								
39.	Income from the scheme will be earmarked for spending on regulating licensable HMOs within the proposed scheme to ensure compliance with the Legislation. The Council is not permitted to make financial gain from the fees through the licensing process. The fee charged is used to cover the costs associated with administering the HMO licensing schemes.																																																								
40.	<p>The scheme will fund the staff resource which includes PEHO (1.0 FTE), EHO (1.0 FTE), HMO Surveyors (3.5 FTE), HMO Warden (2.0 FTE)</p> <table border="1"> <thead> <tr> <th></th> <th>2018/19</th> <th>2019/20</th> <th>2020/21</th> <th>2021/22</th> <th>2022/23</th> <th>Total</th> </tr> <tr> <th></th> <th>£</th> <th>£</th> <th>£</th> <th>£</th> <th>£</th> <th>£</th> </tr> </thead> <tbody> <tr> <td>Total projected fees</td> <td>1,176,800</td> <td>504,600</td> <td>84,000</td> <td>42,000</td> <td>42,000</td> <td>1,849,400</td> </tr> <tr> <td>Staff costs</td> <td>-301,614</td> <td>-301,614</td> <td>-301,614</td> <td>-301,614</td> <td>-301,614</td> <td>-1,508,068</td> </tr> <tr> <td>Other direct costs</td> <td>-15,081</td> <td>-15,081</td> <td>-15,081</td> <td>-15,081</td> <td>-15,081</td> <td>-75,403</td> </tr> <tr> <td>Overheads</td> <td>-34,836</td> <td>-34,836</td> <td>-34,836</td> <td>-34,836</td> <td>-34,836</td> <td>-174,182</td> </tr> <tr> <td>Total projected costs</td> <td>-351,531</td> <td>-351,531</td> <td>-351,531</td> <td>-351,531</td> <td>-351,531</td> <td>-1,757,653</td> </tr> <tr> <td>Estimated surplus</td> <td>825,269</td> <td>153,069</td> <td>-267,531</td> <td>-309,531</td> <td>-309,531</td> <td>91,747</td> </tr> </tbody> </table>		2018/19	2019/20	2020/21	2021/22	2022/23	Total		£	£	£	£	£	£	Total projected fees	1,176,800	504,600	84,000	42,000	42,000	1,849,400	Staff costs	-301,614	-301,614	-301,614	-301,614	-301,614	-1,508,068	Other direct costs	-15,081	-15,081	-15,081	-15,081	-15,081	-75,403	Overheads	-34,836	-34,836	-34,836	-34,836	-34,836	-174,182	Total projected costs	-351,531	-351,531	-351,531	-351,531	-351,531	-1,757,653	Estimated surplus	825,269	153,069	-267,531	-309,531	-309,531	91,747
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Property/Other

41.	There are no property implications. Existing staff have sufficient accommodation and make use of flexible working arrangements.
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

42.	Before designating an area as additional HMO licensing Scheme, the Council must comply with the specific requirements set out within sections 56 and 57 of the Housing Act 2004. This includes being satisfied that a significant proportion of the HMOs of that description in the area are being managed sufficiently ineffectively as to give rise, or to be likely to give rise, to
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	<p>one or more particular problems either for those occupying or for members of the public.</p> <p>The Council must consider whether there are any other courses of action available to them that might provide an effective method of achieving the objectives of the proposed designation and how approval of the designation will significantly assist the council in achieving its objectives. Statutory public consultation must also take place and the representations made during the consultation period must be taken into account before any decision is made on whether to designate the area. The proposed scheme must be consistent with the authority's housing strategy and the council must adopt a coordinated approach in connection with dealing with homelessness, empty properties and anti-social behaviour.</p>
Other Legal Implications:	
43.	Designation of the wards subject to additional licensing cannot come into force unless the designation has been confirmed by the Secretary of State, or falls within a general approval. The proposed designation falls within the 2010 General Approval. If a designation is made, section 59 of the Housing Act 2004 sets out the publication arrangements that need to be undertaken before the scheme can come into force.
44.	The council has a duty under section 17 of the Crime and Disorder Act 1998 when exercising its various functions to have due regard to the likely effect on, and the need to do all that it reasonably can to prevent, crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); and the misuse of drugs, alcohol and other substances in its area and re-offending in its area.
	In formulating the Scheme the Council is satisfied that the Policy and procedures comply with the public sector equality duty as set out in s.149 Equality Act 2010 and a full EISA has been completed to support the proposals and is available to decision makers in determining this matter.
	The proposals in the report are compliant with the Human Rights Act 1998 and in particular the protocol on the protection of property within the Convention. The measures set out in the licensing scheme that restrict the development of property to be used as a HMO are proportionate to the legitimate aim of controlling development and occupation within specified areas of the City to avoid over development of certain types and are necessary to maintain a balance of housing provision within key areas of the City that might otherwise suffer from a shortage of affordable and family homes to the detriment of the wider city community.
RISK MANAGEMENT IMPLICATIONS	
45.	The Council has a statutory duty to conduct an adequate consultation and must consult persons likely to be affected by the designation of a HMO licensing area. If the Council does not approve the consultation then it cannot proceed with planning an Additional HMO licensing area as any designation would then be unlawful. This consultation was approved by the Council was carried out.
POLICY FRAMEWORK IMPLICATIONS	
46.	The recommendations are consistent with the Housing Strategy 2016-2025.
KEY DECISION?	Yes

WARDS/COMMUNITIES AFFECTED:	Bevois, Bargate, Portswood and Swaythling
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Evidence to support Additional Licensing
2.	HMO license proposed pricing schedule
3.	HMO consultation feedback report
4.	HMO license conditions
Documents In Members' Rooms	
1.	MRD - ESIA
2.	MRD - DPIA
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?	YES
Other Background Documents	
Other Background documents available for inspection at: HMO licensing. Civic Centre, Ground floor West Wing. Civic Centre Road, Southampton. SO14 7LY	
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.	Equality & Safety Impact Assessment in relation to scheme
2.	Data Protection Impact Assessment in relation to scheme

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APPENDIX ONE

Licensing of Houses in Multiple Occupation (HMO) in Southampton – Evidence for Additional Licensing



1. SUMMARY

Southampton is a vibrant, diverse and thriving city

The city has just over 100,000 homes of which just under a quarter are rented from private landlords. Within the private rented sector it is estimated that there are between 6,000-7,000 Houses in Multiple Occupation (HMO). This means that one in ten homes in the city (not owned by the Council) is an HMO which is five times the national average.

The private rented sector is valued by the council, especially the importance of Houses in Multiple Occupation. The council also recognises the role of a healthy strong market for this housing. However, remains concerned about the impact it has on the rest of the city.

The council receives a number of complaints each year from tenants, local residents and other interested parties about the condition and management of HMOs. Since the introduction of Additional HMO licensing in Southampton in 2013, these numbers have dropped significantly. These complaints are generally about the condition of the properties inside the HMO, noise, rubbish around the property (fly tipping), bins not used appropriately, anti-social behaviour affecting local residents and, in a few cases, more serious offences involving violence, drugs and alcohol.

Through the current HMO licensing regimes the management of HMOs has improved and whilst many properties are now considered compliant and well managed, there are still a significant number of landlords who have failed to comply with license requirements and are not taking their responsibilities seriously.

The council believes a further Additional Licensing in these four electoral wards will provide a key tool to addressing management and conditions in small Houses in Multiple Occupation.

The Housing Act 2004 sets out the specific requirements that the council must comply with before a designation can be made to introduce Additional Licensing in the city. These are in sections 56 and 57 of the Act.

2. REPORT AIMS

The aim of this report is to comply with the legislative requirements of the Housing Act 2004 by presenting the evidence needed to support the proposed scheme. This includes information about the consultation exercise that was undertaken and the other evidence required to demonstrate need.

An Authority may only designate its district, or areas within its district as subject to additional licensing, if satisfied of the matters set out in s.56(2) Housing Act 2004 & take consideration of matters set out in s.57. This provides that:

“(2) The Authority must consider that a significant proportion of the HMOs of that description in the area are being managed sufficiently ineffectively as to give rise, or to be likely to give rise, to one or more particular problems either for those occupying the HMOs or for members of the public.”

Further considerations under s.57

(2)The authority must ensure that any exercise of the power is consistent with the authority’s overall housing strategy.

(3)The authority must also seek to adopt a co-ordinated approach in connection with dealing with homelessness, empty properties and anti-social behaviour affecting the private rented sector, both—

(a) as regards combining licensing under this Part with other courses of action available to them, and

(b) as regards combining such licensing with measures taken by other persons.

(4)The authority must not make a particular designation under section 56 unless—

(a)they have considered whether there are any other courses of action available to them (of whatever nature) that might provide an effective method of dealing with the problem or problems in question, and

(b)they consider that making the designation will significantly assist them to deal with the problem or problems (whether or not they take any other course of action as well).

(5)In this Act “anti-social behaviour” means conduct on the part of occupiers of, or visitors to, residential premises—

(a)which causes or is likely to cause a nuisance or annoyance to persons residing, visiting or otherwise engaged in lawful activities in the vicinity of such premises, or

(b)which involves or is likely to involve the use of such premises for illegal purposes.

In determining whether there are sufficient grounds to designate the four wards of Bevois, Bargate, Portswood & Swaythling to a further additional scheme, the Council must consider the above. In considering this the council has focused on the evidence obtained from the following;

1. Data from Additional Licensing in these four wards from July 2013-present.
2. Data obtained from license conditions monitoring in these four wards and across the other additional & mandatory schemes

3. Complaint data relating to HMOs received by Southampton City Council

3. HOUSES IN MULTIPLE OCCUPATION IN SOUTHAMPTON

Southampton has a population of just under 250,000 residents living in 100,000 homes. But with 25% of Southampton city residents living in privately rented accommodation, the city is above the national average (17%). There are about 6000-7,000 Houses in Multiple Occupation (HMOs) of all types, of which through a combination of Mandatory & Additional licensing has seen approximately 4800 licensed over the last five years. This includes 570 of the largest being licensed under the current Mandatory licensing regime, approximately 3600 being licensed under the first additional scheme (2013-2018) and just over 600 licensed through the second Additional designation (2015-2020). There are an unknown number of HMOs operating without a license across the city and work continues to find these properties and once identified they are dealt with proportionately and robustly. This includes consideration for prosecution.

A House in Multiple Occupation (HMO) is a property which is occupied by three or more people forming two or more households, where facilities such as kitchens and bathrooms are normally shared. It may include bedsits, shared houses and some self-contained flats.

The council has committed to working corporately to improve standards in multiply occupied accommodation where necessary and to tackle community concerns that can be related to properties let in this way. Working together involves housing, planning, waste, environmental health and other services, as necessary.

The Council is currently operating two Additional HMO licensing scheme across eight wards of the city. In these eight wards, Bevois, Bargate, Portswood, Swaythling, Shirley, Freemantle, Millbrook & Basset all HMOs, properties containing three or more persons from two or more households are required to be licensed. All licensed properties must comply with the requirements of the scheme ensuring that they have sufficient amenities and are safe and secure. In addition there is also the mandatory HMO licensing scheme under the Housing Act 2004, this requires HMOs containing three or more storeys and occupied by five or more people to apply for a licence. This helps ensure that minimum safety and management standards are met in these properties.

The number of Houses in Multiple Occupation within the private rented sector in the city is estimated to be 6000-7,000 (SHCS 2008). Therefore approximately 9.3% of dwellings in the private sector are HMOs, compared to the national average of 2% of dwellings (EHCS). To put this into context it is higher than Portsmouth (5.9%) and Bournemouth (7.3%) but less than Brighton and Hove (20%).

In Southampton approximately 4200 HMOS have been licensed under the two additional schemes and 600 licensed under the current requirements of the mandatory licensing provisions of the Housing Act 2004. The remainder across the city are not currently mandatory licensable.

The Mandatory regime is however being widened from 1st October 2018. After this date all HMOs with five or more residents, regardless of the number of storeys, will become licensable. This will apply across the city. Therefore a percentage of properties licensed under the additional schemes will become mandatory licensable. In addition properties not previously licensable across all parts of the city will come into scope.

Estimates, based on current licensing figures suggest that between 47-53% of the HMOs licensed under the additional schemes will become Mandatory licensable HMOs. This would still leave

between approximately 1700-2200 HMOs that would not fall into the Mandatory scheme in the four wards of Bevois, Bargate, Portswood and Swaythling. This includes all of the large private student accommodation blocks.

Southampton has seen a rise in large private purpose built student accommodation over the past few years. And they now provide housing to several thousand students. Through Additional licensing of HMOs the Council has been able to ensure safety and amenity standards within these accommodation blocks.

These blocks will fall outside of the new Mandatory regime, as it excludes most purpose built blocks. Therefore without additional licensing in these four wards there are still a significant number of HMOs that would fall outside of the licensing scope. The Council would have to explore alternative methods to ensure that these properties are safe and healthy in order to meet our Housing Strategy priorities.

The law requires landlords of large HMOs to obtain a licence from the council. This applies to properties that have three or more storeys (floors) and five or more occupiers. The council has been running a scheme for these properties since 2006 and believes it has been successful in improving conditions. The scheme has also allowed the council to have an improved dialogue with the people in control of these properties. To date, around 600 HMOs have been licensed.

Councils are able to consider expanding the licensing of HMOs to include smaller properties. This is called Additional Licensing and can be on an area basis, city wide and, or, restricted to a particular type of HMO. The council is required by law to consider this very carefully and to look at all of the options.

4. THE CURRENT ADDITIONAL LICENSING SCHEME

Additional licensing scheme covering Bargate, Bevois, Portswood & Swaythling that has been in operation since July 1st 2013 has seen 3626 licenses issued.

These are proportioned as follows

Ward	Additional Licenses
Bargate	1012
Bevois	1186
Portswood	866
Swaythling	562

4.1. Bargate ward



Bargate is home to the city centre and to the south of the ward is on the waterfront. Bargate has a lot of terraced housing and flats. It is the home of the retail sector in Southampton with many city centre shops and leisure activities.

The population of Bargate is approximately 18,700 according to the last census in 2011; there was an increase of 58.6% between 2001 and 2011. The largest age group are the 20-24 year olds, 29.8% mostly made up of students. The population of Bargate is nearly 8% of the total population of city and the density is 50.7 people per hectare, compared with Southampton at 47.5.

Following on from the 2011 census there was an estimated **2000 HMOs** in this ward. Through Additional & Mandatory licensing just over 1100 HMOs have been identified. This suggests that estimates were too high, or that there has been a marked reduction in this type of accommodation in this area or that there are still a significant number of HMOs that haven't been identified.

Bargate is part of the central area of the city.

Information	Central	North
Total number of private homes in area	17,100	13,500
% of cities private homes in the area	22.7%	17.9%
Total number of HMOs in area	4,100	1,800
% of private home in area that are HMOs	23.97%	13.3%
Est. % of category one hazards in HMOs in area	24.8%	11.7%

4.2 Bevois ward



Bevois is in the centre of the city and in terms of housing type has large amounts of terraced housing and flats. It is home to one of the cities hospitals (Royal South Hants) as well as light industrial units. The ward is home to the largest number of black and ethnic communities, businesses and faith organisations in Southampton

The **population** of Bevois is 16,844, an increase of 24% since 2001. The largest age group is the 20-24 year olds at just over 25% (mostly made up of those in higher education). The population is 5.7% of the total population of Southampton and has the highest population **density** in Southampton at 77.6 people per hectare compared with 47.5 for Southampton.

There were an estimated **1500 HMOs** in this ward following the 2011 census and through HMO licensing approximately 1300 have been identified. This suggest that estimates were fairly accurate but there still maybe unlicensed HMOs within the ward.

Bevois is part of the **central** area of the city.

Information	Central	North
Total number of private homes in area	17,100	13,500
% of cities private homes in the area	22.7%	17.9%
Total number of HMOs in area	4,100	1,800
% of private home in area that are HMOs	23.97%	13.3%
Est. % of category one hazards in HMOs in area	24.8%	11.7%

4.3 Portswood ward



Portswood ward is in the north of the city and the area has a mixture of accommodation including large detached houses with gardens, flats, and terraced housing also student halls of residence. To the north of the ward is the residential area of Highfield and this is also where the main campus of the University of Southampton is located. The east of the area is densely populated, St Deny's has railway station and is the gateway to the east of the city across the Cobden Bridge over to Bitterne

The **population** of Portswood is 14,831; the biggest age group is 20 to 24 (27%) of the ward population due to the large student population. It is 6.3% of the population of Southampton and the **population density** of Portswood is 56.3 people per hectare, the second highest ward in Southampton after Bevois.

Through additional & Mandatory HMO licensing the Council has licensed over 1000 HMOs in Portswood, the 2011 census estimated **1500 HMOs** across Portswood and Swaythling wards. Swaythling has seen approximately 600 HMOs become licensed so this was a slight under-estimation but quite accurate.

Portswood is part of the **north** area of the city.

Information	Central	North
Total number of private homes in area	17,100	13,500
% of cities private homes in the area	22.7%	17.9%
Total number of HMOs in area	4,100	1,800
% of private home in area that are HMOs	23.97%	13.3%
Est. % of category one hazards in HMOs in area	24.8%	11.7%

4.4 Swaythling ward



Swaythling is at the north of the city and is one of two key gateways into the city. It is close to Southampton airport and has good road and rail links

The **population** of Swaythling is 13,664 and the largest age group is aged 15 to 24 forming 35% of the ward. Swaythling makes up nearly 6% of the population of Southampton and population **density** of 45.7 people per hectare, is very similar to Southampton (47.5).

As stated above Southampton City Council has licensed approximately 600 HMOs in this ward, 562 through the additional scheme.

Swaythling is part of the north area of the city.

Information	Central	North
Total number of private homes in area	17,100	13,500
% of cities private homes in the area	22.7%	17.9%
Total number of HMOs in area	4,100	1,800
% of private home in area that are HMOs	23.97%	13.3%
Est. % of category one hazards in HMOs in area	24.8%	11.7%

4.5 What action has already been taken?

The council already works to improve the standards of privately rented homes in the city. There have been a number of initiatives, services and projects that have been aimed at tackling these issues and improving conditions in HMOs. The most successful of which has been the additional scheme covering these smaller HMOs. The council works in partnership with other organisations to do this, including Hampshire Fire and Rescue, the city's universities, the Police and with local community and residents groups.

This work has included:

- Responding to service requests and complaints about poor conditions and management.
- Inspecting properties in response to complaints received about poor living condition and using its legal powers where needed and appropriate to secure improvements.

- Prosecuting landlords who fail to complete the work required by a formal notice
- Supporting an accreditation scheme for student accommodation (known as SASSH)
- Coordinating multi-agency, targeted enforcement events, which include cleaning up neighbourhoods
- Introducing a requirement for planning permission to change a family home to an HMO (known as an Article 4 Direction)
- Introducing an additional HMO Licensing scheme in the central four wards of the city.
- Targeted enforcement for owners of properties who don't apply for a licence
- Providing an 'out of hours' service to deal with noise nuisance
- Focussing on anti-social behaviour (ASB)

4.6 Are the current initiatives working?

The council and its partners are working together to reduce the impact that HMOs have in Southampton, through the licensing regime we have seen a reduction in 75% from complaints from tenants about the conditions of HMO properties and a reduction in 50% of complaints about HMOs, such as noise nuisance, waste and anti-social behaviour.

In some parts of the city there is still evidence to show that standards in this type of private rented accommodation are too low. Much of the work that the council undertakes is to deal with issues after they have happened. Intervention and working with landlords to proactively improve properties to the required standards before a stage is reached where somebody has to complain is the proposed way forward.

The majority of landlords are generally co-operative in helping the council and Police to deal with tenants that cause noise and anti-social behaviour, but problems can take longer to resolve, particularly in cases of absent landlords. HMO licensing has helped maintain our records on landlords making them more accountable for their properties.

Some tenants and residents are reluctant to complain to the council for fear of the possible consequences or upsetting their landlord. These tenants continue to live in unsatisfactory or sometimes unsafe conditions and we know this can have a very poor effect on their health, safety and wellbeing. Unless these properties are brought to the council's attention, often the necessary improvements will not happen.

The introduction of the requirement for planning permission to convert houses into HMOs does not improve the conditions in existing HMOs. However, it prevents a further increase of HMOs in certain areas where there is already a high concentration.

The council is proposing to introduce this further scheme to ensure that standards are maintained and that all HMOs in this area adhere to the same standards for safety and amenities. This would:

- Enable the council to maintain and gain new information about the location of all the HMOs in these wards and contact details for the landlords and managers of these properties
- Enable the council to identify landlords whose management arrangements are inadequate or unsatisfactory and ensure improvements are made
- Provide a co-ordinated approach for all the organisations working together to improve standards and safety in these homes
- Continue to promote a more co-ordinated approach to tackling noise and general anti-social behaviour and enable more effective and timely action to be taken against landlords who do not take reasonable steps to reduce it

- Improve the quality of housing to benefit both tenants and the wider community, both in terms of the living conditions in the property and the impact of poor housing on the local area
- Allow the council to use all the powers available to tackle rogue landlords and to ensure that their properties meet the same standards as responsible landlords

4.7 How successful has HMO Licensing been so far?

The current additional licensing scheme for these four wards has seen 3626 licenses issued. All properties are inspected as part of the scheme to check that they meet the required standards and where conditions are unsatisfactory, works are required to bring them up to standards. These works are listed as specific conditions on the license and must be completed to meet the standards. Of the 3626 licenses issued, approximately 58% were issued with specific conditions. Not all specific conditions would be major safety issues, in some cases this involved only minor adaptations e.g. provision of a fire blanket.

The HMO licensing team has worked hard to ensure all licensed HMOs are fully compliant. Our current evidence suggests that just over 62% of these properties have fully complied with their specific conditions. This demonstrates that there is still work to do to raise standards and improve HMO management and without a further additional scheme this will be much harder to achieve.

Enforcement of specific conditions has not resulted in any prosecutions so far but where issues of non-compliance are identified appropriate action is taken and will be taken to ensure properties are safe and compliant.

Since the additional scheme was introduced in 2013 there have been 15 successful prosecutions of landlords by the Council for failure to licence their HMOs. This demonstrates that the Council has been robust in its enforcement and will continue to take action against landlords that fail to comply with the requirements of the licensing scheme.

Complaints about noise nuisance, waste and anti-social behaviour from HMOs has reduced by 50% since 2013. Complaints are more easily dealt with through the licensing regime. The provision of the HMO wardens through the scheme has been instrumental in dealing with these types of issues and often they are able to resolve them before official complaints are received due to the proactive nature of the role. The wardens provide a visible presence in the areas and are work closely and collaboratively with other council services and agencies to ensure issues get resolved promptly, particularly in relation to rubbish & waste complaints. Feedback from residents has been incredibly positive about the activities of the HMO wardens.

5. THE PROPOSED ADDITIONAL SCHEME

Through the Councils work on additional licensing over the last five years approximately 4000 Houses in Multiple Occupation (HMOs) have been identified in the selected area of Bevois, Bargate, Portswood and Swaythling wards. These four wards have the highest concentrations of HMOs in the city.

Approximately 50% of these HMOs, the larger ones with five or more occupiers, will be subject to Mandatory Licensing from 1st October 2018. That still leaves approximately 1600-2000 smaller HMOs and HMO units within the purpose built student accommodation blocks outside of the licensing regime.

The council believes therefore that there is sufficient evidence to propose that a further designation is made to require that all smaller HMOs in the four wards of Bevois, Bargate, Portswood & Swaythling are licensed.

5.1 The licence and fee

- The landlord or manager of each HMO would be required to apply to the council for a licence to operate that property.
- It would be an offence to operate an unlicensed HMO.
- In most circumstances, a licence would last for five years.
- A licence fee would be paid for each HMO
- The fee covers the cost of administering the scheme. Which includes verification, processing the applications, inspections, monitoring and enforcement.
- Other charges would be levied to cover additional costs where extra work is incurred in administering applications.
- Landlords would be offered a choice of paying for a survey from either the Council or an independent approved surveyor.
- An assessment will be made of the licence holder to determine that they are a ‘fit and proper’ person to hold a licence

The scheme would be self-financing from the licence fees paid by the property owners and therefore no additional cost to the taxpayer.

The proposed fee schedule is in the table below (also see appendix 2):

HMO licence	Fee
Southampton City Council HMO all-inclusive rate for compliant and timely applications	£560
Landlord independent HMO surveyor compliant rate for compliant and timely applications	£250
Southampton City Council HMO all-inclusive rate for applications received after the three month deadline	£960

The council would set out licence conditions for each property, requiring it to be maintained in a safe and satisfactory condition, with enough facilities for the tenants and not be overcrowded. The licence will also require the manager to be a ‘fit and proper person’ and take all reasonable steps to properly manage the HMO, including steps to deal with noise, anti-social behaviour, litter, waste and lettings signs.

5.2 License conditions & aims of the scheme

A licence will only be granted for the full term of the scheme if the following conditions are all met:

- The house is suitable for occupation by a maximum number of four persons (If five or more this would be covered by Mandatory HMO licensing)
- The proposed licence holder is a ‘fit and proper person’, for example is someone who has not previously had a HMO licence taken away or been prosecuted under the Housing Acts etc. or has committed an offence involving fraud, violence or drugs (in exceptional circumstances the Council may grant a shorter period for the HMO licence e.g. for minor breaches of legislation)

- The proposed management arrangements are satisfactory including ways of tackling anti-social behaviour

Landlords are able to appeal to the independent Residential Property Tribunal against decisions by the council to refuse a licence, to attach conditions to a licence, or to revoke or vary a licence.

The aims of the scheme:

- Keep occupants safe by ensuring the effective management of all HMOs
- Improve living conditions by ensuring that appropriate facilities are provided
- Improve housing standards and maintenance within HMOs, with a particular emphasis on security, fire safety and thermal comfort
- Ensure that landlords exercise appropriate management and supervision of their properties to help reduce any adverse impact of HMOs on the neighbourhood and local communities e.g. waste and anti-social behaviour issues.
- Build on and expand existing partnerships with landlords, managing agents, tenants, universities, community groups and others
- Encourage and support owners and managing agents of HMOs to work proactively with the council to achieve clearly defined standards and effective management
- Facilitate stable and integrated communities through policy and the proactive targeting of risk-based and proportionate interventions
- Reduce the number of complaints about HMOs received by the council and its partners, such as universities and the fire service
- Have no adverse effect on homelessness in the city
- Ensure there is not an increase in the number of empty properties

5.3 What are the benefits for landlords?

The council recognises that many landlords in the city provide good quality and well managed rented accommodation for our residents. These homes will be more attractive to tenants and in a competitive market potentially offer an advantageous rental income. There are fewer complaints from tenants living in these properties and from their neighbours.

The council would continue its current approach with landlords, which is considered reasonable and proportionate. The aim being that it results in landlords providing effective management and good quality accommodation, therefore enabling Council resources to be targeted towards identifying unlicensed properties and those landlords who fail to effectively manage their property and fail to comply with their licence conditions.

The council does not want to deter investment in this type of accommodation. The Council will take enforcement action against landlords who fail to license their properties and will have staff dedicated to finding unlicensed properties; The HMO wardens will be active in the areas with high numbers of licensed HMOs to make sure that licence conditions are met and conditions monitoring will be routinely undertaken by the licensing team.

Many properties are well managed and have landlords who take responsibility for keeping them in a reasonable condition, taking appropriate action if their tenants do not behave in an acceptable way.

6. ENSURING EFFECTIVE MANAGEMENT OF HMOS -CONDITIONS MONITORING OF HMO LICENSES

'The Local Authority must consider that a significant proportion of the HMOs of that description are being managed sufficiently ineffectively as to give rise, or to be likely to give rise to one or more particular problems either for those occupying the HMOs or for members of the public.'

The Additional scheme covering Bevois, Bargate, Portswood & Swaythling has resulted in approximately 3626 licenses being issued. With every property being inspected as a requirement of the license this has enabled the Council to raise the standard of HMO accommodation in these wards. Each property must comply with the general license conditions and any specific conditions relating to that property. In addition issues outside of the license conditions can be identified and referred to other teams for action.

6.1 Monitoring license conditions

In order to measure compliance with license conditions and demonstrate effective management the HMO licensing team carried out an audit of outstanding specific conditions on all the issued licenses.

Of the 3626 licenses issued between July 2013 and June 2018, 2120 were issued with specific conditions attached. This amounts to 58% of the licenses. These conditions related to matters such as fire safety standards, amenity standards and space (room sizes) standards. Where conditions are not met the risk to the tenants safety is increased and the likelihood of complaints greater. This therefore provides the most effective tool in demonstrating good management of HMOs. With over 50% of the HMOs being under the required standard it demonstrates that most properties required an improvement in their condition so as to reduce the likelihood of problems for the tenants or the local environment.

The HMO licensing team has undertaken a programme of checking all the properties with outstanding specific conditions and our current data indicates that 62% of all licensed HMOs in the four wards of Bevois, Bargate, Portswood & Swaythling have been signed off as fully compliant. This indicates that 38% are still outstanding and are potentially being managed ineffectively and posing a risk to the tenants.

The number of non-compliant properties is fairly proportionate across the four wards. With Bargate (642) & Bevois (645) having the highest and Swaythling (331) the lowest. But this is still 58% of the total. Bargate ward had the highest percentage of non-compliant properties at 63%.

After analysis of a sample of 100 licenses with specific conditions, 63% percent related to a specific fire safety standard. This indicates that it is likely that between 56-70% of all specific license conditions related to fire safety standards. Breakdown of the 100 sample was as follows;

Fire Safety Standards:

- Requirement to upgrade fire alarm system (installation of SD's in common parts & bedrooms & HD's in kitchens or both): 63
- Requirement to replace locks with type of lock openable without a key: 51
- Requirement to provide fire blanket: 46
- Requirement to upgrade doors i.e. provide solid close-fitting doors: 42
(Bedrooms, lounge etc.)
- Requirement to upgrade under stairs boarding to provide adequate fire protection: 25
- Requirement to upgrade doors to FD30s: 17
- Requirement to remove smoke sealant brushes from tops of bedroom doors: 16

- Requirement the doors close tightly to their respective frames: 15
- Requirement to replace glass panels (either above doors or integrated within): 14
- Requirement to provided protected escape route (i.e. Compromised escape route): 10
(Escape route leading through high-risk area)
- Requirement to upgrade electricity meter/unit cupboard: 6
- Requirement to supply & fit new solid doors: 3
- Requirement to keep escape route clear of obstruction: 2
- Requirement to provide electrical safety certificate: 1
- Requirement to enclose under stairs area: 1
- Requirement to replace back-up batteries in SD: 1
- Requirement for log book of Grade A fire alarm system: 1

Amenity Standards:

- Requirement for mechanical ventilation in kitchen, bathroom or both: 19
- Inadequate areas for the refrigeration, food storage, preparation & cooking provided for number of tenants: 17
- Requirement for provision of additional electrical sockets: 14
- Requirement for provision of additional wash hand basin in wc: 12

Space Standards:

- Prohibition of bedroom for use as sleeping accommodation etc.: 7

With the majority of non-compliance relating to fire standards and in light of recent tragedies resulting in poor and or lack of fire safety provisions this is a real area of concern. Properties with inadequate fire provisions need to be effectively targeted and brought up to standard and this can be achieved much more effectively through licensing. Although Mandatory licensing is being widened to encompass a large proportion of the HMO stock in the city our data indicates that between 1600-2000 smaller HMOs including all the purpose built private student blocks will fall outside of this regime. Through additional licensing of the smaller HMOs and those contained within purpose built blocks (Purpose built blocks of flats with three or more flats will not be included in the new Mandatory scheme) the Council can effectively manage and reduce the risks in this sector. Without the scheme there is a significant risk that standards will not be maintained unless other initiatives that can effectively deal with this large number of HMOs can be identified and implemented. The Council is therefore satisfied that there are still a significant number of HMOs in these four wards that are being insufficiently managed.

7. DEALING WITH COMPLAINTS ABOUT HMOS & THE CO-ORDINATED APPROACH

The HMO licensing team is part of a coordinated Council & multi agency approach to deal with housing issues, including homelessness, empty properties and anti-social behaviour

Southampton City Council introduced the additional HMO Licensing scheme to cover these four wards (Bevois, Bargate, Portswood and Swaythling) in July 2013 and has licensed approximately

3500 properties in this area. By working in partnership with landlords and local letting agencies the scheme has worked very well, by improving management and conditions in HMOs and reduce the impact on the community. Our evidence suggests that the HMO licensing regime has had a significant impact on complaints about HMOs. There has been a 85% reduction in complaints about housing conditions reported by tenants. Complaints about noise nuisance and waste issues have also fallen by over 50%. This demonstrates the effectiveness of the scheme in improving HMO management and dealing with complaints.

7.1 HMO wardens

Through the HMO licensing regime the Council has appointed two HMO Wardens. The wardens were appointed in April 2014, and are a visible uniformed presence regularly patrolling the four wards.

Issues dealt with include:

- Overgrown hedges/branches encroaching over the pavement - Landlord or Managing Agent is contacted and given 7 days to deal with the issue.
- Drug Litter is cleared and reported to Community Safety.
- Investigating complaints of bulky items, such as furniture, or white goods, either on or outside HMO properties. The Landlord or Managing Agent is contacted to arrange clearance. Where we have no witnesses and cannot establish where the items, left on Council land, have come from then the HMO Warden clears them weekly using Community Payback offenders. Over the last twelve months, reviewing the period, 1 August 2016 to 18 May 2018 the following reports of bulky items were received:

Bevois	18
Portswood	149
Bargate	34
Swaythling	6

Since the introduction of fortnightly collections some HMO properties have struggled to cope with the need to recycle their waste correctly and we have received 26 complaints about contaminated bins and excessive side waste in Portswood and another 24 from the Bargate ward all relating to properties in the Polygon. The Refuse enforcement officers visit the day after collection and take action against tenants who have contaminated their recycling bin, the HMO Warden also requests additional bins where a shortfall has been identified.

Abandoned vehicles and unhitched caravans & trailers are reported to Parking Services, and untaxed vehicles are reported to the DVLA. Noise complaints received by Environmental health are passed onto the Landlord or Managing Agent so they can contact their tenants about their behaviour. Over the period, 1 August 2016 to 18 May 2018 the following reports of excessive noise were received:

Portswood	1
Bargate includes Polygon	31

Since the licensing scheme was introduced in 2013, our evidence indicates that noise complaints about HMOs have declined from over 200 a year to 147 last year and only 6 have been received by the HMO Warden, to date, in 2018.

The HMO Warden visits properties to establish if that are being used as HMOs . On average about twenty door knocks are undertaken per week .The majority of these are when the Council believes the property to be a HMO and the Landlord has failed to respond to three letters requesting they license the property. The other visits are as a result of information from the public or other officers.

Joint patrols are regularly undertaken with the PCSO for the Polygon. These focus on properties with fences or side gates that need repairing/replacing. The PACT (Police and Community together) meetings with local residents are also attended.

The HMO Warden liaises closely with a number of Resident Associations. The Outer Avenue Residents Association (OARA) conduct monthly litter picks of their area and regularly report issues to the HMO warden. The Warden also works closely with the Inner Avenue residents Association to resolve any HMO related issues.

Abandoned Shopping trollies are also recorded and reported to Trolleywise for collection.

7.2 Complaints about Housing Conditions in the private sector

Since the introduction of the additional scheme in 2013 there has been a considerable drop in the number of complaints received from HMO tenants about their housing conditions.

In 2013 there were 152 complaints from HMO tenants which represented 38% of the housing related complaints. In 2016/17 this had dropped to just 39 complaints (22%) and in 2017/16 only 17 complaints. This demonstrates an 85% reduction over the five years. (See Fig 7.2.1).

	HMO	Non HMO	Grand Total
12/13	152	238	390
13/14	133	221	354
14/15	115	191	306
15/16	93	230	323
16/17	39	136	175
17/18	17	29	46
Grand Total	549	1045	1594

Fig 7.2.1 Private sector housing complaints

This table (Fig 7.2.1) show complaints about the conditions of HMOs and how they have declined year on year since the introduction of the scheme in July 2013.

8. STRATEGIC APPROACH

s.57 (2) before making a designation the authority must ensure that any exercise of the power is consistent with the authority's overall housing strategy.

Southampton City Council published its Housing strategy 2016-2025, in 2015. The housing strategy is an overarching strategy setting out the council's priorities to meet local housing needs and aspirations thereby contributing to the overall long-term aim to improve the quality of life for all citizens in Southampton. These priorities are translated into a series of targets and actions.

The strategy states that the Council will work with landlords to improve standards in the private rented sector and provide regulation of these properties. Providing good quality housing in the city is a priority of the strategy and the HMO licensing scheme is listed as a measure being used to help achieve all of these. The scheme will ensure that all applicable HMOs within the City are licensed to ensure the health and safety of the residents by providing good quality, safe and healthy accommodation.

9. OPTION APPRAISAL

The Council must consider whether there are other courses of action available to them (of whatever nature) that might provide an effective method of dealing with the problem or problems in question.

The Council must consider that making the designation will significantly assist them to achieve the objective.

The Council must consider that making the designation will significantly assist them to deal with the problem or problems.

The Housing Act 2004 (section 56(2)) requires that before making a designation to extend HMO Licensing for a particular type of HMO, or for a particular area, a local authority must consider whether there are any other courses of action available to them that might provide an effective method of dealing with the problem or problems in question.

Prior to the introduction of the Additional scheme in 2013 the options were discussed by a multi-disciplinary panel of Council officers, who have formed the HMO Licensing Board with contributions from the following services:

- Environmental Health Housing
- Finance
- Housing Needs and Homelessness
- Planning
- Legal services

The panel considered the strengths and weaknesses of each option and these were recorded in tabular form.

The HMO licensing board has again reviewed these options in 2018 and is satisfied that a further additional licensing scheme in the selected four wards is still the preferred option to deal with the problems of poorly managed HMOs within the city.

9.1 The options considered

The board considered eight possible options for tackling substandard and 'problem' smaller HMOs in the City these were identified and are set out below:

1. Do nothing

This option would involve the Council doing nothing to intervene in the small HMO sector this would leave the local housing market to be the driver for landlords carrying out improvements to their properties.

2. Do the minimum (reactive inspection programme only)

This option would mean that the Council intervention in the small HMO sector being limited to a basic complaint response service with action by other departments and agencies on a largely ad hoc basis. The option is reactive and relies on the housing market as a driver for landlord-initiated housing improvement across the board. All council services would continue to use their existing enforcement powers.

3. Informal area action (Proactive inspection programme)

This would be delivered through non-statutory Action Area, considering parts of the city where there were concentration of poorly managed or maintained properties. The driver for the housing improvement would come from a combination of council activity from different services focussing work in the area and landlord activity (including peer pressure)

4. Voluntary Accreditation.

Accreditation schemes have a set of standards (or code) relating to the management or physical condition of different HMOs and recognise properties/landlords who achieve/exceed the requirements. Southampton currently has an accreditation scheme for student housing (SASSH) operated by the universities. Any new scheme for other HMOs would run alongside.

5. Targeted use of Interim Management Orders (IMOs) and Final Management Orders (FMOs).

The Housing Act 2004 gives local authorities powers to use Management Orders for tackling comprehensive and serious management failures.

6. Article 4 Direction only.

The council implemented an Article 4 Direction to require planning consent for any change of use from single dwelling house (C3) to a small HMO (C4) in March 2012. This option would rely on the use of this power to control the numbers of new HMOs and the market to drive property improvements.

7. City Wide Additional Licensing Scheme.

Licensing would be extended to all HMOs in the city (in all 16 wards) and would include all smaller multiply occupied properties not currently subjected to Mandatory HMO Licensing.

8. Area-based Additional licensing scheme.

Licensing would be introduced in selected wards in the city where there is the highest concentration of HMOs and the evidence demonstrates that there is the greatest need.

9.2 Assessing the options

Each option was discussed against the key objectives by the members of the HMO Licensing Board. The objectives of extending HMO licensing would be to:

- Keep occupants safe by ensuring effective management of all HMOs

- Improve living conditions by ensuring that appropriate facilities are provided
- Improve housing standards and maintenance within HMOs, with a particular emphasis on security, fire safety and thermal comfort
- Ensure that landlords exercise appropriate management and supervision of their properties to help reduce any adverse impact of HMOs on the neighbourhood and local communities
- Build on and expand existing partnerships with landlords, managing agents, tenants, universities, community groups and others
- Encourage and support owners and managing agents of HMOs to work proactively with the Council in achieving clearly defined standards and effective management
- Facilitate stable and integrated communities through policy and the proactive targeting of risk based and proportionate interventions
- Reduce the number of complaints about HMOs received by the Council and its partners, such as universities and the fire service
- Have no adverse effect on homelessness in the city
- Ensure there is not an increase in the number of empty properties

9.3 Outcome of the Option Appraisal

OPTION ONE: DO NOTHING		
Option description	Strengths	Weaknesses
There would be no involvement by the council in the small HMO sector. The market would have responsibility for improving standards.	<ul style="list-style-type: none"> ▪ There are no additional resources needed. ▪ Meets the desires of landlords to have self-regulation in this area of the market. ▪ The housing market would determine the quality and standards of accommodation. 	<ul style="list-style-type: none"> ▪ The council would not be able to satisfy statutory requirements and duties. ▪ Creates additional burden on resources from other council services and partner organisations i.e. waste collection, Police, Fire Service ▪ Does not address the concerns and meet the expectations of both tenants and local residents/communities ▪ The city has a larger than average number of HMOs in the city and this would not address the issues these may present.

OPTION TWO: REACTIVE INSPECTION PROGRAMME (MINIMAL)		
Option description	Strengths	Weaknesses
Council intervention would be limited to:	<ul style="list-style-type: none"> ▪ Improves individual properties. 	<ul style="list-style-type: none"> ▪ Resource intensive. ▪ Relies on complaints being received about property conditions;

<ul style="list-style-type: none"> ▪ Responding to complaints about property conditions/management issues. ▪ Informal and formal enforcement work to improve living conditions, management etc. ▪ Use of other wider powers i.e. Noise Abatement notices ASB Orders, Fly tipping, Litter and waste management provisions. 		<p>some tenants are not able to do this for fear of retaliatory action from landlords.</p> <ul style="list-style-type: none"> ▪ Not proactive. ▪ Although would be risk rated, no guarantee dealing with poorest properties first. ▪ No additional resources for inspections or monitoring management of properties ▪ Does not tackle poor practises of rogue landlords ▪ Provides inconsistent service across the city. ▪ Does not provide detailed information about HMO properties in the city.
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OPTION THREE: PROACTIVE INSPECTION PROGRAMME		
Option description	Strengths	Weaknesses
<p>The council maintains an inspection programme that targets certain property types or areas of the city.</p>	<ul style="list-style-type: none"> ▪ Improves individual properties ▪ Potential for partnership working with other agencies and organisations. ▪ Can be city wide or in smaller community areas or property types. ▪ Can be project managed ▪ May have element of self-funding as able to seek to recover costs in association with work in default, enforced sale etc. 	<ul style="list-style-type: none"> ▪ Resource intensive. ▪ No additional resources for inspections or monitoring management of properties. ▪ Does not tackle poor practises of rogue landlords ▪ May provide inconsistent service across the city. ▪ Does not provide detailed information about HMO properties in the city.

OPTION FOUR: LANDLORD ACCREDITATION SCHEME

Option description	Strengths	Weaknesses
<p>The council continues to support the existing SASSH accreditation scheme for student housing and consider extending to include other types of HMO.</p>	<ul style="list-style-type: none"> ▪ Improves the standard in properties where landlords engage with the scheme ▪ Good example of partnership working with other agencies i.e. SASSH. ▪ Can be used alongside other options for a more strategic approach 	<ul style="list-style-type: none"> ▪ Relies on voluntary engagement of landlords and agents ▪ Relies on self-assessment of property conditions with varying results. ▪ Does not tackle poor practises of rogue landlords ▪ Does not provide detailed information about HMO properties in the city. ▪ Can be resource intensive as limited scope for charging.

OPTION FIVE: MANAGEMENT ORDERS

Option description	Strengths	Weaknesses
<p>Council uses the powers contained in the Housing Act 2004 part 4 to take over the management of the very worst HMOs in the city. The aim of which would be to improve them and eventually had back control to the landlord.</p>	<ul style="list-style-type: none"> ▪ Removes landlord responsibilities and passes them to an approved/responsible nominated agent. ▪ Can be used alongside other options for a more strategic approach 	<ul style="list-style-type: none"> ▪ Resource intensive to set up and administer ▪ Previous experience has shown limited suitable agents ▪ Resolves issue in individual properties but does not secure long term improvement of properties, especially management. ▪ Does not tackle poor practises of rogue landlords ▪ Provides inconsistent service across the city. ▪ Does not provide detailed information about HMO properties in the city. ▪ Take on landlord responsibilities and need to keep for some time to resolve management issues and recover costs. ▪ Reactive not proactive.

OPTION SIX:USE OF ARTICLE 4 DIRECTION		
Option description	Strengths	Weaknesses
Continue to control the number of new HMOs in the city in line with policy and guidance.	<ul style="list-style-type: none"> ▪ Controls the number of new HMOs in an area. ▪ Already introduced in Southampton and being implemented in the city. ▪ Can be used alongside other options for a more strategic approach. 	<ul style="list-style-type: none"> ▪ Does not require the improvement of properties. ▪ Does not apply retrospectively ▪ Much confusion among residents and property owners between these powers and EHH powers ▪ Does not tackle poor practises of rogue landlords ▪ Provides inconsistent service across the city. ▪ Does not provide detailed information about HMO properties in the city. ▪ Reactive.

OPTION SEVEN: CITY WIDE LICENSING		
Option description	Strengths	Weaknesses
Licensing is extended to all or a selected type of small HMO across all wards in the city.	<ul style="list-style-type: none"> ▪ Clearer scheme as applies to all eligible HMO properties regardless of location in the city. ▪ License conditions would be bespoke and therefore seek improvements in living conditions and management. ▪ Increased level of resources available for inspecting properties and monitoring license conditions. ▪ Reliable and up to date source of information about HMO sector ▪ Costs borne by appropriate sector. ▪ Linked to property inspections ▪ Links with the existing mandatory HMO licensing scheme provisions. 	<ul style="list-style-type: none"> ▪ Comprehensive and large programme that will require additional resources and staff ▪ Insufficient evidence to demonstrate that there are significant numbers of poorly managed HMOs within these areas

OPTION EIGHT: SELECTED AREA BASED LICENSING		
Option description	Strengths	Weaknesses
Licensing is extended to all or a selected type of small HMO in selected wards in the city	<ul style="list-style-type: none"> ▪ Can focus on areas where there are issue, need and risk based. ▪ Tailored solutions to housing problems identified and other issues in partnership with other services and agencies. ▪ Reliable and up to date source of information about HMO sector in the selected areas. ▪ Costs borne by appropriate sector. ▪ Linked to property inspections. License conditions would be bespoke and therefore seek improvements in living conditions and management. ▪ Increased level of resources available for inspecting properties and monitoring license conditions. ▪ Working with landlords in selected areas may encourage improvements in management and behaviour so benefitting tenants and improving properties in other parts of the city. 	<ul style="list-style-type: none"> ▪ More limited service for same type of accommodation outside of selected areas i.e. inequality of service provision. ▪ Landlords may relocate business to properties in non-licensable areas. ▪ May lead to variable standards in quality and management across different parts of the city. ▪ Potential to be confusing for tenants and residents ▪ Concern that Article 4 Direction restriction on development of HMOs in certain parts of the city may lead to their development in other parts that may not be covered by licensing.

Option eight has therefore been determined as the most appropriate option to deal with issues arising from smaller HMOs.

10. CONSULTATION

'The local authority must consult persons likely to be affected by the designation.'

The Council carried out a public consultation over a twelve week period starting on 27TH February 2018 running through to 22nd May 2018. The consultation questionnaire was made available online through the Council's Consultation Portal, paper copies were made available on request.

The HMO pages on the Council's website were updated to give more information about the proposed scheme and included links to an online questionnaire as well as the consultation guide, the questionnaire, original Cabinet report as PDF documents to download.

The Communications Team sent out regular Tweets through the Council's Twitter feed (@SouthamptonCC) alerting followers to the consultation process.

There were 452 completed questionnaires returned and a number of more detailed responses. The detail about these and the outcomes together with the Council's response is in Appendix 3.

In summary the majority of respondents (71%) were in favour of the overall scheme proposals and 75% believed that the correct area had been selected to form the proposed scheme. There was strong support (85%) that all HMOs in this area should be included. The majority of responses (87%) either agreed or strongly agreed that the proposals for the scheme would improve the internal housing conditions within the HMOs and the external conditions (85%). There was firm agreement that the scheme would ensure the health & safety of the tenants (89%) and 85% agreed or strongly agreed that the scheme would reduce anti-social behaviour in the area. Overall 76% of respondents felt that the scheme would have a positive impact on their community.

From the detailed comments, there were 21 respondents who felt that the proposed scheme would impact negatively on affordable housing, with licensing costs being passed onto tenants and rents being raised. But there were also 18 comments that felt the scheme would have a positive impact as it would raise housing standards.

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HMO licence fees

HMOs are an important part of housing provision in Southampton and through the licensing scheme we want to encourage fully compliant HMOs and timely applications. We have updated the HMO fee structure to better reflect the actual time involved with HMO Licensing. In addition we want to continue to provide landlords with a choice of who they employ to carry out an inspection of their property for the HMO licence process, whether that be an officer from Southampton City Council or an independent HMO surveyor.

<p>Southampton City Council HMO All Inclusive Rate This includes all costs payable by the applicant in order that the council can process your application</p>	<p>£960*</p>
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Compliant & Timely Applications (within 3 Months):

There are 2 types:

<p>Southampton City Council HMO All Inclusive Compliant Rate This includes all costs payable by the applicant in order that the council can process your application.</p>	<p>£560*</p>
<p>Landlord Independent HMO Surveyor Compliant Rate Where a HMO fully meets all relevant standards and the landlord arranges their own Certificate of Compliance from an independent surveyor registered with RICS or CIEH.</p>	<p>£250*</p>

**These charges are not subject to VAT*

In order to qualify for the compliant rate, SCC must receive your full and valid application:

- **Within 3 calendar months from the commencement of a designated Additional Licensing Scheme, or**
- **Within 3 calendar months of the property first being let as a licensable HMO, or**
- **Within 3 calendar months of becoming the person in control or manager of the licensable HMO, or**
- **Within 3 calendar months of the HMO Licence renewal date**

Please note that your application will be returned to you if it arrives outside this time period, or if it does not include all required certificates and the correct fee. You may then become liable to pay the higher fee.

Buildings owned and managed by private providers of large student accommodation# who are members of and comply with ANUK National code for large student developments## or any approved code or scheme of compliance, as approved under section 233, Housing Act 2004, will be entitled to a 50% reduction on the fees. Proof of scheme or code membership & compliance will be required on application.

#where 15 or more students live in one building, either in rooms off a central corridor, cluster flats or self-contained flats

The ANUK Code of Standards for larger developments for student accommodation not managed and controlled by educational establishments

The Council also offers pre-application advice to landlords:

Pre-application advisory visit & verbal report on site	£60*
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Explanation of Fee Levels

- Southampton City Council HMO All Inclusive Rate** – All parts of the process are included. An officer of the council will contact the applicant to arrange the necessary property inspection, which will be carried out by the Council. If any improvements are required to reach current standards then they will be included as a licence condition and you will be given full details and a reasonable timescale to complete them. As far as possible, inspections will be grouped together for applicants with several properties.
- Landlord Independent HMO Surveyor Rate** – To access this rate it is essential that the property is fully compliant with all HMO standards. Before making the application, landlords need to separately instruct an independent HMO surveyor who is a member of RICS or CIEH and who holds their own insurance. (Please see our guidance sheet below on how to choose an Independent HMO Surveyor). This independent HMO surveyor will provide the landlord with a Certificate of Compliance with current HMO standards. The applicant is then able to submit this certificate along with the application form, gas, electrical certificates and fee within 3 months of the property becoming licensable. * Please note that the application fee does not include the fee charged by the independent HMO surveyor for the inspection. * Please note that the council reserves the right to place any conditions on the licence which it deems necessary.* Please note SCC Criteria below for acceptance of Certificates of Compliance.

Additional fees

Application to vary a HMO Licence, not involving visit	£50	Where the Council has to undertake additional works in order to consider the variation and determine it appropriate. Documentation and desk top checks only required.	Fit & Proper person checks. Change of documentation. Updating uniform
Application to vary a HMO Licence, involving an officer visit	£100	Where the Council has to undertake additional works in order to consider the variation and determine it appropriate. Where a visit is necessary in order to determine if the variation is appropriate.	Fit & Proper person checks. Change of documentation. Updating uniform Arranging visit Visit time including travel

For an appointment missed during the house inspection process.	£70	Where the applicant has failed to provide access for the appointment to inspect at the agreed time/date and this has to be rearranged. Fee per property, if multiple inspections programmed during that allotted appointment time. Officers will wait for 20 minutes and then leave. Also for appointments cancelled with less than 24 hours notice.	Surveyor inspection and travel time Time producing new letters/ rearranging appointments.
For follow up letters when an invalid application has been received	£25 per letter	Where the applicant has missing items in their application e.g. Missing certificates or fee, reminder letters are sent.	Time producing reports and letters
Additional visits to check specific license conditions	£100	Where more than one visit is required to check specific license conditions. If a license is issued with specific conditions, a conditions monitoring visit will be undertaken on expiry of the works deadline. If the works are not complete and or insufficient a further visit may be required. Such visits will incur a charge.	Surveyor inspection and travel time Time producing new letters/ rearranging appointments & preparing and completing enforcement documentation.

Southampton City Council consultation on an additional licensing scheme for Houses in Multiple Occupation (HMOs) – consultation feedback

Introduction

1. Southampton City Council undertook public consultation on proposals for the designation of an additional houses in multiple occupation licensing scheme covering Bevois, Bargate, Portswood and Swaythling following the expiry of the current licensing scheme covering these four wards in June 2018. The consultation took place between 28 February 2018 and 22 May 2018.
2. The proposals were discussed at Cabinet on 20 February 2018 and the cabinet agreed that the proposed changes should be consulted with key stakeholders and the public before any final decisions are taken.
3. This report summarises the principles and processes of the public consultation. It also provides a summary of the consultation responses both for the consideration of decision makers and any interested individuals. It both supplements and contextualises the summary of the consultation included within the Cabinet report.

Aims

4. The aim of this consultation was to:
 - Communicate clearly to residents and stakeholders the proposals for an additional licensing scheme for Houses in Multiple Occupation.
 - Ensure any resident, business or stakeholder who wishes to comment on the proposals has the opportunity to do so, enabling them to raise any impacts the proposals may have.
 - Provide feedback on the results of the consultation to elected Members to enable them to make informed decisions about how to progress the programme.
 - Ensure that the results are analysed in a meaningful, timely fashion, so that feedback is taken into account when decisions are made.

Consultation principles

5. The council takes its duty to consult with residents and stakeholders on changes to services very seriously. The council's consultation principles ensure all consultation is:
 - Inclusive: so that everyone in the city has the opportunity to express their views.
 - Informative: so that people have adequate information about the proposals, what different options mean, and a balanced and fair explanation of the potential impact, particularly the equality and safety impact.
 - Understandable: by ensuring that the language used to communicate is simple and clear and that efforts are made to reach all stakeholders, for example people who are non-English speakers or disabled people.
 - Appropriate: by targeting people who are more likely to be affected and using a more tailored approach to get their feedback, complemented by a general approach to all residents, staff, businesses and partners.
 - Meaningful: by ensuring decision makers have the full consultation feedback information so that they can make informed decisions.
 - Reported: by letting consultees know what was done with their feedback.
6. Southampton City Council is committed to consultations of the highest standard, which are meaningful and comply with the following legal standards:

- Consultation must take place when the proposal is still at a formative stage
 - Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response
 - Adequate time must be given for consideration and response
 - The product of consultation must be carefully taken into account.
7. Public sector organisations in Southampton also have a compact (or agreement) with the voluntary sector in which there is a commitment to undertake public consultations for a minimum of 12 weeks wherever possible. This aims to ensure that there is enough time for individuals and voluntary organisations to hear about, consider and respond to consultations.

Approach and methodology

8. Deciding on the best process for gathering feedback from staff and residents when conducting a consultation requires an understanding of the audience and the users of the service.
9. The agreed approach for this consultation was to use an online questionnaire and then issue paper questionnaires upon request. The structured questionnaire was designed to include an appropriate amount of explanatory and supporting information, helping to ensure that residents are aware of the background and context to the proposals.
10. In addition to the main questionnaire, the yourcity.yoursay@southampton.gov.uk email address was advertised to provide a channel for people to ask additional questions or provide feedback.

Promotion and communication

11. Throughout the consultation, every effort was made to ensure that as many people as possible were aware of the consultation and had an opportunity to have their say.
12. The consultation was promoted in the following ways:
- A link to the consultation questionnaire and full Cabinet paper was included on the consultation section of the council website. There was also a link to the consultation from the HMO pages of the website.
 - An email was sent to all landlords who Southampton City Council held a valid email address for to inform them of the consultation.
 - Emails were sent to letting agencies and residents groups.
 - Southern Landlords Association contacted landlords about the consultation.
 - The consultation was discussed at the HMO Licensing Landlord Consultative Forum on 18 April 2018
 - Stay connected e-alert: Your City Your Say (3553 subscribers) – 19 March 2018
 - The consultation (with a link to the webpage) was promoted in several Facebook and Twitter posts throughout the consultation period.

Consultation respondents

13. In total, 452 people responded to the questionnaire. All the questionnaire submissions that had at least one question completed were included in the analysis, to ensure every piece of feedback was considered.
14. In addition, the following 3 organisations provided emailed submissions of feedback on the consultation.
- University of Southampton
 - National Landlords Association
 - Inner Avenue Residents' Association

15. The consultation questionnaire asked respondents about their interest in the consultation. Figure 1 highlights the answers to this question. Please be aware that percentages total greater than 100% as respondents could select multiple options if applicable. 56% of respondents to the questionnaire were interested in the consultation due to living in the proposed area. Within this, 13% live within a HMO currently. 29% of respondents to the questionnaire were interested in the consultation as a resident elsewhere in Southampton. 16% of respondents were landlords or managing agents within the proposed area and a further 5% were landlords or managing agents outside of the proposed area.

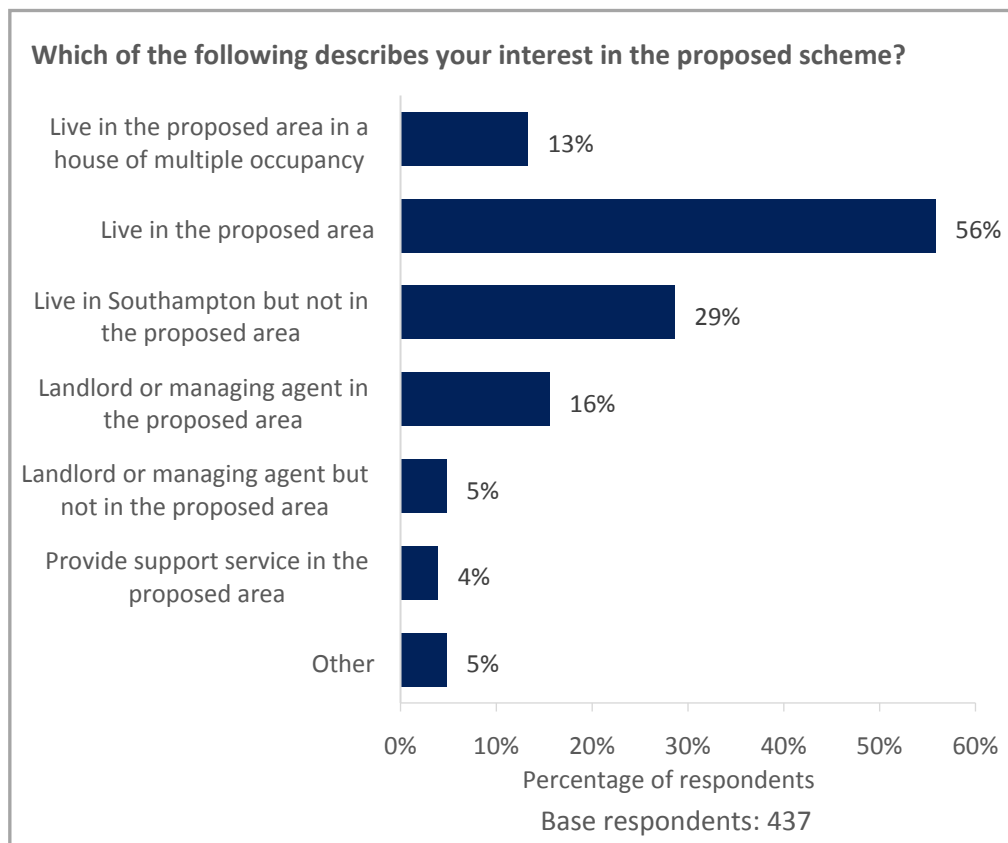


Figure 1

Questionnaire feedback

16. The first question was designed to ask broadly what respondents thought about the proposed scheme. Figure 2 shows that there was a fairly high level of agreement. Overall, 55% of respondents strongly agreed with the proposals and 17% agreed which totalled 71% of respondents that expressed general agreement. In total 8% of respondents disagreed and 12% strongly disagreed with the proposals which combined together meant 19% of respondents expressed disagreement with the proposed scheme.

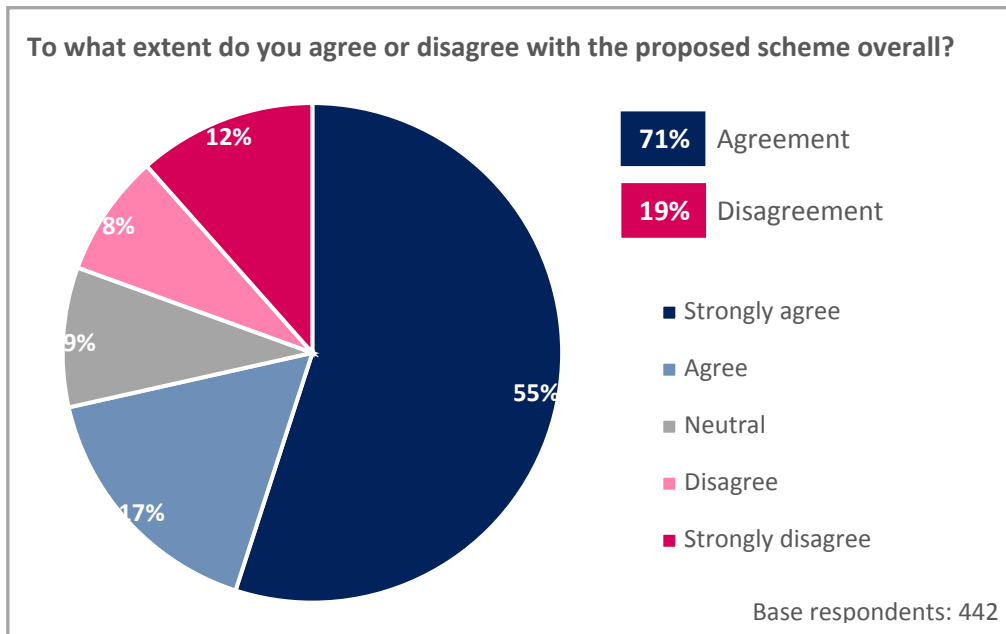


Figure 2

17. The questionnaire then proceeded to ask a range of more detailed questions on elements of the proposed scheme. Firstly respondents were asked what they felt about the area of the city covered by the proposed scheme (Figure 3). In total, 75% of respondents agreed to some extent with the proposed area; of this 53% strongly agreed and 22% agreed. Overall, 14% of respondents disagreed generally with the proposed area of which 7% strongly disagreed and 7% disagreed.

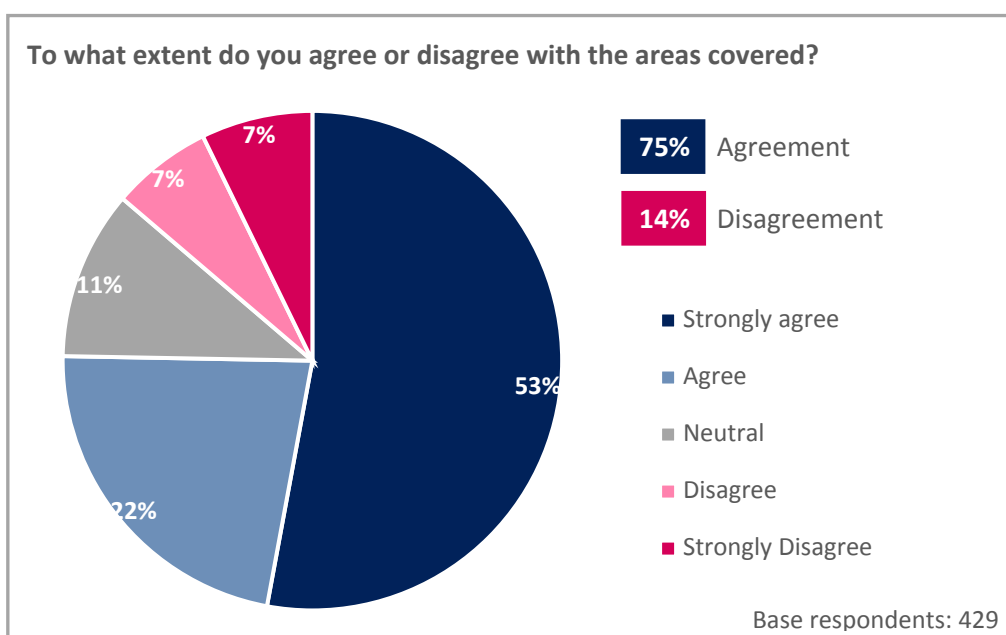


Figure 3

18. Respondents were then asked to what extent they agreed or disagreed with the proposed requirement for all HMOs in the designated area to be licensed (Figure 4). There was a high level of agreement for this element of the proposed scheme as 70% of respondents strongly agreed with the proposals and 15% agreed. This totalled 85% of respondents expressing a level of agreement. Overall 12% of respondents specified a level of disagreement (5% disagree and 7% strongly disagree).

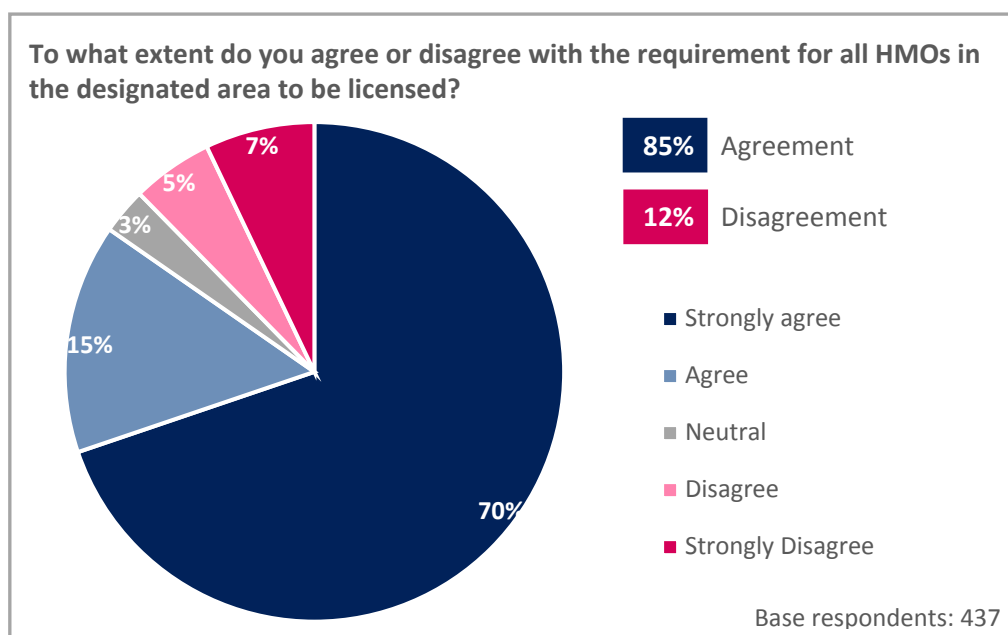


Figure 4

19. The next 4 questions asked for opinions on different aims of the proposed scheme. First respondents were asked about the aim to improve the internal housing conditions of HMOs. This question had one of the highest levels of agreement and one of the lowest levels of disagreement of questions in the consultation (Figure 5). In total 87% of respondents selected either agree or strongly agree when asked the question. Of this 66% strongly agree and 22% agree. In total, 7% of respondents selected either disagree (3%) or strongly disagree (4%).

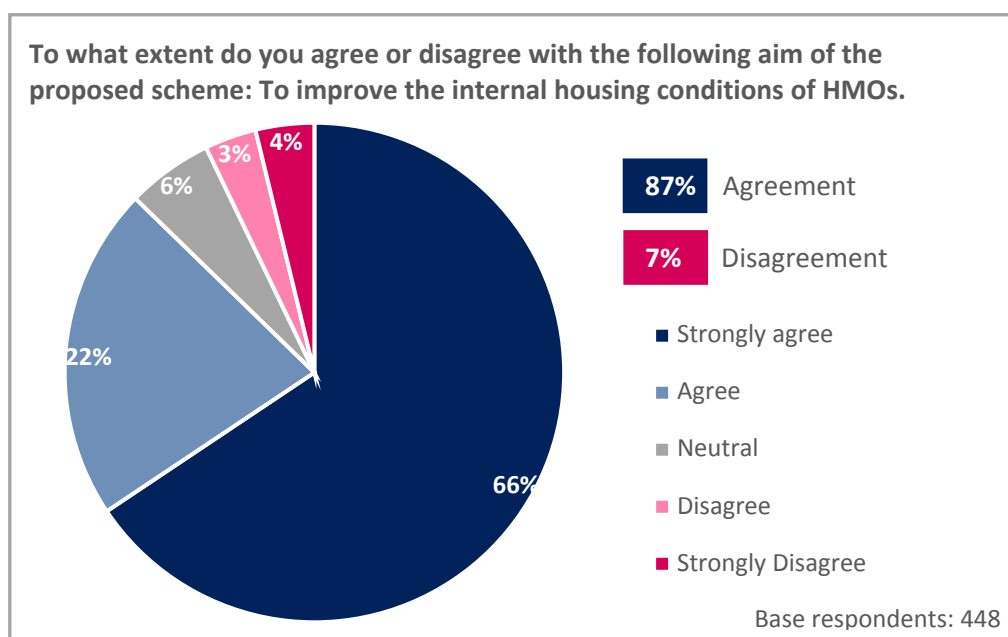


Figure 5

20. A similar question was then asked about the aim to improve the external housing conditions of HMOs (Figure 6). Overall, 68% of respondents selected strongly agree and 17% selected agree on the questionnaire which totals 85% in agreement overall. Of the remainder, 5% of respondents disagreed with the aim and 4% strongly disagreed.

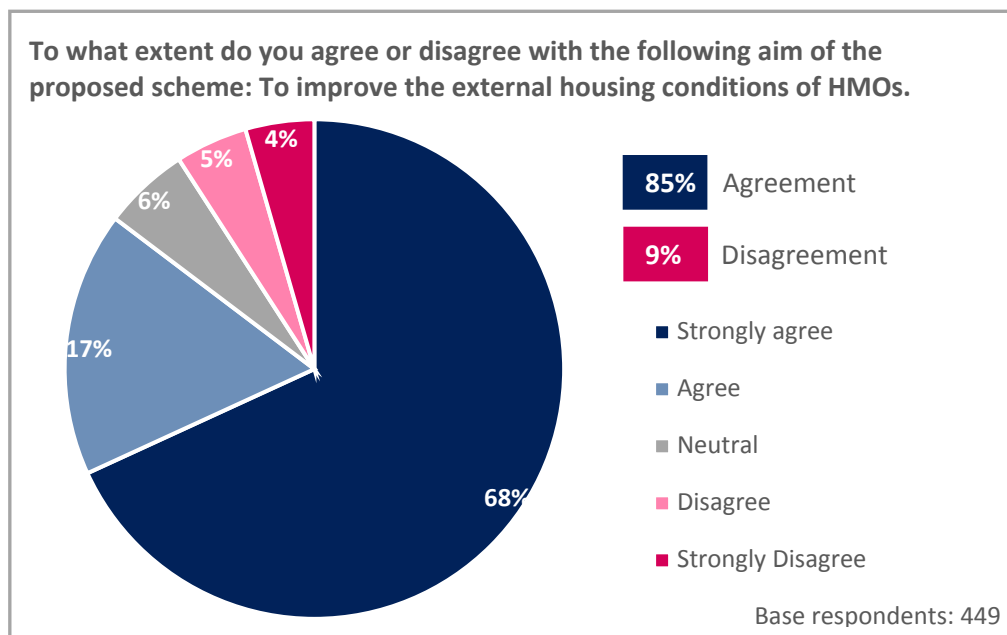


Figure 6

21. The next question asked respondents to what extent they agreed or disagreed with the aim to ensure the health and safety of tenants in HMOs. This question received the highest level of agreement across the consultation (Figure 7). In total, 89% of respondents specified either strongly agree or agree. Of this 71% said strongly agree and 18% agree. The lowest level of disagreement was also observed for this question in the consultation. 3% of respondents disagreed with the aim and 4% strongly disagreed, representing a level of disagreement expressed by 6% of respondents.

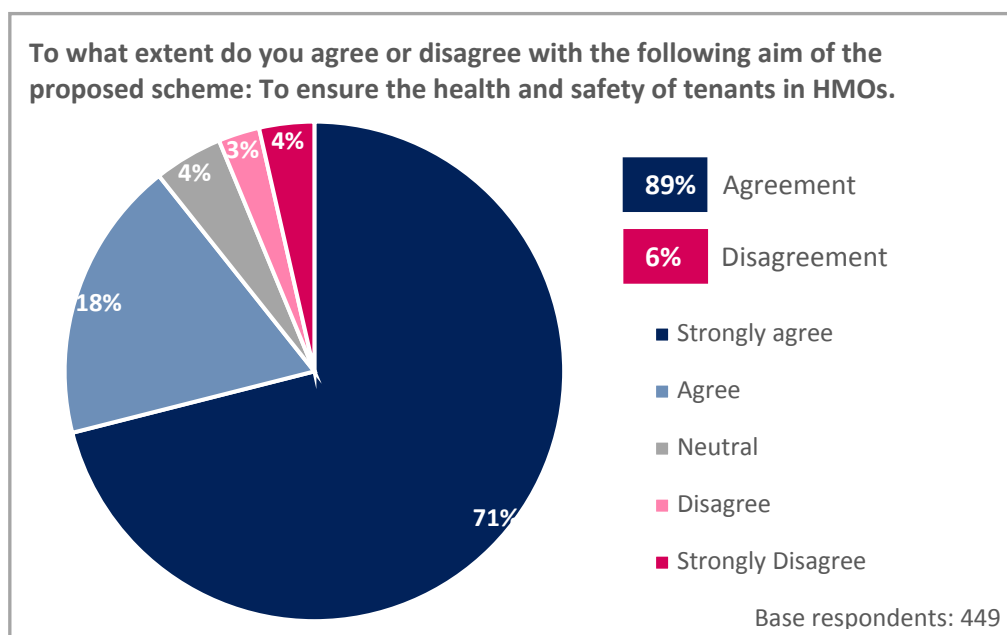


Figure 7

22. Respondents were then asked to what extent they agreed or disagreed with the aim of the proposed scheme to reduce anti-social behaviour associated with HMOs. Overall 85% of respondents agreed with the aim to some extent (Figure 8). Of this, 72% of respondents strongly agreed with the proposals and 13% agreed. In total 3% of respondents disagreed with the aim and 6% of respondents strongly disagreed which meant 9% of respondents expressed disagreement with the aim to reduce anti-social behaviour associated with HMOs.

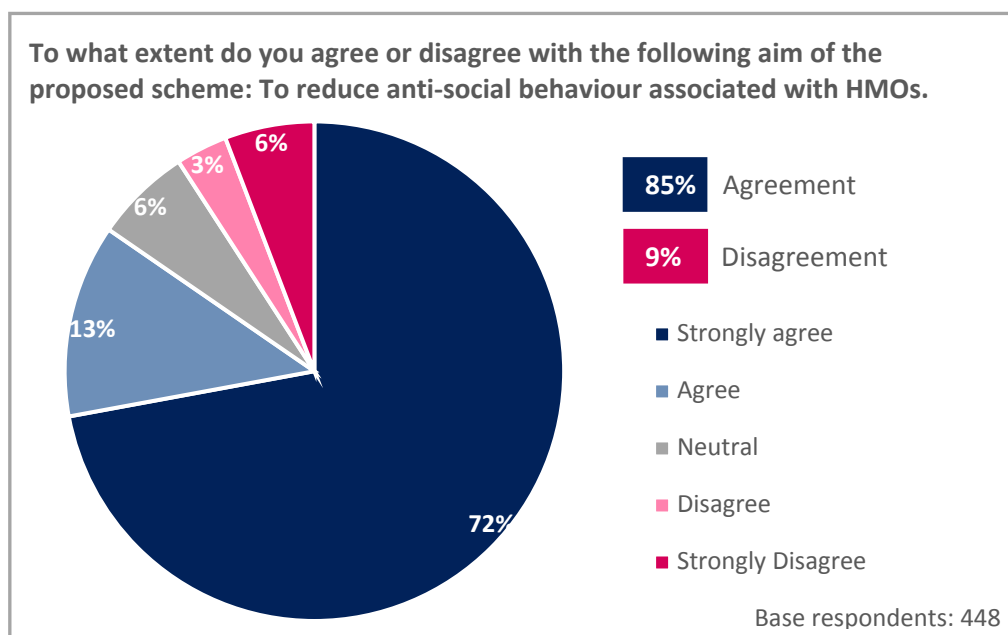


Figure 8

23. After the questions asking about specific elements and aims of the proposed scheme, respondents were asked what impact the proposed scheme might have on them or their community if it were implemented. Figure 9 highlights the results from this question. The majority of respondents felt that there would be a positive impact on them or their community from the proposed scheme. In total 76% of respondents felt this way ranging from a very positive impact (35%), a fairly positive impact (27%) and a slightly positive impact (13%). In total, 12% of respondents felt that the proposed scheme would have a negative impact on them or their community. Of this, 2% felt it would be a slightly negative impact, 4% a fairly negative impact and 6% a very negative impact. The remaining 12% of all respondents felt that there would be no impact on them or their community at all if the proposed scheme were to be implemented.

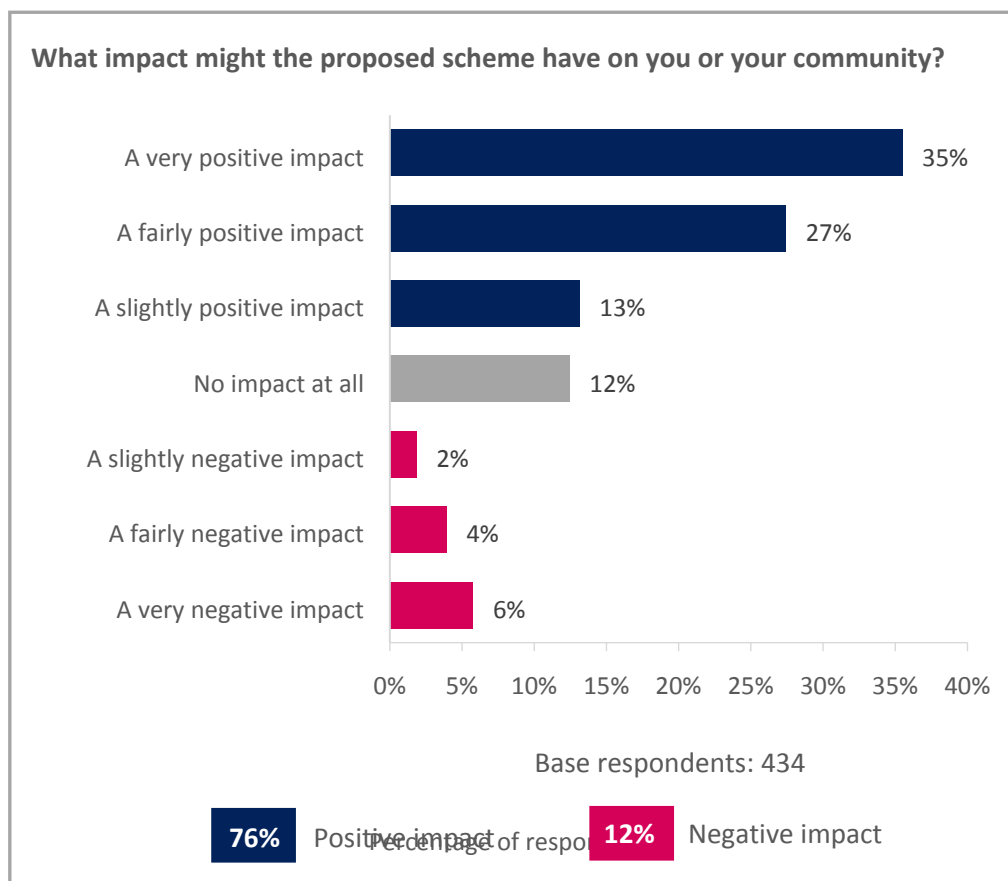


Figure 9

24. Respondents were then given the opportunity to let us know about any personal impacts or equality issues we may have overlooked in the formation of the proposed scheme in a free text comment box. When analysing the free text comments from the questionnaire, all comments from all questions were analysed and categorised together. For example, if a respondent commented on an impact of the proposed scheme in a different free text question that comment will have been regrouped with all other comments on impacts to ensure that an accurate picture of opinions can be calculated across the entire consultation. In total, 247 respondents provided a comment to at least one question in the questionnaire.
25. Figure 10 highlights the themes of comments across the questionnaire surrounding the potential impacts of the proposed additional licensing scheme. The table following figure 10 includes example quotes that encompass the sentiment of the themes of these comments. Most frequently mentioned was the negative impact that high licensing fees would create high rents for HMO tenants. A total of 21 respondents mentioned this is a comment. The second and third most written comments on the impact of the proposed scheme were both positive. In total, 18 respondents wrote about the positive impact the proposed scheme would have on housing quality and 15 respondents spoke of the positive impact that the proposed scheme would have on the local area.

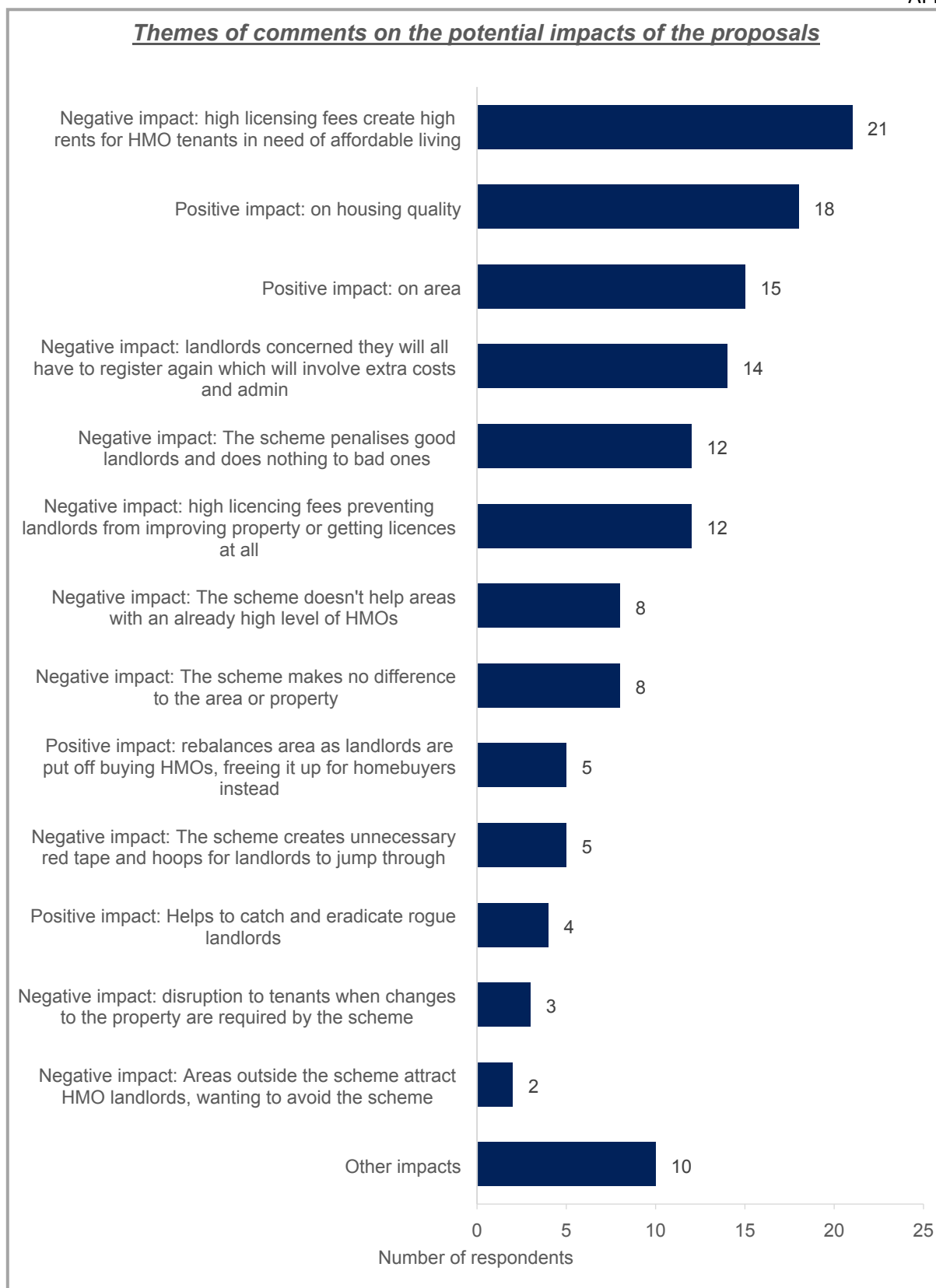


Figure 10

Theme of comment	Comments on the potential impacts of the proposals
Negative impact: high licensing fees create high rents for HMO tenants in need of affordable living	<i>"The fees are too high. It is not made clear in this consultation that the fees are almost always going to result in increased rent, whether the landlord is a good one or not - so tenant respondents to this questionnaire are likely to think they are getting something for nothing. No downside for them."</i>

	<p><i>"HMO housing drives up the rental prices in an area far above what the properties are worth. "</i></p> <p><i>"Unfortunately this will more of a negative impact than a positive impact overall, this will increase the cost of living on the average person, and it is already too high!"</i></p>
Positive impact: on housing quality	<p><i>"The existing HMO scheme has had a beneficial effect on the quality of housing available at all levels in our City."</i></p> <p><i>"I think the scheme has had a significant impact on HMO's and provides a level of regulation and safety that otherwise would not be there. "</i></p> <p><i>"The HMO scheme has been very beneficial for improving conditions for tenants"</i></p>
Positive impact: on area	<p><i>"This is an excellent scheme which I fully support and has clearly benefited the specific areas listed in this consultation."</i></p> <p><i>"If the proposal is accepted then the areas will have the positive benefits of looking more kept; by keeping the number of HMOs to a manageable amount; not turning the area into a rent Ghetto and making landlords more responsible to the area and their tenants."</i></p> <p><i>"Hope the licensing scheme can be continued as it has had a dramatically beneficial effect on my local community"</i></p>
Negative impact: landlords concerned they will all have to register again which will involve extra costs and admin	<p><i>"We do not have an issue with the Licensing scheme as it stands. We understand that any new licensing after 30th June 2018 has to be separate from old licensing due to a new central government mandate. However, the costs to Southampton City Council (staff, overheads, administration and costs of running the scheme) will be continuous. We understand that the fees are set so that the Council recovers its costs, not makes a profit. It would be FAIR therefore that those Landlords that have paid a FULL cost for a new licence in the last six months of the old scheme are given a discount or forgiven the renewal fee."</i></p> <p><i>"As someone whose license (without condition) under the existing additional scheme is dated November 2016 I feel it would be unfair to ask me to pay to re-license my property again within two years; existing licenses should be valid for 5 years from the date they were granted."</i></p> <p><i>"We have a three person student house in Portswood and were granted the HMO licence in March 2017. I am disappointed that we will have to pay another £520 this June to reapply. There should be a process for grandfathering the existing licence."</i></p>
Negative impact: The scheme penalises good landlords and does nothing to bad ones	<p><i>"Indiscriminate HMO licensing simply penalises responsible landlords, and seems to do nothing to prevent abusive landlords from continuing to exploit tenants."</i></p> <p><i>"insufficient attention has been given to the rogue landlords, so those who are doing the right thing are paying for a licence and do not gain"</i></p> <p><i>"While the good landlords keep the council busy with inspections of their up together properties, the rouges are free to carry on unchallenged."</i></p>
Negative impact: high licencing fees preventing landlords from improving property or getting licences at all	<p><i>"Landlords charged extra for renting their property will have less income coming in to make repairs and fulfil requirements to home tenants."</i></p> <p><i>"This will lead to responsible landlords with only one or two properties spending money on a licence rather than on their properties."</i></p>

	<i>"The license have been applied to a student HMO area, the license is costly, could have spent this money on improving the house quality than the license bureaucracy."</i>
Negative impact: The scheme doesn't help areas with an already high level of HMOs	<p><i>"What about Highfield? This area has been overrun with houses transferred to multiple occupancy student occupation. I grew up here and the area has been ruined by the transfer of houses to this type of occupancy. A very well looked after and highly thought of area of Southampton, now has families fast disappearing and no clear action to remedy this."</i></p> <p><i>"The existing scheme is good but it came too late for some streets, where the permissible % of HMOs in any street had been exceeded. There appears to be no provision for helping those streets to return to an acceptable level of HMOs."</i></p> <p><i>"Too many licenses have been issued for HMO's, article 4 was supposedly going to change this, but it was a case of too little too late."</i></p>
Negative impact: The scheme makes no difference to the area or property	<p><i>"The HMO scheme does not impact the local neighbourhood at all."</i></p> <p><i>"As a landlord, the scheme makes no difference to the safety of the property that I lease."</i></p> <p><i>"In my opinion in dealing with hundreds of HMOs throughout the city I consider the whole HMO licencing scheme to be a pointless exercise, it has had no positive impact on HMOs at all."</i></p>
Positive impact: rebalances area as landlords are put off buying HMOs, freeing it up for homebuyers instead	<p><i>"So far this has had a beneficial effect on Portswood, discouraging private landlords from competing with family purchasers."</i></p> <p><i>"Limiting the number of HMOs available increases the amount of housing available for long term residents to rent or buy, rather than letting out a considerable area to students and cutting out residents."</i></p>
Negative impact: The scheme creates unnecessary red tape and hoops for landlords to jump through	<p><i>"Whilst the aims are easy to agree with the implementation of the current scheme involves a ridiculous level of pointless red tape."</i></p> <p><i>"The current scheme imposes requirements that are not necessary in every case and not required by the tenants. As a landlord I had to spend over £2,500 on alterations in a single high-standard well-maintained property which the tenants found a nuisance. But I passed the cost on to them via increased rent because I am running a business, so who benefited? I could have spent the money on other, more relevant, improvements such as re-pointing, but they are not within your HMO standards."</i></p>
Positive impact: Helps to catch and eradicate rogue landlords	<p><i>"We are determined to help Southampton City Council eradicate rogue landlords from our industry and HMO licensing helps us to achieve this aim."</i></p> <p><i>"I have a friend in Bevois Valley area whose landlord was operating outside of the scheme and should not have been. They have been without heating for months and the property is in a poor state of repair. I strongly support licensing to improve conditions for tenants such as these and think that penalties for rogue landlords should be heavier."</i></p>
Negative impact: disruption to tenants when changes to the property are required by the scheme	<p><i>"So tenants settled in a property fit for purpose have to be kicked out because you make rules all of a sudden in the middle of their agreement because modifications have to be made. How is this fair?"</i></p> <p><i>"The current scheme imposes requirements that are not necessary in every case and not required by the tenants. As a landlord I had to spend over £2,500 on alterations in a single high-standard well-maintained property which the tenants found a nuisance."</i></p>

<p>Negative impact: Areas outside the scheme attract HMO landlords, wanting to avoid the scheme</p>	<p><i>“How will the Council ensure the effect of licensing in these (admittedly HMO-dense) areas will not cause second-order effects of causing other areas of the city to become more desirable for HMO landlords looking to escape the direct and indirect costs of licencing, impacting quality of life for tenants and other residents, and influencing housing availability for single-family tenants and buyers.”</i></p> <p><i>“many landlords in the other areas are benefitting from the strict HMO in the other areas and totally flaunting health and safety. If you are going to do HMO properly all of Southampton should be covered.”</i></p>
<p>Other impacts</p>	<p><i>“My concern with HMO is that they have to share a bathroom between so many! male and female what about a bit of privacy and getting landlords to put in en-suites. Just because they are down on their luck don't have to be treated like animals. Respect!!!”</i></p> <p><i>“By targeting certain areas of Southampton the scheme indicates there is a level of discrimination as those wards are likely to include migrant communities.”</i></p> <p><i>“I live in a large town house in Oxford Street, which hasn't increased in value much since 2005 when we brought it and best suited to a rental as an HMO which we applied for and we declined based on the ratio % in our area which is a bit unfair as the most of the housing in the area is flats so the % you apply in our area is not based on a level playing field.”</i></p>

26. The next question asked respondents to identify and write down any suggestions or alternatives they felt the council should consider regarding the proposed scheme. Figure 11 shows the themes of comments surrounding suggestions and alternatives and the subsequent table provides examples of comments that encompass the sentiment of these themes. The highest number of comments suggested that external conditions of HMOs needed to be improved and there should be a certain standard met. In total 45 respondents raised comments of this sentiment. A total of 35 respondents made suggestions related to rubbish and bins. A number of these comments related to the storage of bins themselves. The third most common suggestion was that there should be more and harsher action for landlords that aren't meeting the correct standards for their HMOs. 34 respondents mentioned this specifically in their comments.

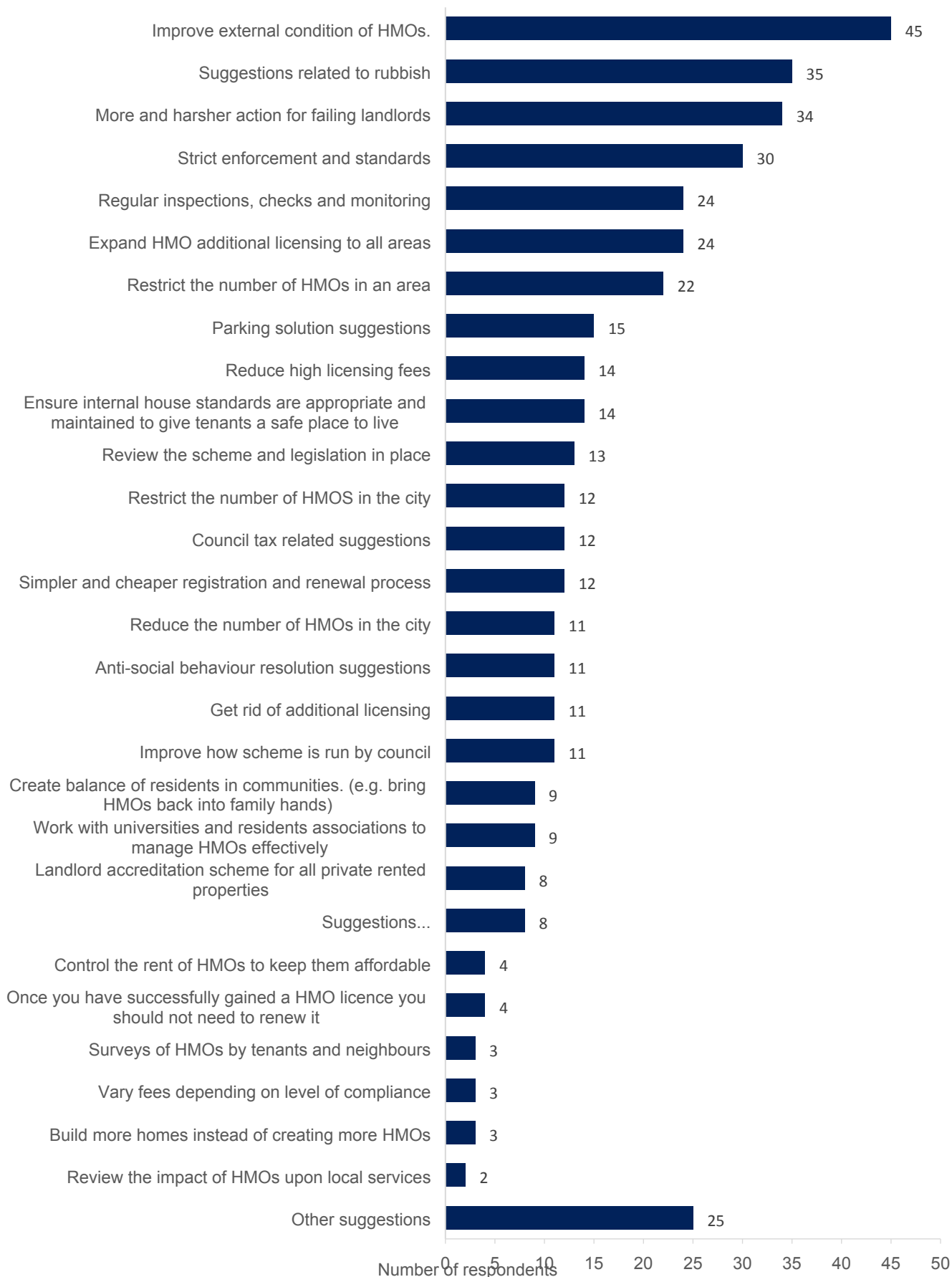
Comments relating to suggestions and alternatives

Figure 11

Theme of comment	Comments on the suggestions and alternatives
Improve external condition of HMOs.	<p><i>"Building and garden appearance should have a standard attached."</i></p> <p><i>"Stricter rules on landlords to upkeep areas."</i></p> <p><i>"That the external of the property be kept in a good state of repair i.e. Painted, guttering etc. and that any garden area be maintained for the sake of neighbouring properties and to discourage vermin"</i></p>
Suggestions related to rubbish	<p><i>"Making it mandatory for all HMO's to have bin storage preferably in the back garden when there is side access, otherwise an enclosed area in the front garden, to tidy up the visual street scene, and for the use of it to be enforced by landlords making it a part of the tenants contract."</i></p> <p><i>"More frequent bin collections in these areas"</i></p> <p><i>"Cleaning up the pavements in the Polygon area and asking the Bin Collection Department to actually make more effort to empty the bins. This is a problem now they have moved to every other week for the collections as all the bins are overflowing with rubbish."</i></p> <p><i>"FINE students for leaving wheelie bins obstructing PUBLIC footpath"</i></p> <p><i>"Landlords should be held more accountable for their tenants as the rubbish and dustbins used by HMO properties has a great impact on the area that houses HMO'S."</i></p>
More and harsher action for failing landlords	<p><i>"Heavier penalties for non-compliance"</i></p> <p><i>"I would like to see more prosecutions for those who fail to meet the standards and to see the publicly shamed and prevented from being landlords."</i></p> <p><i>"The scheme should ensure that less responsible landlords who continue to fail to meet conditions imposed on their license bear the cost."</i></p> <p><i>"You should consider heavy penalties for those owners who contravene the regulations. It is not enough to have them, they should be enforced."</i></p>
Strict enforcement and standards	<p><i>"Scheme will ONLY give a positive impact if it is rigidly enforced and policed"</i></p> <p><i>"It will only work if it is enforced - as with everything."</i></p> <p><i>"minimum accommodation standards could be introduced"</i></p> <p><i>"The success of the scheme inevitably depends on effective enforcement and follow-up on conditions imposed on HMOs. It is in everyone's interest that this happens."</i></p>
Expand HMO additional licensing to all areas	<p><i>"Licensing should apply to ALL areas of the City."</i></p> <p><i>"I think all areas of Southampton should have to have the same HMO rules and regulations as if not landlords will just look to buy other properties outside the regulated area."</i></p> <p><i>"Why can't the licensing scheme be extended to the whole city in order to improve the quality and safety baseline of all HMOs under the Council's influence? Problem landlords exist throughout the city, and surely tenants and residents in all areas and perceived affluence should have the right to a decent home, not only those in areas of the city considered (perhaps) less affluent."</i></p>

Regular inspections, checks and monitoring	<p><i>“Regular checks on HMOs are essential for the scheme to be successful”</i></p> <p><i>“There should be regular patrols and inspections of these properties”</i></p> <p><i>“Using local neighbourhood wardens to monitor the state of such properties e.g. general tidiness and repairs; refuse bins left on pavements; careless parking etc.”</i></p>
Restrict the number of HMOs in an area	<p><i>“There needs to be a limit on the number of HMOs in each road”</i></p> <p><i>“That the present ruling which effectively caps the creation of ANY further HMO be adhered to. Just because the new HMO enforcement is being introduced it should NOT MEAN HOUSES WHICH ARE NOT ALREADY HMO SHOULD BE GRANTED IN THIS AREA WHICH IS ALREADY FULL TO CAPACITY WITH SUCH PROPERTIES.”</i></p> <p><i>“Perhaps implement a limit on number of HMO’s permitted in any one area to preserve communities”</i></p>
Ensure internal house standards are appropriate and maintained to give tenants a safe place to live	<p><i>“There is a great need to ensure HMO houses are habitable.”</i></p> <p><i>“Improve the internal housing conditions of HMOs – The existing standards set are not high enough in terms of energy efficiency and quality. You should raise the standards required”</i></p> <p><i>“Please ensure that the premises are in good order and safe. Just ensure that those who have to live in this houses, are in good well maintained properties please.”</i></p>
Reduce high licensing fees	<p><i>“reduce charges to Landlords.”</i></p> <p><i>“Reduce the fees this time round, especially for property already licensed.”</i></p> <p><i>“that the license fee should be reduced for landlords with a single property and who are resident within the area, and those who are committed to providing accommodation at below market rates whilst upholding the standard requirements.”</i></p>
Parking solution suggestions	<p><i>“Parking MUST be included. It’s already a bit of a nightmare, and we’re getting new flats around the corner with no parking to add to the problem.”</i></p> <p><i>“Ban student in HMO's from having cars, UNLESS they have off-road parking”</i></p> <p><i>“Consider the effectiveness of parking permit schemes and the impact of permit schemes on areas immediately adjacent to the neighbourhoods in which the permit schemes operate.”</i></p>
Review the scheme and legislation in place	<p><i>“If possible, redefine a small HMO to three or more people comprising more than two households.”</i></p> <p><i>“The scheme should not be restricted by the number of floors in the building, any property that fits the criteria of an HMO should require a license. Also the rules should apply anywhere in the city, creating exemptions, creates complication.”</i></p> <p><i>“HMO should not have the need to enforce sinks in each room, as this then this becomes a bed sit and insurances do not cover. landlords have big problems with insurance companies in HMO with sinks in each room.”</i></p>
Simpler and cheaper registration and renewal process	<p><i>“Simplified and cheaper renewal process where a landlord has already gone through the full-blown procedure before and is looking to carry on a similar basis as before.”</i></p> <p><i>“Make sure that basic registration is as easy as it can be.”</i></p>

	<p><i>"Please make renewing easier, this is so time consuming and from a business perspective I have no idea what is going on. Left very much in limbo while no one seems to have a clue what they are doing or what is happening. A break in licence is not good for business or safety consistent."</i></p> <p><i>"Consideration should be given to automatically registering and licencing existing HMO's that have no outstanding conditions. Licences were very expensive to obtain under the current scheme and some where only recently issued. It would be unfair on tenants to expect landlords to incur a high cost for re-licencing as this will have to be passed on in the rental charges."</i></p>
Council tax related suggestions	<p><i>"Make landlords pay the council tax."</i></p> <p><i>"Council Tax per "occupancy" rather than property"</i></p> <p><i>"Charge students council tax, they make up a large proportion of the city, so they should contribute to the council, be it only a reduced fee, perhaps 20% but at least something, this will also help them manage their money and promote awareness for paying bills and taking responsibility."</i></p>
Restrict the number of HMOS in the city	<p><i>"I think the Council needs to ensure there is a limit on the HMOs in the City"</i></p> <p><i>"Do not increase the number of licensed HMOs"</i></p> <p><i>"Too many HMOs already - need to stop further ones"</i></p>
Get rid of additional licensing	<p><i>"Following the mandatory scheme for 5 or more tenants in any number of storeys would cover most issues, additional schemes not required, they confuse people and rogue landlords do not respond but honest landlords are penalised."</i></p> <p><i>"Additional licence scrap not required or needed in a normal house."</i></p> <p><i>"Remove additional HMO licencing scheme and just keep the mandatory licensing."</i></p>
ASB resolution suggestions	<p><i>"with anti-social behaviour. I think there should be sanctions for the property owner so that they have to take responsibility for their property (instead of just reaping in the cash while the rest of us have to put up with their anti-social tenants)"</i></p> <p><i>"Provide a means to complain about nuisance noise from HMOs."</i></p> <p><i>"let the landlords notify their tenants that they must respect other permanent residents"</i></p> <p><i>"1). Landlords made accountable for tenant anti-social behaviour through wording in landlords HMO licence agreement. 2). HMO tenancy agreement should contain clause on anti-social behaviour, and be a condition of HMO licence being issued to landlord."</i></p>
Reduce the number of HMOs in the city	<p><i>"Greatly reduce the number of these properties."</i></p> <p><i>"I would like to see large houses of multiple occupancy reduced."</i></p> <p><i>"Limiting the number of HMOs available"</i></p>
Improve how scheme is run by council	<p><i>"As a Landlord, I have no issues with the intent of the scheme BUT, the timescales are ridiculously short - the new scheme should have been in place AT LEAST 6 months prior to the close of the existing scheme."</i></p>

	<p><i>“Continuity of surveyors’ opinions have made the acquisition of the last HMO difficult despite having a certified/qualified building site safety officer as a tenant who oversaw the safety aspects of the property. We have finally ticked all boxes and now will have to start again, hopefully this time around it will run smoothly.”</i></p> <p><i>“Why don’t you plan ahead people with houses can’t just upgrade them at a drop of agar. We aren’t all millionaires. This just adds to stress. Didn’t you know these schemes were running out? Why send us an email a month before?? I don’t even understand what the email means are we criminals after 30th June or what?”</i></p>
Work with universities and residents associations to manage HMOs effectively	<p><i>“Make the university contribute to the costs of cleaning up after students.”</i></p> <p><i>“Projects to positively engage students with their community whilst at university should be supported. Our neighbour regularly organised gardening days (taking care of the HMO front gardens) and welcome parties for the students. This is all organised and financed by ourselves. Surely the university has a fund or can link this to volunteering projects?”</i></p> <p><i>“More support for residents associations such as OARA. Perhaps provide street cleaning tools and equipment, as they help support the upkeep of the area so well.”</i></p>
Create balance of residents in communities. (e.g. bring HMOs back into family hands when put on the market)	<p><i>“I would love to see a limit on the percentage of houses in the area that can become HMO to allow a balance of families, students and young professionals in the area.”</i></p> <p><i>“At present there appears to be no way that an HMO density can be brought down in a high area of 80% to the councils current recommendation of 10%. Recently a 'sandwiched' property had one of its adjacent HMO's sold, to remain as an HMO. There needs to be mechanisms introduced to rebalance HMO/family housing.”</i></p>
Suggestions related to planning permissions/extensions and changes to HMOs	<p><i>“Do not issue a license without Planning Permission first being granted.”</i></p> <p><i>“Just to say that the collaboration between the Council's HMO team and Planning team should be much better. The planning team should ensure that the correct planning permissions are in place when a new HMO licence is issued.”</i></p> <p><i>“It should be the practice of the planning department to make developers aware when submitting plans, which properties will and will not be allowed HMO licenses, this should discourage the habit of speculative extension of properties for purposes of running an HMO.”</i></p>
Landlord accreditation scheme for all private rented properties	<p><i>“introduce a Landlord accreditation Scheme as tested by several other local authorities across England, requiring all Landlords to register their properties and provide there contact details to SCC. For landlords living outside of the UK, they should be made to provide a person of authority (this could be a letting agent) who has the responsibility to act for the absent landlord.”</i></p> <p><i>“Mandatory Annual Licensing for all private rented properties within Southampton City Council.”</i></p> <p><i>“All landlords should be made to join the scheme, of any property. That would give Tennant's a greater choice and landlords a better price, if they were consistent with higher scores.”</i></p>
Build more homes instead of creating more HMOs	<p><i>“rather than increase the density build more homes with proper facility's either Council or Private Developers and not squeeze people into old housing stock.”</i></p> <p><i>“Building more council homes. A lot more. Such that HMOs are no longer necessary or desired.”</i></p>

	<i>"Look at brownfield sites for purpose built accommodation (...) why is low cost housing not being built (...) this would then free up family homes from being made into HMO's, we constantly have letters from estate agents saying they urgently need homes like ours so this needs a big re-think"</i>
Vary fees depending on level of compliance	<i>"A lesser licensing fee for those landlords that are fully compliant (using a set criteria) and a higher fee for those that are not."</i> <i>"Reduce the fees for compliant landlords and increase fines for non-compliant."</i>
Surveys of HMOs by tenants and neighbours	<i>"Has the council ever done a questionnaire/ survey for the tenants to assess the service they are getting and if the properties are safe / maintained. This may highlight the rogue landlords who could then be investigated."</i> <i>"Each house that has HMO licencing should have neighbour surveys to check if the landlords/tenants are behaving as they should!"</i> <i>"Maybe a regular questionnaire could be given to private home owners living next to multiple occupancy to comment on rubbish, nuisance etc. Without this impacting on the home owner when coming to sell their home. The feedback could be given to the landlord with an expectation to respond and take action via the council."</i>
Control the rent of HMOs to keep them affordable	<i>"It would be nice if rent controls and minimum accommodation standards could be introduced, but I fear that that is outside your range of responsibility."</i> <i>"I do feel landlords should have a ceiling they can rent at"</i> <i>"Whilst I totally agree with the proposals, you appear to have omitted any proposals regarding disproportionate rents."</i> <i>"ensure that rents are controlled and aren't extortionate"</i>
Review the impact of HMOs upon local services	<i>"available infrastructure - doctors etc. - should be considered when allowing hmo's in an area"</i> <i>"Perhaps a review of the impact on local services should be included such as surgeries, schools, parking & waste with a view to a landlord levy to help pay for additional resources."</i>
Other suggestions	<i>"If these houses are a business do they pay business rates to cover waste disposal etc."</i> <i>"There should be HMO's further outside of central Southampton, and designated buses can transport students into the city during the day. This would free up property in main Southampton for locals who want to build lives."</i> <i>"Had any consultation or discussion been undertaken with the banks and finance providers as they are reluctant to fund HMOs."</i> <i>"Hopefully getting funding from government to rejuvenate empty buildings/areas"</i>

27. Respondents were asked if they had any further comments that they wanted to provide regarding the consultation. The themes of these comments are displayed in figure 12 and the subsequent table provides examples of quotes categorised to each theme. Many of the additional comments related to existing issues that they had with HMOs. In total, 33 people commented on the problems with rubbish in areas with a lot of HMOs. 23 respondents commented on the current issues of parking when HMOs have multiple cars causing overcrowded street parking. There were also 21 comments on the antisocial

behaviour associated with HMO tenants. There were also 19 comments approving the scheme and thinking that it was a good idea generally.

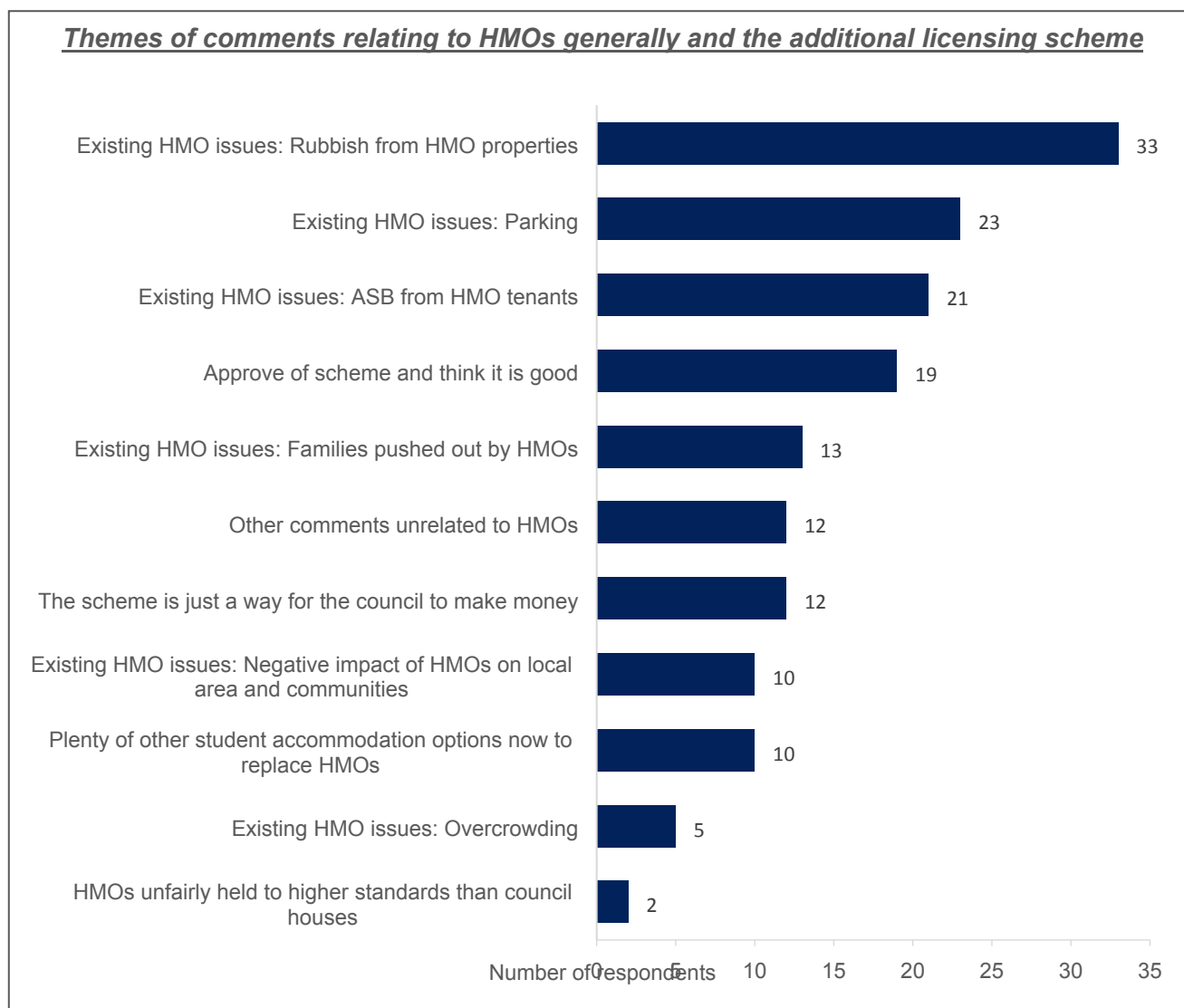


Figure 12

Theme of comment	Comments on the suggestions and alternatives
Existing HMO issues: Rubbish from HMO properties	<p><i>“the HMOs in our area are usually strewn with rubbish, alcohol bottles”</i></p> <p><i>“Living in an area with a lot of hmo's, my main concern is the amount of rubbish and incorrect use of bins for recycling etc.”</i></p> <p><i>“There are too many hmo's and to many students that do not look after the area causing rubbish to spill out over full up bins on to the streets and not cleaning up”</i></p>
Existing HMO issues: Parking	<p><i>“Parking! With the Uni and Portswood School in our area we residents cannot go out in there he day for fear of being unable to park anywhere until 5/6pm. This happens daily during term time and then the HMO and students leave during summer and parking returns!”</i></p> <p><i>“Parking issues do result where HMO have several cars.”</i></p> <p><i>“Parking often causes problems in neighbourhoods where there are houses of multiple occupancy. “</i></p>

	<p><i>“Too many HMOs in an area leading to an increase in on street car parking where landlords are not required to make suitable provision for off-road parking.”</i></p>
Existing HMO issues: ASB from HMO tenants	<p><i>“I live in Portswood, and am frequently woken by rowdy and drunken students / young people walking home in the small hours during terms times. Anything to limit the proliferation of this poor behaviour such as licencing HMO's I fully support”</i></p> <p><i>“to many student houses of 8 or 9 residents no thought for locals who live near or next door to them noise is bad at last 3 days of the week ,mainly due to alcohol.”</i></p> <p><i>“We live off Lodge Road in a student area. There are also a lot of families with young children. Some evenings music is very loud at an unreasonable hour (after 11pm). It's not fair that these people are disturbed.”</i></p>
Approve of scheme and think it is good	<p><i>“I think the existing Licencing scheme has been very good and the HMO wardens in our area (Bevois) have made a huge difference.”</i></p> <p><i>“The existing HMO scheme has had a beneficial effect on the quality of housing available at all levels in our City.”</i></p> <p><i>“Maintaining the licencing of these properties can only do good for the community and the tenants”</i></p> <p><i>“We are immensely grateful for the existing scheme and the team who deliver it. They have brought joined-up thinking, a holistic approach and practical action and solutions. Barry Olson, our HMO Warden, along with the wider HMO team, has been superb in developing local knowledge, acting as a hub for concerns, signposting to other agencies who can help and providing prompt and effective responses. The loss of the scheme and his/their expertise and action would be disaster for our area (...) We also believe the scheme provides excellent value for money. (...) We wholeheartedly support the proposal that it should be renewed. (...) thank you to the councillors and HMO team who have worked hard to make HMO licencing work for the benefit of our community. They have made a real difference.”</i></p>
The scheme is just a way for the council to make money	<p><i>“How about the fact that you use this as a means of generating money, not to benefit tenants or landlords - it's a simple tax grab without offering benefits to those taxed.”</i></p> <p><i>“I view the scheme simply as a means of raising additional revenue for Southampton City Council.”</i></p> <p><i>“Voluntary HMO schemes that become mandatory are just about raising more revenue for the council.”</i></p> <p><i>“It just seems like a scam for the council to raise more funds which will effectively come out of student pockets.”</i></p>
Existing HMO issues: Families pushed out by HMOs	<p><i>“Not enough affordable housing for families. HMO housing drives up the rental prices in an area far above what the properties are worth. Families who have to rent because they cannot afford to buy are left out of the equation and are left to struggle.”</i></p> <p><i>“I know from other families that they are unable to afford housing in the area as houses for sale get snapped up by investors to convert into HMOs. This he's lead to an in balanced population.”</i></p>

	<p><i>"We are very upset that there are loopholes whereby these landlords may sneak in new HMO tenants into family houses and then it becomes almost impossible to get them out once they are in. We would move our family out of Southampton if these HMO's continue to infiltrate residential areas."</i></p>
Plenty of other student accommodation options now to replace HMOs	<p><i>"There's a huge amount of purpose built student flats being constructed right now, do we really need to convert every house in the city to HMOs also? Leave something for regular households!"</i></p> <p><i>"Given the amount of student halls built in Southampton over the last 3 years I do not understand why we need to license yet more HMO properties."</i></p> <p><i>"With the vast number of student accommodation units recently and currently being built, possibly the pressure of HMO's around the two universities is easing."</i></p> <p><i>"With all the build of student accommodation, there now is no need to increase HMOs, as already licensed ones will now become available, plus property within HMO already licensed areas have dramatically reduced in value!"</i></p>
Existing HMO issues: Negative impact of HMOs on local area and communities	<p><i>"Large areas of the city are simply extensions to the university campuses and halls of residences and it is hugely detrimental to the permanent long-term communities in those areas."</i></p> <p><i>"It also ruins communities due to the transient nature of people living in HMO's, we have a residents group and have tried to include people living in HMO,s in our area with no success."</i></p> <p><i>"The area has lost a lot of its community cohesion due to the over development of houses becoming extended into gardens to maximise rental income for landlords, with no regard to neighbouring communities. "</i></p> <p><i>"I feel strongly that no further licences should be issued in Portswood. We already have many too many HMO's in very poor condition in this area. These have changed the atmosphere in Portswood significantly and detrimentally since we moved here nearly 40 years ago."</i></p>
Existing HMO issues: Overcrowding	<p><i>"There are too many multiple occupancy properties in Southampton which has led to overcrowding"</i></p> <p><i>"The place is over occupied as it is"</i></p> <p><i>"the area of Bevois is overcrowded enough as it is"</i></p>
HMOs unfairly held to higher standards than council houses	<p><i>"I feel that the private landlords in Southampton do a fantastic job and that the city council should look at standards in their own housing stock which quite frankly appalling in many cases and many council tenants are nightmare tenants."</i></p> <p><i>"I also fail to understand why the expectation for HMO is different to that for Council Housing, some of whom do not maintain their properties. This indicates double standards."</i></p>

Other written feedback

28. There were three written responses received from organisations separately from the online questionnaire from the University of Southampton, National Landlords Association, and Inner Avenue Residents' Association. The following section outlines key points raised by the organisations.

29. Potential positive impacts of the proposed scheme:

- Brings vibrancy to the area.
- Ensures a balance of accommodation available in the areas.
- Reduction in complaints on the condition of HMOs.

30. Potential negative impacts of the proposed scheme:

- Additional pressure placed on council housing due to increased rent.
- Costs passed on to tenants in increased rent.
- Increase in numbers of HMOs in other wards.
- Increase threat of homelessness through increased rent.
- Increased home and car insurance for residents in the area.
- Landlords evicting tenants as a result of anti-social behaviour just moves the problem to somewhere else.
- Landlords will be discouraged from renting to families as they will not have their shared housing status reappointed which would stagnate the housing stock rather than landlords renting their properties to the demand of the community.
- Licensing does little to resolve the issues with tenants themselves such as anti-social behaviour.
- Limited benefits to landlord or tenants.
- Mortgages have been withdrawn in areas with additional licensing – bad impact on the landlord's credit history.
- Raise house prices generally in the area as seen in other areas of the country. Also raises house prices specifically of properties which are HMOs.
- Rent increases result in residents moving out of areas.
- Shortage of supply of shared housing due to the prevention of new entries to the market which puts existing HMOs at a premium and added value.
- Tenants are forced to endure substandard living conditions for a significant proportion of their tenancy including mould, condensation, and pests due to the problems falling outside of the council's 'priority' or 'category 1 hazard' list. This impacts the tenants' quality of life, comfort and wellbeing.
- The length of time taken to enforce the law against a tenant causing anti-social behaviour is often longer than the tenancy. Risk that tenant will cause damage to property in the meantime.
- When licenses are issued with conditional work that has to be completed, tenants are often in situ when work is being carried out which can be highly disruptive to the tenants.

31. Suggestions and alternatives to the proposed scheme:

- Allow landlords to move between shared usage and renting to families but retain their licence.
- Enforce and fine bad landlords.
- Improve current system of screening license holders who are not suitable. Prosecuted landlords can still carry on running HMOs even though properties have serious problems and disrepair.
- Improve the communication and publicity of the scheme. In particular make it accessible in student-friendly information. Include: The basic standards a tenant should expect of a HMO; information on how to find out if the landlord is licenced; the rights of tenants and residents to complain about the condition of the HMO; and contact details for complaints or queries.

- Make sure that correct planning permission is in place when a license is issued. Currently new licenses have been issued to HMOs that have no planning permission and then not subsequently followed up to ensure planning permission was obtained. Unfair that some landlords ensure they have the proper licence and correct planning permission when others are operating with no licence or without planning permission.
- Policies should be put in place to tackle sub-letting.
- Recognise and encourage good practice and poor activity should be enforced.
- Support landlords by providing guidance outlining the council's position on helping landlords to remove tenants causing anti-social behaviour, in particular in HMOs where other tenants also involved or affected. Help landlords use their legal powers effectively to manage their properties.
- Support landlords with ways to tackle overcrowding
- The proposal should be put on hold until after the roll out of the mandatory extension by government in October 2018.

32. General comments about the scheme and HMO licensing:

- Agreement with the proposed scheme.
- Appreciation of the current work of the HMO team.

Feedback on the consultation process

33. The council is committed to make the whole consultation process as transparent as possible. As a part of this, any feedback on the consultation process itself received during the course of the consultation is summarised in this section.

34. Overall, of the 452 respondents who took part in the consultation, a total of 4 commented on the consultation process itself.

35. The comments made regarding the consultation process are shown in the table below.

Comments on the consultation process
<i>"Given that the scheme expires in a few months I feel this process should have been started 6 months ago"</i>
<i>"It appears that the proposed scheme has not been properly explained to me and therefore more explanation is required before I can comment further."</i>
<i>"There isn't really sufficient detail in the information provided to assess the potential impacts of setting up the proposed scheme so it seems a bit of a pointless question to ask. For instance no examples of conditions are provided there are no notes about how the council grants, imposes conditions on or revokes licences. I am not really sure what the point of this survey is - I can't see many people disagreeing with the aim of improving people's living conditions; I'm not sure what your aiming to get from asking people."</i>
<i>"Thought should also be given to the impact of the HMO licence and the availability of bank finance. Some discussion should be initiated to understand why banks are reluctant to finance HMOs. If this is not resolved, this could result in significant increase in empty unlet properties. Had any consultation or discussion been undertaken with the banks and finance providers as they are reluctant to fund HMOs."</i>

Conclusion

36. The consultation sought views on proposals for the designation of an additional houses in multiple occupation licensing scheme covering Bevois, Bargate, Portswood and Swaythling following the expiry of the current licensing scheme covering these four wards in June 2018.
37. In total, 452 respondents completed the questionnaire which ran for 12 weeks from 28 February 2018 to 22 May 2018. In addition 3 organisations provided written submissions to the consultation.
38. Overall, there was a relatively high level of agreement from respondents to the consultation. A summary of the quantitative question responses is shown in the summary table below.

Question		Agreement	Disagreement
1	To what extent do you agree or disagree with the proposed scheme overall?	71%	19%
2a	To what extent do you agree or disagree with the following elements of the proposed scheme: The areas covered	75%	14%
2b	To what extent do you agree or disagree with the following elements of the proposed scheme: The requirement for all HMOs in the designated area to be licensed	85%	12%
3a	To what extent do you agree or disagree with the following aims of the proposed scheme: To improve the internal housing conditions of HMOs in the proposed areas	87%	7%
3b	To what extent do you agree or disagree with the following aims of the proposed scheme: To improve the external housing conditions of HMOs in the proposed areas	85%	9%
3c	To what extent do you agree or disagree with the following aims of the proposed scheme: To ensure the health and safety of tenants in HMOs in the proposed areas	89%	6%
3d	To what extent do you agree or disagree with the following aims of the proposed scheme: To reduce anti-social behaviour associated with HMOs in the proposed areas.	85%	9%
4	If the proposed scheme was to be implemented, what impact do you feel this might have on you or your community?	Positive impact	Negative impact
		76%	12%

39. The most frequently mentioned themes of comments regarding potential impacts of the proposed scheme included:
- The negative impact that high license fees could create higher rents for tenants.
 - The positive impact on housing quality.
 - The positive impact on the proposed areas.
40. The most frequent suggestions or alternatives to the proposed scheme were:
- Improve the external condition of the HMOs
 - Sort of the problems with rubbish associated with HMOs
 - Increase and have harsher action for failing landlords
 - Have stricter enforcement and standards
41. In conclusion, this consultation allows Cabinet to understand the views of residents and stakeholders on the proposals that have been consulted on. Therefore it provides a sound base on which to make a decision.

Houses in Multiple Occupation (HMO) LICENCE CONDITIONS Section 67 Housing Act 2004

SOUTHAMPTON CITY COUNCIL HMO LICENCE CONDITIONS

ADDRESS:

Licence Number:

Date of licence:

Date of issue :

In accordance with section 67 of the Housing Act 2004, a licence to operate an HMO is **granted subject to compliance with certain conditions**. The relevant conditions are listed below. Please note that the conditions are described under two headings:

1. **Specific conditions** – these conditions are listed in Schedule A below and relate only to the above address. These conditions will usually require the landlord to carry out works of improvement to the HMO within a specified timescale. In some cases these conditions may also restrict the use of part of the accommodation.
2. **General conditions** – these conditions are listed in Schedule B below, and are attached to all HMOs licensed with the City Council. All HMO licence holders have to comply with these conditions.

Failure to comply with the specific or general conditions may result in legal enforcement or the variation or revocation of the licence.

Schedule A

Specific Conditions of HMO Licence

These conditions are specific to the property for which the licence is issued.

Space Standards

1. The use of the _____ room for ____ people is prohibited as it is too small to be occupied. One or more of the following steps should be taken.
 - a) Reduce the number of people occupying the _____ room to ____.
The licence holder will be expected to ensure that the numbers are reduced at the earliest opportunity, but in any event, within 9 calendar months of the date of issue of the licence. However, existing tenancies must be allowed to run to their full term, unless the tenants agree to an earlier termination. The termination of any tenancy must comply with any statutory procedure.
 - b) Cease making the _____ room available to let. The licence holder will be expected to ensure that the numbers are reduced at the earliest opportunity, but in any event, within 9 calendar months of the date of issue of the licence. However, existing tenancies must be allowed to run to their full term, unless the tenant(s) agree to an earlier termination. The termination of any tenancy must comply with any statutory procedure.
 - c) Provide a living room of a size no less than _____m², the minimum allowed in the current version of the 'Guidance on Southampton City Council Standards for Houses in Multiple Occupation', by _____ (insert date usually 6 months allowed).
 - d) Provide a kitchen of a size no less than _____m², the minimum allowed in the current version of the 'Guidance on Southampton City Council standards for houses in multiple occupation', by _____ (insert date usually 6 months allowed).
2. Maximum occupancy is set at:-
 - i) (location of room): 1 person
 - ii) (location of room): 1 household (maximum of 2 persons)
 - iii)

N.B. Households must consist of related persons i.e. a co-habiting couple.

The use of the _____ room for sleeping accommodation is prohibited as it is too small to be occupied. However, to continue letting the property to ____ tenants, you can change the current use of the rooms in the property. As indicated above, by changing the room currently used as a lounge into a bedroom, and the _____ bedroom into communal space (i.e. an office), the property would comply with SCC room size requirements.

If the above restrictions result in numbers of occupants having to be reduced, the licence holder will be expected to ensure that the numbers are reduced at the earliest opportunity, but in any event, within 9 calendar months of the date of issue of the licence. However, existing tenancies must be allowed to run to their full term, unless the tenant(s) agree to an earlier termination. The termination of any tenancy must comply with any statutory procedure.

Amenity Standards

3. There are currently inadequate areas for refrigeration, food storage, preparation and cooking provided for the number of tenants. Either:
- Provide _____, _____, _____, as required by the current version of the 'Guidance on Southampton City Council standards for houses in multiple occupation', by _____ (insert date usually 6 months allowed); or
 - Reduce the number of tenants in the property to _____. The licence holder will be expected to ensure that the numbers are reduced at the earliest opportunity, but in any event, within 9 calendar months of the date of issue of the licence. However, existing tenancies must be allowed to run to their full term, unless the tenant(s) agree to an earlier termination. The termination of any tenancy must comply with the correct statutory procedure.
4. There are currently an inadequate number of WCs for the number of tenants. Either;
- Provide _____ additional W.C. facilities to bring the property up to the standard required in the current version of the 'Guidance on Southampton City Council standards for houses in multiple occupation', by the _____ (insert date usually 6 months allowed);
- or
- Reduce the number of tenants in the property to _____. The licence holder will be expected to ensure that the numbers are reduced at the earliest opportunity, but in any event, within 9 calendar months of the date of issue of the licence. However, existing tenancies must be allowed to run to their full term, unless the tenant(s) agree to an earlier termination. The termination of any tenancy must comply with the correct statutory procedure.
5. The property may not be occupied by more than _____ residents having regard to the availability of amenities as described in the current version of the 'Guidance on Southampton City Council standards for houses in multiple occupation'. By the _____ (insert date usually 6 months allowed for items a, b and c) you must;
- Provide a bathroom. The bathroom shall contain a fixed bath or shower, wash hand basin, tiled splash backs and the associated drainage and hot and cold water supplies.
 - Provide an additional wash hand basin in the _____ room.
 - Provide a separate W.C. and wash hand basin in a suitable room.
 - Reduce the number of tenants in the property to _____. The licence holder will be expected to ensure that the numbers are reduced at the earliest opportunity, but in any event, within 9 calendar months of the date of issue of the licence. However, existing tenancies must be allowed to run to their full term, unless the tenant(s) agree to an earlier termination. The termination of any tenancy must comply with the correct statutory procedure.
6. The licence holder shall provide wash hand basins, the associated drainage, hot and cold water supplies with a minimum 15cm high splash back to the following rooms.
-
- by the _____ (insert date usually 5 years allowed)

This must be done where it is reasonably practicable to do so. The onus is placed on the

licence holder to demonstrate that is not reasonably practicable for wash hand basins to be provided in each room. Regard should be had to the age and character of the HMO, the size and layout of each room and its existing provision for wash hand basins, toilets and bathrooms in reaching this decision.

7. The licence holder shall provide the following laundry facilities:

by the _____ (insert date usually 6 months allowed)

8. You are restricted from using the following rooms _____ as you have not provided any living space or dining space and the room/s are located more than one floor distant from the kitchen and cooking facilities. Either;

- a) Provide living or dining space no further than one floor distant from the kitchen and cooking facilities, to bring the property up to the standard required in the current version of the 'Guidance on Southampton City Council standards for houses in multiple occupation', within 6 months of the date of this licence; or
- b) Cease the use of these rooms for individual letting. The licence holder will be expected to ensure that the numbers are reduced at the earliest opportunity. However, existing tenancies must be allowed to run to their full term, unless the tenant(s) agree to an earlier termination. The termination of any tenancy must comply with the correct statutory procedure.

9. An approved form of mechanical ventilation must be provided to the _____, by _____ (insert date usually 6 months allowed). The required specification is as follows: (delete as applicable)

- a) (for a separate wc) - a built in fan unit capable of extracting air at a rate of not less than 3 air changes per hour, which may be operated intermittently with 15 minutes overrun;
- b) (for bathroom/shower room) - a built in fan unit capable of extracting air at a rate of 15 litres per second which may be operated intermittently (a low voltage unit should be considered if appropriate to comply with regulations);
- c) (for a kitchen) - a built in fan unit capable of extracting at a rate not less than 60 litres per second (or incorporated within a cooker hood, 30 litres per second) which may be operated intermittently during cooking.

If the above rooms are without windows the extractor fan will require, in addition, a 15 minute overrun timer.

All extract fans fitted to a bathroom or shower room should be fitted with both a timer overrun and a humidistat.

All extract fans must be fitted in compliance with Document F 1995 Building regulations and each unit must be fitted as identified in the manufacturer's fitting instructions.

10. Provide and fit a Carbon Monoxide detector (approved to EN50291-1:2010 and kite marked) in line with the manufacturers guidelines to the bedroom containing the boiler, currently located _____. (ONLY TO BE USED IF THE BOILER IS IN A BEDROOM)

Fire Safety

The property currently has some level of fire protection but does not meet the standard for HMOs of this size and type. In order to meet this standard, the following works must be

completed by (insert date usually 2 months allowed)

11. Enclose the electricity/gas meters on the escape route in a fire resistant cupboard to the following specification:

Cupboards should be constructed to a 30-minute fire-resisting standard including the door (FD30). Where the cupboard is sited under the staircase the spandrel and the soffit of the stairs is to be of 30-minute fire resisting standard. [This can be achieved by using 12.5mm Gypsum Wallboard, 15mm Gypsum Wallboard, 12.5mm Fire Resistant Gypsum Wallboard or equivalent, secured to the existing structure]

Alternatively the cupboard may be emptied and sealed up permanently.

12. Upgrade the following cupboards _____, _____, _____ to a 30 minute fire resisting standard as outlined below.

Cupboards should be constructed to a 30-minute fire-resisting standard including the door (FD30). Where the cupboard is sited under the staircase the spandrel and the soffit of the stairs is to be of 30-minute fire resisting standard. [This can be achieved by using 12.5mm Gypsum Wallboard, 15mm Gypsum Wallboard, 12.5mm Fire Resistant Gypsum Wallboard or equivalent. [Alternatively the cupboard may be emptied and sealed up (permanently locked) or removed.]

Alternatively the cupboard may be emptied and sealed up permanently.

13. Upgrade the under stairs cladding on the escape route in a fire resistant material to the following specification:

Under stairs cladding should be constructed to an adequate fire resisting standard and where sited under the staircase the spandrel and the soffit must be protected. This can be achieved by using 12.5mm Gypsum Wallboard, or equivalent, secured to the existing structure.

14. The doors to the following room(s) fail to meet the required fire precautions standards and need to be upgraded / repaired

i)

The following repairs should be undertaken:

- a) Provide and fit a solid close fitting door of sound traditional construction that has a gap of no more than 3mm between the door and its frame.

15. The doors to the following room(s) fail to meet the required fire precautions standards

i)

and need to be upgraded / repaired. The following repairs should be undertaken (delete according to the works needed).

The doors must meet the FD30S fire resisting standard, incorporating the following:

- a) Three x 100mm brass or steel butt hinges;
b) an intumescent strip rebated into both edges and top, fitted either to the door or frame;
c) 35 x 12.5mm door stops glued and screwed at 300mm centres;
d) smoke seals fitted to the door or frame.
e) The door must be provided with overhead door closers capable of closing the door onto

the latch. The door closers must conform to BS EN 1154: 1997. All door furniture must be metal and the gap between door and frame must not exceed 3mm at any point.

Fire door assembly and maintenance to comply with BS 8214:1990.

16. Any door providing a means of escape and which is required to be kept locked shall be fitted with a type of lock capable of being opened easily and quickly from within without the use of a key in an emergency.
17. The fire alarm system currently serving the property should be repaired / upgraded to include the following:
 - a) Provide and fit an additional smoke / heat detector in the _____. The detector must be mains wired with integral battery back-up and interlinked to the existing system to sound simultaneously.
 - b) Replace the defective smoke/heat detector(s) in the _____
 - c) The fire alarm system should be tested and certified in accordance with British Standard 5839 Part 6:2013 and Part 1:2002 by a competent person.

Any works to the fire alarm system should result in a suitable certificate which is to be provided to the local authority on completion of the works. Photocopies of certificates are not acceptable.

18. The fire alarm system should be tested and certified in accordance with British Standard 5839 Part 6:2013 and Part 1:2002 by a competent person and the original certificate provided to the local authority.
19. Where an LD2 Grade A fire alarm and emergency lighting system has been installed, the licence holder must provide the logbook for inspection by the council. This logbook will need to demonstrate that correct maintenance of the systems has been carried out. Correct maintenance will include periodic tests and checks, in accordance with British Standard 5839 Part 6:2013 and Part 1:2002. A Grade A system must be inspected on a six monthly basis.
20. Replace the locks to the following doors with a type of lock capable of being opened easily and quickly from inside without the use of a key in an emergency.
 - i)
21. Provide a fire blanket to the _____ which complies with BS 7944:1999 or BS EN 1869:1997. The blanket should be provided in a wall-mounted quick release container, which should be positioned at eye level in an unobstructed location.
22. All letting rooms or kitchens containing cooking facilities shall be provided with suitable fire blankets which comply with BS 7944:1999 or BS EN 1869:1997. The blanket(s) should be provided in a wall-mounted quick release container, which should be positioned at eye level in an unobstructed location.
23. The licence holder must ensure that all fire fighting equipment installed in the house is serviced on at least an annual basis by a competent person, and must ensure that the equipment is maintained at all times.
24. Due to the lack of smoke detection in the _____ room(s), remove smoke sealant brushes from the _____ door in order to ensure early activation of smoke alarms.
25. Replace the ball catch latch to the _____ door with a traditional lever latch to ensure the doors close tightly to their frame.

26. The transom lights above the door to the _____ do not provide the appropriate level of fire separation. The following repairs should be undertaken:
- a) Create a small studwork partition in the glass panels place with 12.5 plasterboard either side, well fixed and sealed to the surrounding to ensure adequate fire separation. Or...
 - b) Replace the glass panel(s) with an approved glass component specified in BS3193:1989 or kite marked safety glass to achieve adequate fire protection and safety.
27. The main escape route (stairs) discharges through the current communal living area (risk room).

Erect a stud wall partition and associated door and frame separating the staircase from the risk room to create a protected escape route (corridor).

The door between the risk room and newly created protected escape route should be of solid traditional construction with a gap of no more than 3mm between the door and the frame to ensure it shuts tightly.

Please note, the above works identify the most appropriate option to reduce the risk associated with the escape route discharging through a high risk room. However there may be alternatives, if you wish to explore these other option please contact your case officer. Alternatives may require you to submit a copy of the current Fire Risk Assessment to the Local Authority for consideration. The fire risk assessment must be suitable and sufficient and in line with the Regulatory Reform (Fire Safety) Order 2005.

28. Provide an escape window to the _____. All fire escape windows must have an unobstructed openable area of 0.33m² and have a minimum of 450mm width and height. The bottom of the openable area should be no more than 1.1meters from the internal flooring and 4.5 meters from the external ground and ultimate safety. The escape windows should also not be lockable internally with the use of a key. The final exit door (alternative fire escape door) must be fitted with a lock not capable of being locked with a key internally.
29. Provide an additional double electrical socket, or two single electrical sockets, to the _____ to total at least 4 electrical sockets for the room.
30. Where a payment or credit meter controls the amount of electricity available to the occupants, a separate independent power supply circuit must be provided to the Fire Alarm system. This new supply to the Fire Alarm System must not rely on the credit controlled supply, and must not be interrupted at any time. This must be done by _____ (insert date, usually 1 month allowed)

Electrical Safety

31. Provide a satisfactory periodic electrical survey inspection report for the whole of the electrical installation in accordance with current IEE Wiring Regulations, by the (insert date usually 1 month allowed). The report shall be no more than five years old and shall have been produced by a suitably trained, experienced and competent person. A competent person is deemed to be one accredited by an organisation identified in Part P of the Building Regulations in force at the time of the inspection. Any remedial work relating to the safety of the installation which is identified during this inspection shall be completed within three months of the date of issue of this certificate. The licence holder must make available a copy of the report to tenant(s) in the management logbook held at the property.

32. The licence holder shall attend and complete a training course relating to the management and operation of houses in multiple occupation, as specified by the local authority, by the **(insert date usually 6 months allowed)**. Upon completion proof of attendance and success in passing the course shall be provided to the local authority.

Schedule B

General Conditions of HMO Licence

1. Southampton City Council ("the Council") may at any reasonable time visit and inspect the licensed premises to check for compliance with the conditions of this licence. The licence holder must ensure that all reasonable requests for access to the property are met and such access is gained.

Occupation and Use

2. The licence holder must not permit the house to be occupied in any other way or by more than the number of persons specified in the licence.
3. The licence holder must ensure that a copy of the licence together with a copy of these licence conditions are clearly displayed within the common parts of the house (e.g. the hallway), for the benefit of all tenants.
4. The licence holder must ensure that all occupants are supplied with a tenancy agreement and an agreed statement of the terms on which they occupy the house. This statement should ensure that each occupier is made aware of any conditions imposed by the Council relating to the behaviour of occupants, and that compliance with any such conditions is made a condition of occupancy.

These conditions are that the occupants shall:-

- i) Not use the house or allow others to use the house in a way which causes a nuisance, anti-social behaviour, annoyance or damage to neighbouring, adjoining or adjacent property; or to the owners or occupiers of those properties. This includes any nuisance caused by noise;
 - ii) Not leave the property unoccupied for more than 28 days without providing the licence holder and/manager with reasonable notice;
 - iii) Comply with arrangements made by the manager, owner or licence holder, for the storage and disposal of refuse and household waste;
 - iv) Not cause damage to fixtures, fittings, fire precautions, or premises and if so damaged to make good all damage that may occur during the term of occupation that are the responsibility of the tenant;
 - v) Permit the licence holder and/or manager or their agents or contractors upon giving at least 24 hours notice in writing (except in emergencies) to enter the house at all reasonable times for the purpose of inspection.
 - vi) Not to use common areas, including shared living rooms, kitchens, hallways etc of the house for sleeping, either by tenants or their guests
5. The licence holder must reasonably co-operate with the licensing authority over any action being taken in respect of anti-social behaviour and must invoke appropriate tenancy agreement sanctions where necessary.
 6. The licence holder will ensure that if he is the direct landlord of the occupants that he will take all appropriate legal action to remedy any breach by the occupants of their terms and conditions that apply to their use and occupation of the property. In particular in relation to condition 4 (i) above, and if appropriate, serve appropriate legal notices to terminate the

occupation agreement and to commence within a reasonable period of time possession proceedings. If the licence holder is not the landlord of the house he will ensure that any legal binding agreement he has with a manager of the house ensures that the manager has a similar obligation.

7. The licence holder shall make reasonable provisions to enable the occupiers of the property, the Council and any other persons who may be affected, to contact the licence holder or a representative to report an urgent problem or emergency situation. The licence holder or other nominated person shall have sufficient authority to authorise expenditure on repairs or other emergency actions without delay and should be authorised to deal with any anti social behaviour problems linked to the property.
8. The licence holder must ensure that they conduct their obligations and responsibilities to the occupants in accordance with landlord/tenant law and that:
 - i) Occupants are aware of the obligations and procedures for requesting repairs and of landlord/tenant rights regarding access to carry out repairs;
 - ii) Occupants are aware of their duty to take reasonable care;
 - iii) Occupants are aware of what services rental payment includes, the consequences of non-payment, the procedures relating to deposits and the calculation of refunds at end of tenancy;
 - iv) The licence holder shall ensure that all deposits are handled and processed in compliance with the Tenancy Deposit Guarantee Scheme.
 - v) Legal binding agreements and other documentation relating to the occupants use and occupation of the house are fair, clear and concise and the contents are explained to, and understood by, the occupants;
 - vi) Where documents are to be signed by the occupants, a copy is to be provided to them within 14 days of this signature being obtained;
 - vii) Occupants have quiet enjoyment of their accommodation;
 - viii) Vacant possession is sought only using the appropriate notices and lawful possession procedures.

Management of the Property

9. The responsibility for compliance with these conditions rests solely with the licence holder. Where conditions have a time limit attached, it is the licence holder's responsibility to ensure compliance. Where a time limited condition is imposed there is no obligation placed on the Council to visit to check compliance at the expiry of such time limits and the lack of such a visit does not release the licence holder from their responsibilities.
10. The licence holder must ensure that the house is properly managed at all times. In applying good standards of management the licence holder must comply with: The Management of Houses in Multiple Occupation (England) Regulations 2006 as amended; any relevant Code of Practice approved by the Secretary of State for this purpose which is in force currently or subsequently during the life of the licence. A summary of the main provisions of the current management regulations are attached to these conditions.
11. The licence holder shall ensure that the house is inspected at reasonable intervals. (See condition 4 for service of reasonable notice on occupiers) to carry out assessments and

inspections to ensure the property is well maintained and that any problems are identified and rectified. Occupants should be notified in writing of any proposed visit, except in the case of an emergency situation where reasonable verbal notice should be given. A copy of any written notices and correspondence must be kept by the licence holder and/manager. Copies of the notices and correspondence must be made available to the local authority within 48 hours of a request to see them.

12. The licence holder must display within the common parts of the house his/her contact details together with those of any manager or agent appointed in connection with the running of the house. This must include their:
 - Name
 - Address
 - Daily contact telephone number
 - Emergency contact number for out of hours use.
13. The licence holder shall nominate a representative to act on their behalf on occasions of their holidays, sickness or other temporary absence. The occupiers shall be made aware of any such arrangements and given contact details, updated as necessary.
14. Should the licence holder intend to be absent from the UK for a period of more than 1 month, they should notify the Council, and provide in writing, alternate contact details of a suitable person who will act on their behalf.
15. The licence holder must ensure that any persons involved with the management of the house are to their best knowledge “fit and proper persons” for the purposes of the Act.
16. The Council must be notified immediately if there has been any material change in respect of the licence holder, manager or anyone else involved with the property, the property itself or its management.
17. The licence holder must notify the mortgagee (if any) of the application for an HMO licence for the property. Details of the property concerned, the proposed licence holder, and any other interested party must be provided.

Facilities and Equipment

18. The licence holder must ensure that all amenities, facilities and equipment provided for occupants are adequately maintained and remain available for use at all times.
19. The licence holder must ensure that the house is maintained in good repair and any gardens, forecourts and boundary walls or fences of the property are kept free from overgrowth, litter or other accumulations and is maintained in a clean and tidy condition.
20. The licence holder must comply with the council's storage and waste disposal scheme, ensuring that there are suitable and sufficient facilities and adequate arrangements for the storage and disposal of refuse and recyclable waste generated at the property.
21. If gas is supplied to the property the licence holder must ensure that all gas appliances, flues and equipment are inspected by a Gas Safe registered engineer at intervals of no more than 12 months. A Gas Safety Certificate must be obtained as a result of this inspection and made available to tenants at the beginning of every new tenancy and when a new test is completed i.e. on expiry of the previous test certificate.
22. The licence holder must ensure that all electrical appliances in the house supplied by them are maintained in a safe condition. The licence holder shall supply the local authority on

demand, with a declaration confirming the safety of any such appliances.

23. The licence holder shall hold a periodic electrical survey inspection report for the whole of the electrical installation in accordance with current IEE Wiring Regulations. The report shall be no more than five years old and shall have been produced by a suitably trained, experienced and competent person. A competent person is deemed to be one accredited by an organisation identified in Part P of the Building Regulations in force at the time of the inspection. Any remedial work relating to the safety of the installation which is identified during this inspection shall be completed within three months of the date of issue of this certificate. The licence holder must make available a copy of the report to tenant(s) at the beginning of every new tenancy, and to the Council within 7 days of any request to do so.
24. Where rents are inclusive of gas or electricity the licence holder shall ensure that gas or electricity supplies to units of accommodation are not disconnected or threatened with disconnection due to non-payment of monies owed to the relevant statutory undertaker.
25. The licence holder must ensure that the house is compliant with Southampton City Council's Approved Standards for HMOs and any amended or subsequent replacement standards, according to the type of accommodation offered. These standards will be reviewed periodically to ensure that they remain appropriate to the type of HMO accommodation within the Council's area and needs of residents. A copy of the standards adopted by Southampton City Council at the time of issue of this licence is included with this licence.
26. The licence holder must ensure that all sinks, baths, showers and wash hand basins are equipped, where applicable, with fixed taps and that the hot water system is capable of supplying hot water when required by the occupants.
27. The license holder must consult with the City Council before making any material changes to the layout, amenity provision, fire precautions or mode of occupation of the house.

Fire Safety

28. The licence holder must ensure that all furniture supplied by them in the house is compliant with the Furniture and Furnishings (Fire) (Safety) Regulations 1988 (as amended - 2010 No.2205). The licence holder shall supply to the Council, on demand, a declaration relating to the safety of all such appliances and furniture.
29. The licence holder shall produce upon request to the Council, a copy of the current Fire Risk Assessment carried out as required by the Regulatory Reform (Fire Safety) Order 2005.
30. The licence holder shall ensure that, as a minimum, the property is installed with smoke detectors in the entrance hall and landing area on each floor.
31. The licence holder shall ensure that an explanation is given to each tenant at the beginning of their occupancy regarding all fire precaution and facilities provided in the house. This should include, but is not limited to, understanding the alarm, the importance of fire doors and protecting the escape route, keeping the escape route free of obstructions and the use of fire fighting equipment. Following receipt of such instruction, each tenant must sign a declaration of understanding. A copy of this declaration of understanding must be submitted to the council within 7 days of a request being made.
32. The licence holder will ensure that electricity supplies to automatic fire detection and emergency lighting systems (where fitted) are not disconnected or threatened with disconnection due to non-payment of monies owed to the relevant statutory undertaker.

Summary of the Management of Houses in Multiple Occupation (England) Regulations 2006

If the licence holder is also the manager of the property, he/she will be required to comply with the requirements of Regulations 3 to 9 of the Management of Houses in Multiple Occupation (England) Regulations 2006 (*Statutory Instrument 2006 No. 372*). If the licence holder is not also the manager of the property, then the licence holder will be required to ensure that the manager complies with the requirement of the Regulations.

Regulation 3

- The manager must provide the occupiers with details of his/her name, address and contact telephone number and must display such details in a prominent position within the HMO.

Regulation 4

- The manager must ensure that the property has a safe design and construction.

- The manager must also ensure that any means of escape from fire are maintained and free from obstructions, that all fire precautions are maintained, and that any fire notices are clearly visible.

- The licence holder will also be required to provide to the Council copies of annual inspection and test certificates for automatic fire detection systems, and for emergency lighting systems, where provided.

Regulation 5

- The manager must maintain the water supply and drainage system to the property.

- The manager must also ensure that there is no unreasonable interruption to the water supply or drainage.

Regulation 6

- If requested by the Council, the manager must supply, within 7 days, the latest gas safety inspection certificate for the property as carried out by a Gas Safe registered engineer.

- The manager must ensure that the property's electrical installation is inspected and tested at least every five years, and that, if requested, the latest inspection certificate is supplied to the Council within 7 days.

- The manager must also ensure that there is no unreasonable interruption to the gas or electricity supplies used by any occupier.

- The licence holder will be required to ensure that any remedial works identified following inspections of gas and electrical installations and appliances are carried out within a reasonable time period.

- The licence holder will also be required to provide to the Council copies of annual gas safety inspection certificates.

Regulation 7

- The manager must ensure that all common parts, fixtures, fittings and appliances are well maintained.

- The manager must also ensure that outbuildings, yards, gardens, and boundary walls, fences and railings are well-maintained and safe.

Regulation 8

- The manager must ensure that units of accommodation and any furniture supplied are clean and in good repair at the commencement of a tenancy, and that any fixtures, fittings or appliances within the letting are clean and in good working order.

Regulation 9

- The manager must ensure that a sufficient number of rubbish bins are provided for the occupiers, and that, where necessary, arrangements are made for the disposal of refuse and litter.

N.B. If you require full details of the Regulations you can obtain a copy from Stationery Office Ltd or on-line at: www.legislation.gov.uk

Summary of Southampton City Council Amenity and Space Standards

SHARED PERSONAL WASHING & WC FACILITIES

	Bedsits	Shared Houses
Bathroom	1 per 5 occupiers	1 per 5 occupiers
WC	1 per 5 occupiers.	1 per 5 occupiers
Wash hand basin	<p>One to be provided within each letting. (see Note 1 below). This is not a requirement if a sink is provided within the letting</p> <p>A wash hand basin must be provided with every WC</p>	<p>In HMOs where there are 5 or more occupants, 1 wash hand basin to be provided within each letting where reasonably practicable (see Note 1 below)</p> <p>A wash hand basin must be provided with every WC</p>
Heating	Adequate and suitable heating to be provided.	Adequate and suitable heating to be provided.
Ventilation	Adequate and suitable ventilation to be provided	Adequate and suitable ventilation to be provided

Note 1: It will be the responsibility of the landlord to demonstrate that is not reasonably practicable for a wash hand basin to be provided in each room. Regard should be had to the age and character of the HMO, the size and layout of each room and its existing provision for wash hand basins, toilets and bathrooms.

KITCHEN FACILITIES STANDARDS

FACILITY	Bedsits	Shared Houses
Cooker	1 per 3 occupiers/small households	1 for up to 5 occupiers. The addition of a microwave oven will allow the facilities to be used by up to 7 persons. If there are more than 7 occupants, 2 cookers must be provided, for use by up to 10 occupants.
Sink	1 per 3 occupiers/small households.	1 for up to 5 occupiers.
Adequate no. of suitably located electrical power points (adjacent to worktop)	4 single sockets or 2 double sockets are required for every 3 occupiers/small households. Additional sockets are needed for a cooker or refrigerator.	4 single sockets or 2 double sockets per 5 occupiers. Additional sockets are needed for a cooker or refrigerator.
Worktops	2m x 0.5m per 3 occupiers/small households.	2m x 0.5m per 5 occupiers.
Dry food storage	Double wall unit or single base unit (0.16m ³) for each occupier/small household. Storage in communal areas to be lockable.	Single wall unit per occupier (0.08m ³)
Refrigerated storage	Standard sized fridge (0.15m ³) with adequate freezer compartment per occupier/small household. If no freezer compartment in the fridge, separate freezers should be provided. Storage in communal areas to be lockable.	Standard sized fridge (0.15m ³) per 5 occupiers. Separate standard sized freezer should be provided per 5 occupiers.
Extractor fan	To be provided	To be provided
Fire door to shared kitchen	30 minute self-closing fire door set with cold smoke seals and intumescent strips.	Either a sound traditionally constructed solid door or 30 minute self closing fire door set with cold smoke seals and intumescent strips dependent upon risk factors. See LACORS fire guidance.
Fire blanket	To be supplied and wall mounted, but not to be sited immediately adjacent to or over a cooker	To be supplied and wall mounted, but not to be sited immediately adjacent to or over a cooker
Storage space for crockery & kitchen utensils	Adequate cupboard and/or drawer space	Adequate cupboard and/or drawer space

SPACE STANDARDS

ROOM(S)	Bedsits	Shared Houses
One room unit for one person	13 m ² including kitchen facilities for exclusive use. 10 m ² where separate shared kitchen	Not applicable
One room unit for a co-habiting couple	16.5 m ² including kitchen facilities for exclusive use. 14m ² where separate shared kitchen	Not applicable
Two or more roomed unit for one person	Kitchen – 4.5m ² Living / kitchen – 11m ² Living room – 9m ² Bedroom – 6.5m ² Bed/living room – 10m ²	Not applicable
Two or more roomed unit for two persons living as a single household	Kitchen – 7 m ² Living / kitchen – 15 m ² Living room – 12m ² Bedroom – 10m ² Bed/living room – 14m ²	Not applicable
Shared kitchens	7m ² for up to 5 occupants. 10m ² for 6 – 10 occupants.	7m ² for up to 5 occupants. 10m ² for 6 – 10 occupants.
Bedroom/study	Not applicable	10m ² except where a separate communal living room is provided in which case the bedroom may be 6.51 m ²
Dining/kitchen	Not usually applicable. Check with Private Sector Housing if dining/kitchen present.	11.5 m ² for up to 5 occupants. 19.5m ² for 6 – 10 occupants.
Communal living room	Not usually applicable. Check with Private Sector Housing if dining/kitchen present.	12 m ² for up to 5 occupants. 16.5 m ² for 6 – 10 occupants.

MANDATORY CONDITION

From October 1st 2018 minimum room sizes are to be imposed as condition of Part 2 Housing Act 2004 licenses. Please note these are the statutory minimum standards and the standards imposed by Southampton City Council are higher, see above.

Minimum sleeping room sizes;

- 6.51m² for one person over 10 years of age
- 10.22m² for two persons over 10 years of age
- 4.64m² for one child under the age of 10 years

Where rooms are found to be between 4.64m² and 6.51m² these will be conditioned as only

suitable for a child under ten and only if the property benefits from separate communal living space as stated in the Southampton City Council HMO standards.

Any area of the room in which the ceiling height is less than 1.5m cannot be counted towards the room size.

Southampton City Council is required to specify for each HMO the maximum number of persons over 10 years of age/and or persons under 10 years of age who may occupy specified rooms provided for sleeping accommodation.

DECISION-MAKER:	CABINET		
SUBJECT:	REGIONAL ADOPTION AGENCY (ADOPT SOUTH)		
DATE OF DECISION:	17 JULY 2018		
REPORT OF:	CABINET MEMBER FOR CHILDREN'S SOCIAL CARE		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Dorenda Chapman	Tel: 023 8083 4736
	E-mail:	Dorenda.chapman@southampton.gov.uk	
Director	Name:	Hilary Brooks	Tel: 023 8083 4899
	E-mail:	Hilary.brooks@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
None	
BRIEF SUMMARY	
<p>The purpose of the report is to propose a model for the future delivery of some adoption related services as a Regional Adoption Agency (RAA) comprising Hampshire County Council, Isle of Wight Council, Portsmouth City Council and Southampton City Council. The proposal is in line with Government policy and will ultimately support an increase in family finding for children whose plans are to be adopted.</p>	
<p>The model seeks to build on the current good practice within each authority to further improve performance and deliver a more cohesive, efficient and effective service for some of our most vulnerable children and their families. The new RAA, to be known as Adopt South, will continue to work with its existing Voluntary Adoption Agency partners and other key stakeholders to help shape the new service.</p>	
<p>This report seeks to:</p> <ul style="list-style-type: none"> • Set out the background to the RAA; • Set out the financial contribution to the RAA; • Give an overview of the proposed model; and • Outline the next steps of the project 	
RECOMMENDATIONS:	
Having complied with paragraph 15 of the Council's Access to Information Procedure Rules. These recommendations will :-	
	(i) Approve the proposed model for delivery of adoption services as a Regional Adoption Agency.
	(ii) Approve the financial contribution to the Regional Adoption Agency of £1.387 M to be fixed for two years (2019/20 and 2020/21) and reviewed for 2021/22.
	(iii) Delegate authority to enter into the final interagency agreement to the Director of Children's Services in consultation with the Directors

	of Finance and Commercialisation and Legal & Governance and following consultation with the Cabinet Member for Children's Services.
REASONS FOR REPORT RECOMMENDATIONS	
1.	This report is submitted for consideration as a General Exception under paragraph 15 of the Access to Information Procedure Rules in Part 4 of the City Council's Constitution, notice having been given to the Chair of the relevant Scrutiny Panel and the Public. The Service has relied upon joint working to progress this report and did not appreciate the requirement for the item to be included on the Forward Plan. This was an oversight on behalf of the Service.
2	The proposal in line with Government policy and will ultimately support an increase in family finding for children whose plans are to be adopted. The model would be capable of expansion to cover other services such as Adoption Information Exchange, or to incorporate wider functions subject to further consultation and option appraisal / business case for increasing scope.
3	If this is delayed beyond July we would be out of step with our regional partners and there would be insufficient timescales to meet the consultation requirements to enable the proposed go live date of 1 st April 2019 agreed by the Governance Board and communicated to the DfE. Whilst this timescale has been known about for some time there has been a particular challenge for Southampton. In 2017 there were a number of changes of management representatives within the operational project group.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
4.	To remain outside the Regional Adoption Agency. This would be challenged by the DfE under the Education and Adoption Act 2016 as The DfE are seeking for all authorities to enter into a regional arrangement for their Adoption Services. Southampton's Adoption Service would be increasingly vulnerable within an already challenging market if they had to compete for adopters alongside a locally based Regional Adoption Agency. This could lead to further delay for those children awaiting adoptive homes. There may also be increased costs related to purchasing Inter- agency placements.
5	Full integration as an RAA with the cessation of the four Local Authority Adoption Agencies. This was rejected as there were major implications for the transfer of staff, activity and services. The host partner would need to be willing to undertake the increased legal responsibility for staff and services.
DETAIL (Including consultation carried out)	
6	DfE have undertaken consultation in preparation for the recommendation of regionalisation. Adoption Voice has consulted with stakeholders on behalf of Adopt South.
	Contextual information
7	In June 2015, the Department for Education (DfE) published 'Regionalising Adoption' and asked all adoption agencies in England to consider how to work much more closely together on a regional basis. This was enacted as

	the Education and Adoption Act 2016, which advised authorities and voluntary adoption agencies to join together to form Regional Adoption Agencies (RAAs).
8	The Act also gives the Secretary of State a new power to direct one or more named local authorities to make arrangements for any or all of their adoption functions to be carried out on their behalf by one of the local authorities named, or by another agency.
9	The Government's view is that structural change will improve the process for children and adopters leading to improved numbers of children being adopted, an improved experience for adopters and improved timeliness overall. The DfE expects the RAA programme to deliver consistently good and innovative adoption practice that ensures improved life chances for children.
10	In late 2015, the four authorities in the Adopt South grouping were awarded DfE funding to undertake work to establish a model for regional adoption in the area, with an expectation that this would be fully embedded by no later than 2020.
11	The authorities have engaged actively since 2016 in a programme of work to develop a model that fulfils the criteria put in place by the DfE for a Regional Adoption Agency and does not represent an unacceptable risk to any of the authorities involved. The model retains flexibility to enable authorities to respond to future policy; and most importantly, is considered to provide genuine opportunities for improving the outcomes of children and families.
12	In the future, the model may be expanded to cover other services such as Adoption Information Exchange, or to incorporate wider functions. Some of the above functions will be solely delivered by Adopt South on behalf of the region. However, many of the functions will require joint working and/or collaboration with local authority functions. Indeed it is clear that one of the critical factors on which Adopt South's performance will depend is the strength of joint working and communication with colleagues within each local authority. A model is now recommended that sets out a clear structure, operating model, service offer and financial framework.
	Recommended operating model see also appendix 1 and 2
13	One significant remaining area of responsibility considered by the Governance Board was the delegation (or not) of corporate parenting responsibilities (and associated functions) for children with a plan for adoption from local authorities to Adopt South.
14	An options appraisal was undertaken and it was concluded that the statutory responsibility for corporate parenting functions for children with a plan for adoption should remain with each Local Authority throughout the adoption process. This means that Local Authorities will retain Agency decision making responsibility for children (plans and matching).
15	The principles underpinning the design of a Regional Adoption Agency have been that there should be consistency of the offer across the region; and that the overall offer should not lead to the offer in any one area of the county being reduced.
16	The proposed offer and the summary of the separation of roles and responsibilities between Adopt South and local authority partners can be found in Appendices 3 and 4Page 253

17	<p>In order to deliver the operating model and service offer, a revised structural model across the local authorities will be necessary, along with clear operating protocols.</p> <p>Principles set out by Directors of Children's Services for the structural model were:</p> <ul style="list-style-type: none"> • Minimum requirement for transfer under TUPE arrangements for Southampton staff, and other changes to staff terms and conditions will be minimised where possible. • Due care will need to be taken to identify roles requiring Qualified Social Work status – some functions will be better carried out by non-qualified staff, freeing up QSWs for more specialist work. • For Adopt South to realise the strategic benefits identified, there will need to be investment in staffing / resource at particular points in the structure: these are likely to include a well-resourced marketing strategy and a well-resourced adoption support offer. 												
18	<p>The preferred structural model is set out at Appendix One, and can be characterised as a hub and spoke model. For those services to be provided through the central RAA "hub", HCC will act as a host authority. For services provided in a "spoke", staff will continue to be employed by the authority they are currently employed with.</p>												
19	<p>This option does not currently require Southampton staff to TUPE into a new arrangement, but means that the constituent local authorities may need to carry out internal restructures to achieve the arrangements. Some posts will be newly created and require recruitment (for example, a Head of RAA post) by the RAA host authority.</p>												
	<p>Financial model</p>												
20	<p>A key DfE criteria for achievement of a RAA is a pooled budget, similar to that for other partnership arrangements, notably the former Wessex Youth Offending Team.</p>												
21	<p>The legal basis for establishing a pooled budget is given in Section 10(6) of the Children Act 2004, as follows:</p> <p><i>“(6) A children's services authority in England and any of their relevant partners may for the purposes of arrangements under this section-</i></p> <p><i>(a) provide staff, goods, services, accommodation or other resources;</i></p> <p><i>(b) (b) establish and maintain a pooled fund.”</i></p>												
22	<p>The recommended starting point for the initial partner contributions was the individual authorities’ ‘in scope’ budgets, as disaggregated from the 2017/18 figures:</p> <table border="1" data-bbox="328 1742 1377 1888"> <thead> <tr> <th></th> <th>HCC</th> <th>IWC</th> <th>PCC</th> <th>SCC</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>2017/18 Budget</td> <td>1,381</td> <td>228</td> <td>764</td> <td>1,387</td> <td>3,760</td> </tr> </tbody> </table>		HCC	IWC	PCC	SCC	Total	2017/18 Budget	1,381	228	764	1,387	3,760
	HCC	IWC	PCC	SCC	Total								
2017/18 Budget	1,381	228	764	1,387	3,760								
23	<p>If these contributions are agreed by authorities, then there will be no further recourse to local authorities for funding for adoption services in scope of the RAA except in the case of overspending against external placements as set</p>												

	out previously, or in the case of exceptional circumstances to be agreed through the RAA Governance Board.
24	The use of interagency placements has been a significant feature of Southampton achieving timely placements for those children whose identified plan is adoption. This, plus the high number of adoption orders obtained, account for the high level of contribution from Southampton.
25	It is recommended to keep partner contributions the same for an initial two years (2019/20 and 2020/21) and to review them for year three based on key activity indicators. This is to provide some level of certainty for the new arrangements as they are established, but also to ensure that the authorities themselves are insulated from any financial shock as a result of the arrangements
26	As part of the interagency agreement, Service Level Agreements with each authority will be agreed, based on the caseload assumptions detailed in the operating model, and the capacity available within authorities.
27	Hampshire County Council will host and manage the pooled budget arrangements on behalf of the RAA. Transactions between the authorities will be minimised to avoid bureaucracy.
	Legal and governance implications
28	The provision of an adoption service is a statutory requirement and the local authorities are required to monitor the provision of adoption services. Under section 3 of the Adoption and Children Act 2002, each Council must continue to maintain within its area an adoption service designed to meet the needs of children who may be adopted, their parents, natural parents and former guardians.
29	Those services are referred to as the 'adoption service' meaning either a local authority or a registered adoption society (section 2 (1) of the Adoption and Children Act 2002). Notwithstanding any change in arrangements, each local authority must prepare a plan for the provision of the services maintained under section 3(1) Adoption and Children Act 2002, and secure that it is published.
30	The development of a RAA will not absolve each local authority of its statutory responsibilities, but will allow for certain functions to be provided by another as part of a regional adoption agency model, with the terms to be agreed through the inter-authority agreement.
31	It is critical that in the future arrangements, we find optimum governance arrangements for Adopt South: ensuring sufficient scrutiny and strategic control for each of the partner authorities while allowing Adopt South sufficient autonomy to develop its own identity and have space for innovation and practice improvement.
32	A strategic partnership board will be established and will meet on a regular basis to oversee and approve the budget setting and annual business plan, and to review the strategic direction of the shared service model. This means that day-to-day operational decisions will be taken by the Head of the RAA, as specified in the inter-authority agreement, and that other 'reserved' decisions (perhaps of a strategic nature), would need to be referred to the Board. As participants on the Board, each authority would

	need to make its own decision and therefore the Board could only act by unanimous agreement of the four authorities.
33	The Board would only be able to make decisions to the extent that the members and officers on the Board have the requisite authority from their appointing local authority. Certain decisions referred to the Board will then likely need to be referred back to each of the four authorities for further consideration and to the extent that the members of the Board do not have authority to make the decisions before them. The data protection and information governance of the RAA would be expected to meet all the standards required under the Adoption Agency regulations and Data Protection Act and GDPR. The operating system has not yet been agreed and so further detail will be available prior to full implementation. A detailed implementation plan and risk register must be agreed with the Council's Information Governance Team. Regular reporting to the Council's Information Governance Board (IGB) is required to approve and monitor data security and data sharing arrangements. This is needed before the service can go live or any data be transferred, used or processed by third parties in order to ensure regulatory compliance on behalf of the Council. A high level DPIA has been carried out to scope the IG work required and this will inform discussions between the service area and IGB to ensure the Council's obligations in relation to the personal and sensitive personal data in scope of the RAA proposals are met.
34	Project implementation This work will be progressed by the four local authorities working in partnership, and the work will be monitored by the Governance Group. The target date for implementation of the new arrangements is 1 st April 2019, which is supported by the DfE. In order to achieve the implementation of the new model of working, a number of areas of work need to be undertaken: These are set out in Appendix 5
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
35	See paragraph 20-27
<u>Property/Other</u>	
36	None
LEGAL IMPLICATIONS	
37	None.
<u>Statutory power to undertake proposals in the report:</u>	
38	See Section 28-33 above
<u>Other Legal Implications:</u>	
39	A completed EIA assessment has been undertaken please see appendix 6 There has been consultation at a national level through the DfE. Adoption Voice has been in discussion with stakeholders on behalf of the project. This included those who have previously adopted. Direct consultation with service users will be included in the next phase of implementation in order to inform further decision making on service delivery. With the current proposed model

	<p>much of the activity will remain with the Local Authority. Adopt South will be expected to maintain the same legislative compliance in line with the Local Authority for those activities that it undertakes on their behalf. This includes the requirement to exercise all functions in compliance with the Council's duties under s.149 of the Equalities Act 2010 (the public sector equality duty) and the Human Rights Act 1998. The EIA has assessed the impact of the proposals on both equalities and protected characteristics and will inform the implementation plan to be agreed as the project progresses.</p>
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RISK MANAGEMENT IMPLICATIONS

40	<p>The recommendations in this report will support the Council in effective mitigation and management of financial and legal challenge risks associated with the Council's sufficiency responsibilities.</p> <p>There will be increased risk in terms of data protection as data will be shared with the regional partners. Further work will be undertaken to mitigate this risk in the next phase when the procurement of the IT system will be undertaken and the operational policies and procedures brought in line with the individual responsibilities of the partnership agencies. A detailed implementation plan setting out how IG compliance will be achieved will be agreed with the Council's Information Governance Team and Information Governance Boards to ensure the Council's compliance with all relevant information security and data protection legislation.</p> <p>Operational policies for both Southampton City Council and the RAA will need to be aligned in line with the work undertaken in the work streams in the next phase of implementation and further decisions may be required in order to achieve this.</p>
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POLICY FRAMEWORK IMPLICATIONS

41	<p>This is in line with the Education and Adoption Act 2016. The proposal has been included in the Adoption business plan. It will contribute to the outcomes for adoption for children being delivered within the expected performance parameters in terms of timeliness.</p>
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KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Recommended structural model
2.	Organisational structure for Adopt South
3.	Roles and Responsibilities between Adopt South and Local Authority Partners
4.	Adopt south core offer to adopters
5.	Work to be undertaken by Partners

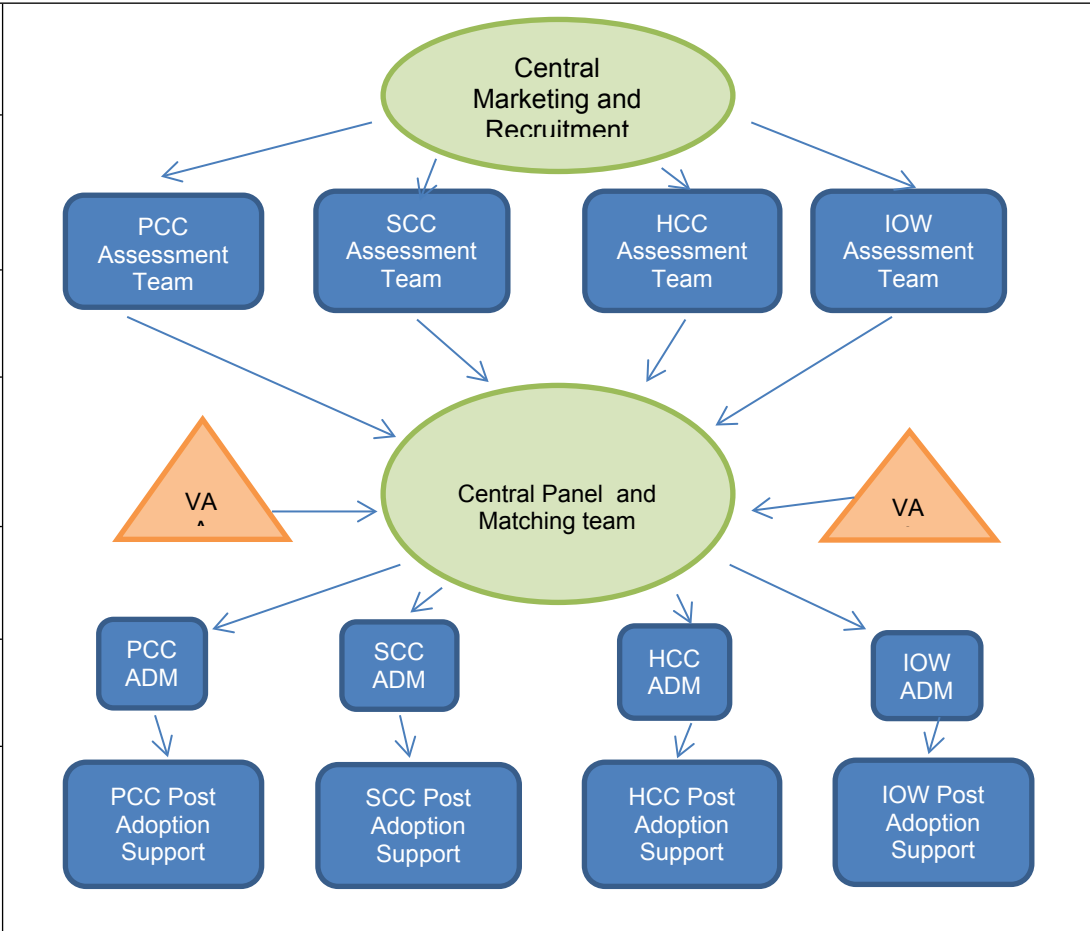
Documents In Members' Rooms

1.	EIA Assessment 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.		Yes
<p>The City council has a duty to foster good relations between persons who share a relevant protected characteristic and persons who do not share it</p> <p>This project will have positive impacts on groups with protected Characteristics providing opportunities for children to be adopted from a wider pool of adopters whom have access to a wider range of support services.</p>		
Data Protection Impact Assessment		
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out?		YES
See Attached Document		
Other Background Documents		
Other Background documents available for inspection at:		
Title of Background Paper(s)		
1.		
2.		

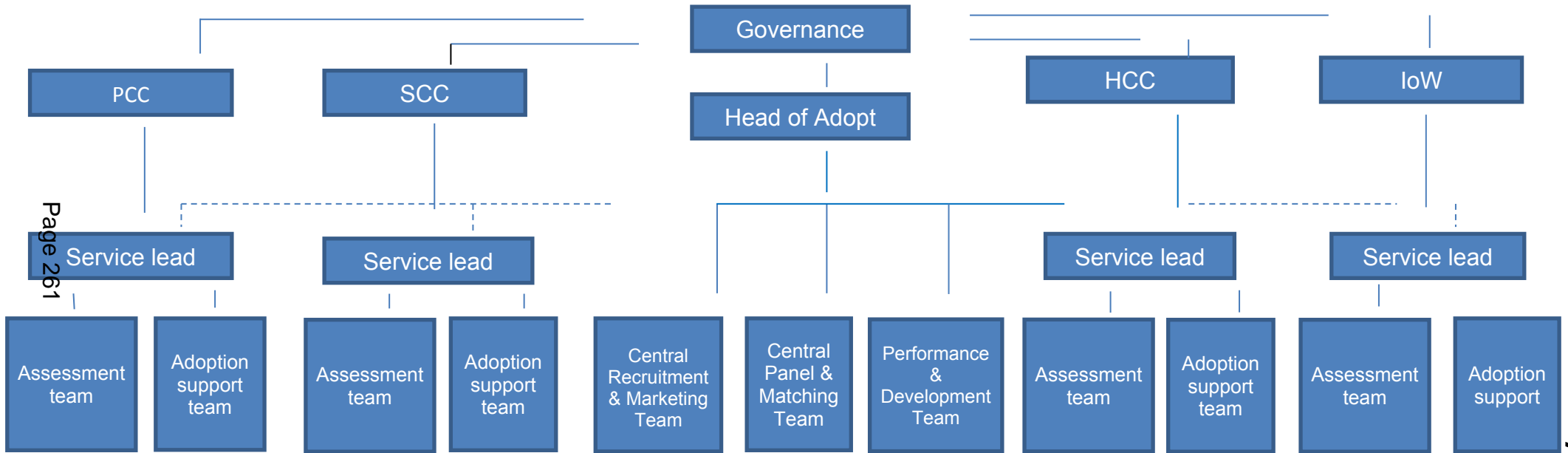
Appendix 1 - Recommended Structural Operating Model

<ul style="list-style-type: none"> • Central marketing and recruitment team
<ul style="list-style-type: none"> • Assessments remain in each local authority, but carried out to a consistent practice model
<ul style="list-style-type: none"> • Central Panel and matching team
<ul style="list-style-type: none"> • Post adoption support undertaken by each local authority, to a standard offer
<ul style="list-style-type: none"> • ADM's remain in each authority where child is
<ul style="list-style-type: none"> • All Budgets pooled
<ul style="list-style-type: none"> • Limited number of staff Tupe transfer into HCC



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Appendix 2 - Organisational structure for Adopt South



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Appendix 3 Roles and responsibilities between Adoption South And Local Authority Partners

Appendix 3

Function	Adopt South - Central Team	Adopt South - via Local Authority	Local Authority
Adopter recruitment and assessment			
Adopter marketing and recruitment	X		
Adopter assessment and approval (including completion of Prospective Adopter Report, panel recommendation and ADM decision)		X	
Child's journey			
Corporate Parenting responsibility for looked after child			X
Decision for parallel planning			X
Parallel Planning – tracking	X	X	X
Early permanence decision			X
Legal planning meetings			X
Agency decision for child			X
Application to court for placement order			X
Family Finding	X		
Preparation of child, work with birth/foster families		X	
Introductions and placement		X	
Support to make application for adoption order		X	
IRO services			X
Adoption Support			
Adoption Support services (for children, adopters and adoptive families)		X	
Birth Records Information			X
Adoption allowance - assessment and payment			X
Other services (currently outside AS scope but with future potential for inclusion)			
Adoption information exchange and post-adoption contact			X
Birth Family Counselling			X
Inter-country adoption			X

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Adopt south Core offer to Adopters

Offer	Essential or optional to adopter	Delivered by
Pre-stage		
Adoption information session	Essential	Central recruitment team
PROCESS:HOME VISIT	Essential	Central recruitment team
Stage 1		
Stage 1 training - 1 day	Essential	LA-based assessment team
PROCESS: HOME VISIT	Essential	LA-based assessment team
Stage 2		
Full Assessment	Essential	LA-based assessment team
Stage 2 training – 3 day + 1 day FFA	Essential	LA-based assessment team
Relatives training	Essential	LA-based assessment team
Panel/ ADM for Approval	Essential	Central panel team
Pre-placement		
Course - Care of infants	Essential	Commissioned
Course - Paediatric First Aid	Essential	Commissioned
Face-to-face consultation with medical adviser	Essential	Commissioned
PROCESS: ADOPTION ALLOWANCE ASSESSMENT	Essential	LA assessment team
PROCESS: MATCHING PANEL/ADM	Essential	Central Panel & Matching team LA ADM for Child
Post-placement		
PROCESS: INTRODUCTION AND PLACEMENT PROCESS	Essential	LA-based assessment team & LA Children's team
PROCESS: DEVELOPMENT OF ADOPTION SUPPORT PLAN	Essential	LA-based assessment team & LA Children's team
PROCESS: STATUTORY CONTACT - PRE-ORDER	Essential	LA Children's team
Single Duty Service (including OOH)	Optional	Central provision- staffed via LA teams
Children's participation sessions	Optional	LA-based adoption support teams / commissioned

Offer	Essential or optional to adopter	Delivered by
Video interactive guidance (VIG)	Optional	LA-based adoption support teams/ commissioned
Buddy System and Mentoring system	Optional	LA-based adoption support teams/commissioned
Adopting Changes	Essential	LA-based adoption support teams/ commissioned
Access to Specialist professionals	Optional	LA-based adoption support teams/ commissioned
Thematic workshops available	Optional	LA-based adoption support teams/ commissioned
Support groups	Optional	LA-based adoption support teams/ commissioned
Trauma and Attachment Courses	Optional	LA-based adoption support teams/ commissioned
Consultations	Optional	LA-based adoption support teams
Adoption Supports Needs Assessments	Optional	LA-based adoption support teams
Delivery of Adoption Support Plans	Optional	LA-based adoption support teams/commissioned
Online Information Service	Optional	LA-based adoption support teams/commissioned
Ad Hoc adoption support services	Optional	LA-based adoption support teams/commissioned

Work to be undertaken by partners overseen by Governance Board Adopt South

- HR processes to achieve new structure (including recruitment of Head of RAA)
- Implementation of the financial model
- Developing back office
- Implementation of the branding and marketing strategy
- Implementation of IT solution
- Development of the interagency agreements
- Harmonisation of adoption allowances across the authorities
- Establishment of regional panels, including cancelling existing contracts and establishing new arrangements
- Matching arrangements
- Practice development for assessment
- Practice development for adoption support
- Development of the RAA Adoption Manual
- Commissioning external providers
- Performance arrangements, including in shadow form to aid transition
- Accommodation
- Stakeholder communication (including staff communication and cultural change)

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DECISION-MAKER:	CABINET MEMBER FOR COMMUNITIES, CULTURE AND LEISURE		
SUBJECT:	COMMUNITY CHEST 2018/19 ROUND 1		
DATE OF DECISION:	17 July 2018		
REPORT OF:	DIRECTOR OF QUALITY AND INTEGRATION		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Joanne Hughes	Tel: 023 8083 4067
	E-mail:	Joanne.hughes@southampton.gov.uk	
Director	Name:	Stephanie Ramsey	Tel: 023 8029 6941
	E-mail:	Stephanie.ramsey@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
None	
BRIEF SUMMARY	
<p>Community Chest is the council's small grant scheme and currently awards grants of up to £2,500 to community groups in the city. Grants are awarded twice a year under delegated authority to the Cabinet Member for Communities, Culture and Leisure, following recommendations from the cross-party Community Chest Grant Advisory Panel. The budget for the year is £100,000, which is divided approximately equally between the two rounds.</p>	
<p>Applications are accepted from local community groups and small voluntary organisations for a wide range of projects which contribute at least one to the council's four priority outcomes.</p>	
RECOMMENDATIONS:	
	(i) To agree the recommendations made by the cross-party Community Chest Grant Advisory Panel
REASONS FOR REPORT RECOMMENDATIONS	
1.	All the applications have been considered by the cross-party Community Chest Grant Advisory Panel, which has made recommendations on which should receive funding.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
2.	None
DETAIL (Including consultation carried out)	
3.	Community Chest is the council's small grants scheme and has been running for more than 30 years. It is periodically reviewed to ensure it continues to meet the needs of local community groups. The grant has two rounds each year, six months apart, with the budget split roughly equally between both rounds. In 2018/19 the overall budget available is £100,000. The decision maker for the grants is the Cabinet Member for Communities, Culture and Leisure, following recommendations by the cross-party Community Chest Grant Advisory Panel.

4.	Each application is first checked by a technical appraiser to ensure both the project and the applicant meet the Community Chest criteria and minimum standards for grant funding. Further information or clarification is requested where necessary. All applications are then submitted to the cross-party Community Chest Grant Advisory Panel for consideration.
5.	Applications for round one of the 2018/19 Community Chest grant scheme were submitted by 30 April 2018. We received 37 applications, including two applications deferred from the previous round of Community Chest and seven applications from other council grant schemes that had been referred on to Community Chest for consideration. Four applications were received from the same organisation and it was decided to consider all four as one application, reducing the total number of applications to 34. The Community Chest Grant Advisory Panel met on 14 June 2018 to consider all 34 applications.
6.	The Grant Advisory Panel has recommended full or partial funding for 23 applications, totalling £40,327. Of the 11 applications that are not being recommended for funding: <ul style="list-style-type: none"> • 6 have been deferred to the next round to allow more time for the application to be developed • 2 did not demonstrate a clear, direct benefit for Southampton residents • 2 did not provide enough information to determine if the group and project are eligible • 1 received a grant in 2017/18 and is not eligible for Community Chest again until 2019/20.
7.	A full list of the recommendations is attached at Appendix 1.
8.	The second round of Community Chest grants 2018/19 is open for applications, with a deadline of 31 October 2018.

RESOURCE IMPLICATIONS

Capital/Revenue

9.	<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Cost Centre</th> <th>Account code</th> <th>Budget £</th> </tr> </thead> <tbody> <tr> <td>MM520</td> <td>4164</td> <td>100,000</td> </tr> </tbody> </table> <p>The total Community Chest budget for the year is £100,000, split approximately equally between two rounds. The recommendations for round one total £40,327, leaving £59,673 for the second round of grants. This is within the allocated budget.</p>	Cost Centre	Account code	Budget £	MM520	4164	100,000
Cost Centre	Account code	Budget £					
MM520	4164	100,000					

Property/Other

10.	None
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

11.	The legal power for the Council to establish, administer and make awards from the Community Chest grant fund is provided by the Localism Act 2011. Subject to certain statutory restrictions, none of which apply in this case, Section 1 gives the Council “power to do anything that individuals may do”.
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<u>Other Legal Implications:</u>	
12.	None
RISK MANAGEMENT IMPLICATIONS	
13.	The risks of fully funding, part funding or not funding each application were considered as part of the Grant Advisory Panel's discussions. The recommendations listed in Appendix 1 are considered to be low risk.
POLICY FRAMEWORK IMPLICATIONS	
14.	The recommendations in this paper support the delivery of the Sustainable Community Strategy (City Strategy), the Council Strategy 2016-2020, key partnership strategies such as the Safe City Strategy and the Health and Wellbeing Strategy as well as Level 1 strategies of the Council.

KEY DECISION?	No
WARDS/COMMUNITIES AFFECTED:	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	List of recommendations for Community Chest grant 2018/19 Round 1
2.	

Documents In Members' Rooms

1.	
2.	

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.	
2.	

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No.	Organisation	Towards	Requested	Nbr beneficiaries	% beneficiaries who are Soton residents	Ward	Aims and objectives of organisation (from application form)	Priority outcomes	Panel Comments	Panel Recommended Amount	Suggested Conditions (where applicable)
1. Southampton has strong and sustainable economic growth											
1	Kinship CIC	Towards set up costs for a community café, including coffee machine, tables/chairs, book shelves, notice board and PA equipment for events.	£2,450	500	90%	City-wide	We are aiming to be a community café inclusive for everyone. We have a space for anyone to use for their local groups. We will have affordable food and drinks served all day, with regular live music, books and clothes swaps and a place for everyone to come and have a chat and feel comfortable. We will run on a volunteer bases for people to gain work experiences and customer service skills. We will provide a safe and welcoming space for local groups and arts organisations.	1. Southampton has strong and sustainable economic growth	Recommendation: Defer to next round A good project, however, the group was unable to provide its governing document in time for the Grant Advisory Panel meeting. Without this document it is not possible to determine if the group is eligible for funding.	defer	
2	Monty's Community Hub (Monty's Bike Hub)	A contribution towards the costs of buying a van or leasing a van to make the Bike Hub mobile.	£2,500	300	100%	East	Monty's Bike Hub is a social enterprise supporting all things cycling in east Southampton, whilst empowering local people with new skills and opportunities. The local area is a highly deprived area. Despite this we have created a space where people flourish; through using bikes to raise aspirations and building relationships.	1. Southampton has strong and sustainable economic growth	Recommendation: Fully fund , for leasing an electric van A good application that will allow the group to expand its activities. The Panel felt that leasing a van would be a better option as it's electric and some future maintenance costs can be included in the lease, avoiding unexpected costs later on.	£2,500	
3	Board in the City	Towards the costs of volunteer expenses, training and uniforms for the board games café.	£2,500	40	99%	City-Wide	Board in the City is a community gaming space set up to provide a board gaming community space accessible to the whole community and to help families, individuals, and generations engage in a non-discriminating easily accessible shared activity. Run by mainly volunteers, 90% of which have a barrier.	1. Southampton has strong and sustainable economic growth	Recommendation: Fully fund A good application that will allow the group to continue to support its volunteers.	£2,500	
Sub-total requested			£7,450						Sub-total recommended	£5,000	
2. Children and young people get a good start in life											
4	Unexpected Places	Towards the costs of a touring production to 10 Southampton schools, 'Blighty One', about one person's account of Royal Victoria Military Hospital.	£2,500	3,000	100%	City-wide	'Unexpected Places' principal activity is to deliver not-for-profit arts and cultural services for the general public with a focus on the South of England, and Hampshire in particular. We exist to provide community orientated projects that promote social cohesion, wellbeing and access to cultural opportunities taking both our audiences and our participants to unexpected places.	2. Children and young people get a good start in life	Recommendation: Fully fund A good application that will tie in with events to commemorate the centenary of the First World War.	£2,500	The funding is only to support the production at schools within the City of Southampton.
5	Pukhtoon Welfare Association	Towards the costs of inviting an Astronaut to speak to children and the community.	£1,200	?	?	City-wide	We organize different get to gather parties for our community on different festivals, in addition we help any member of the community if any assistance required in organizing his/her event, last year we organized a tour of the British Museum with the help Big Lottery Fund.	2. Children and young people get a good start in life	Recommendation: Decline Group was unable to provide additional information about their application in time for the Panel meeting. The Panel would be happy to consider a fresh application if the group wishes to apply again and includes a detailed project plan.	£0	
6	Hampshire Puja and Cultural Association	Contribution towards the costs of two cultural events. Events will also fundraise for Rose Road and Southampton Mencap.	£2,500	5,000	90%	City-wide	Over the last 10 years, we have been actively promoting cultural awareness and cohesion within the local community through a number of collaborative events between ethnic Indian and British Artists as well as by local children. We promote local talents through our cultural events and also donate to charities from these events.	2. Children and young people get a good start in life	Recommendation: Decline This application was deferred from the previous round to allow the group to provide more detail of how the events would benefit Southampton residents. The Panel felt the information provided, coupled with the events being held outside of the City, was not enough to demonstrate a clear benefit for Southampton residents.	£0	
7	Propbox Youth Theatre	Towards the costs of making a short film about the dangers of cyber bullying, grooming and other pitfalls for their members and schools.	£2,000	25	100%	City-wide	Our aim is to offer inclusive drama/musical performance opportunities for people aged 8-18. We openly promote individualism and chances for our members to rehearse with mixed ability and aged peers. We offer a professional environment for members to develop performing skills and learn professional rehearsal ethics.	2. Children and young people get a good start in life	Recommendation: Fully fund A good application that will support both individuals and schools in tackling a key concern for children and young people.	£2,000	

No.	Organisation	Towards	Requested	Nbr beneficiaries	% beneficiaries who are Soton residents	Ward	Aims and objectives of organisation (from application form)	Priority outcomes	Panel Comments	Panel Recommended Amount	Suggested Conditions (where applicable)
8	Southampton Music Trust	Towards the costs of 10 x minibus hires to allow children and young people across the city to take part in Christmas concerts in Guildhall Square.	£2,340	150	100%	City-wide	Southampton Music Trust is a charity that enables access to life-changing music experiences, including the ability to perform in public, that enrich the happiness, health, and wellbeing of the communities of Southampton and surrounding areas. It does this by enabling provision of resources, spaces, activities, and performances.	2. Children and young people get a good start in life	Recommendation: Fully fund A good application that will enable disadvantaged children and young people across the city to take part in public performances.	£2,340	
9	13th Southampton Sea Scouts	Towards the costs of upgrading the security at their boat storage garages (Priory Hard) and upgraded First Aid kits.	£2,500	100-150	100%	City-wide	Scouting exists to actively engage and support young people in their personal development, empowering them to make a positive contribution to society. As Sea Scouts we take part in normal scouting activities such as camping and hiking but we spend most of our time taking place in water based activities such as kayaking, rowing and sailing. We support scout groups from across the city.	2. Children and young people get a good start in life	Recommendation: Defer to next round A good project, however, group has not supplied the requested supporting documents. Without these it is not possible to determine if the group is eligible for funding.	Defer	
10	Southampton Unit 311 of the Sea Cadet Corps	Towards the improvement of existing kitchen facilities to offer more interactive, participative quality training to a wider and more inclusive youth membership.	£2,500	3,000	100%	City-wide	At Sea Cadets, young people aged 10 -17 enjoy adventures such as sailing, rowing, kayaking, first-aid training and drill, and earn nationally recognised qualifications, sail offshore and travel abroad on an international exchange programme. Sea Cadets helps young people become resilient and confident, and provides a support network, which can improve confidence, motivation and skills and help them to develop into young people who can cope with today's complex and often overwhelming world.	2. Children and young people get a good start in life	Recommendation: Fully fund A good application that will support the expansion of the group.	£2,500	
		Sub-total requested	£15,540						Sub-total recommended	£9,340	
3. People in Southampton live safe, healthy, independent lives											
11	Itchen Imperial Rowing Club	Towards the costs of a new engine and fuel tank for one of their safety launches.	£2,485	200+	100%	City-wide	We are a rowing club run entirely by volunteers to keep both adults active and juniors off the streets. Our aim is to keep people fit and healthy and we are currently the most successful club in Hampshire and Dorset.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Fully fund A good application, however, this is the group's third grant in five years. Community Chest is designed to provide an occasional boost not regular funding. The group is requested to apply to other funding sources before applying to Community Chest again.	£2,485	The group is requested to apply to other funding sources before applying to Community Chest again.
12	ZoieLogic Dance Theatre	Towards the costs of group sessions with the Mansbridge Men's Group ahead of a performance at a Men's Mental Health event in October.	£2,210	25	100%	Swaythling	We challenge the perceptions of men and dance: we get men dancing! ZoieLogic Dance Theatre (ZLDT) creates exceptional experiences that challenge the culture of male identity in the public eye. Our work is about taking risks, breaking down barriers between dance and men and communicating ideas clearly and boldly. We are driven by challenging perceptions, both of men in today's society and what dance has the potential to do.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Fully fund A good application that will highlight men's mental health and give local people a chance to perform at Studio 144.	£2,210	
13	Leaside Way Tenants and Residents Association	Towards the costs of IT equipment (laptop, printer and consumables) and noticeboards to administer the group, create newsletters and promote its activities.	£460	100	100%	Swaythling	We promote the health, safety, welfare and wellbeing of our tenants and residents. We encourage health living including setting up a keep fit group. We aim to hold social events to reduce social isolation.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Fully fund A good application that will enable the group to develop.	£460	The group must get written confirmation from SCC and any other relevant building owners before any noticeboards are installed.

No.	Organisation	Towards	Requested	Nbr beneficiaries	% beneficiaries who are Soton residents	Ward	Aims and objectives of organisation (from application form)	Priority outcomes	Panel Comments	Panel Recommended Amount	Suggested Conditions (where applicable)
14	Southampton Coalporters Amateur Rowing Club	Towards the costs of a set of 4 oars to replace their old, worn out oars.	£1,224	50	80%	City-wide	We are an amateur rowing club. Our aim is to promote the sport of rowing at all levels for people of all abilities. We provide facilities for training and coaching for members ranging in age from 12 to 80 years. We participate in local and national recreational and competitive events.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Part fund A good application, however, the panel felt that the oars are expensive a recommend a contribution rather than full funding. This is the group's third grant in four years. Community Chest is designed to provide an occasional boost not regular funding. The group is requested to apply to other funding sources before applying to Community Chest again.	£612	The group is requested to apply to other funding sources before applying to Community Chest again.
15	Sunday Lunch Club Project	Towards the costs of food for the lunches held every Sunday in Freemantle and Woolston.	£1,000	5,000	100%	City-wide	We provide a cooked lunch to more than 100 adults from two locations in Southampton every Sunday. We also provide a warm welcome, volunteers to chat with and a friendly environment where people in need can socialise. Our 'customers' have various needs, lack of home, sofa surfers, no cooking facilities, unable to cook good meal, loneliness, mental health illness, addictions, etc.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Fully fund A good application supporting people across the city.	£1,000	
16	South Hampshire Repeater Group	Towards the costs of new IT equipment to link the Southampton repeater station to Portsmouth and other stations worldwide.	£1,000	400	100%	City-wide	The Repeater Group acts to enhance coverage across South Hampshire for hand, mobile and base units on VHF and UHF frequencies for licensed operators. It also acts to augment the resilience of communications for Southampton Emergency Planning department also increases coverage for local RAYNET (Radio Amateurs Emergency Network).	3. People in Southampton live safe, healthy, independent lives	Recommendation: Fully fund A good application that will support people across the city.	£1,000	
17	Friends of Hinkler Green	Towards equipment to improve the security and water collection at Hinkler Green Community Allotment.	£917	20	100%	Bitterne	Help develop and maintain Hinkler Green Park and the adjacent open spaces. We want to make the Hinkler Green Community Allotment self-sustaining and we need some 'pump-priming' funding to help us towards this goal.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Fully fund A good application that will enable the community allotment to develop.	£917	
18	Priory Road Community Group	Towards the costs of tutors for exercise classes, transport for attendees with mobility issues and volunteer expenses.	£2,500	40+	100%	Portswood	We provide a service to meet the social and educational welfare of people over the age of 50 drawn from St Deny's and the surrounding areas of Southampton. We also provide a 2 course hot meal and drinks prepared by volunteers and we run sessions on health, exercise, games like dominoes and card making. Some individuals who attend live on their own and this day out enables them to meet other people to prevent isolation. They key is to keep older people healthy.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Defer to next round The Panel liked the activities, but the application and supporting documents need some work before funding can be considered.	defer	
19	Pakistan Welfare Association	Towards the costs of renting office space, venue hire for committee meetings, venue hire and artist for a Henna event, and a laptop and printer.	£2,499	1,000	100%	City-wide	The charity's objectives are to primarily for the public benefit of Pakistani and other communities living in Southampton, especially; 1. Advancement of education, 2. Relief and prevention of poverty, 3. Relief of unemployment, primarily by providing careers advice and guidance, 4. Promotion of equal opportunity	3. People in Southampton live safe, healthy, independent lives	Recommendation: Decline Group received a grant last year and is not eligible to apply again until 2019.	£0	
20	Milan Group	Towards the costs of room hire for regular meetings and committee meetings, training for committee members, Tai Chi sessions, Chair Yoga sessions and basic stationery.	£1,980	25-30	100%	Bevois	Members engage in a range of activities to encourage positive health and mental wellbeing. By attending a regular community group many members participate in a community activity that reduces the chances of isolation.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Defer to next round The Panel liked the activities, but the application and supporting documents need some work before funding can be considered.	defer	
21	STAMP	Towards the costs of an outdoor celebration event, including BBQ rental/purchase, food, drink, utensils, sports equipment for games, a pop-up marque and promotional leaflets.	£489	50	96%	City-wide	A peer led constituted independent initiative. Working to reduce		Recommendation: Fully fund to maximum grant amount of £2,500		

No.	Organisation	Towards	Requested	Nbr beneficiaries	% beneficiaries who are Soton residents	Ward	Aims and objectives of organisation (from application form)	Priority outcomes	Panel Comments	Panel Recommended Amount	Suggested Conditions (where applicable)
22	STAMP	Towards the costs of a community clean up day, including gardening gloves, pickers, waste bags.	£225	40+	100%	City-wide	isolation, boost confidence, aid recovery and improve quality of life by exploring opportunities and finding answers and solutions together.	3. People in Southampton live safe, healthy, independent lives	The group submitted four applications which totalled £4,254. They were considered by the Panel as one application. The Panel were happy to support the group and did not have any preferences about which projects to fund. The Panel therefore recommended that the group is allowed to decide how to use the funding, in line with the four projects applied for.	£2,500	
23	STAMP	Towards the costs of 4x two day recovery courses, including room hire, equipment, staff travel costs and leaflets.	£1,040	48	100%	City-wide	Our "Recovery Club Environment", embraces and unites us through our experiences, to challenge problems, obstacles and crises of life and associated issues. STAMP = Share Trust Accept Manage Progress				
24	STAMP	Towards the costs of an extra STAMP session per week, including room hire and Fareshare food packs.	£2,500	50+	100%	City-wide					
25	Friends of Freemantle Lake Park	Towards the costs of starting up the group and attracting people to join, including insurance, stationary, arts & crafts, gazebos, litter picking & gardening equipment.	£2,359	200+	100%	Freemantle	To work in an apolitical way to preserve, maintain, promote and improve Freemantle Lake Park for educational, recreation and leisure purposes and for the well-being and pleasure of all residents and visitors to the city. Constructively work with Southampton City Council to support and improve the natural environment of the park.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Part fund A good application, however, the panel felt that £2,000 is enough for the activities proposed.	£2,000	
26	MADS	Towards the costs of a lighting system to enable the group to be self-sufficient and a camcorder.	£1,197	225	?	Shirely	We are a drama club formed two years ago. Most of our players are over seventy years of age and had never been on stage before. My aim has been to perform two shows per year, a summer show and a Christmas pantomime which I write. I feel it does a lot of good when seniors have an activity that exercises them physically and mentally.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Fully fund A good application that provides a social activity for local people and an opportunity to learn new skills and perform.	£1,197	
27	Women Integration Group	Towards the costs of a range of activities supporting the group's members, including crafts, exercise and awareness workshops.	£2,500	100	100%	City-wide	Help and support isolated women from diverse communities to interact with each other and integrate within the community. Develop skills for business and employment purposes. Develop safety skills.	3. People in Southampton live safe, healthy, independent lives	Recommendation: Defer to next round The application was confusing, asking for one thing but giving estimates for another. The application needs to be revised before funding can be considered.	defer	
		Sub-total requested	£26,585						Sub-total recommended	£14,381	
4. Southampton is an attractive and modern city where people are proud to live and work											
28	Merryoak Neighbourhood Community Association	Towards the costs of trees for a community orchard at Veracity Park.	£280	300	100%	Peartree	The Community Centre puts on multiple activities for all age groups, joined so that I could start a Community Orchard at Veracity Park. The aim is to provide a place for all ages to meet, socialise, and help the community orchard; aim is to improve social interaction across all ages, and provide free fruit and optimise potential for wildlife, as well as providing a resource for a host of activities for education and celebration.	4. Southampton is an attractive and modern city where people are proud to live and work	Recommendation: Fully fund A good application that will enhance the local area.	£280	
29	Curious Pheasant Theatre	Towards the costs of producing a Shakespeare production for Southampton Pride 2018.	£2,326	200	100%	City-wide	Curious Pheasant Theatre (CPT) are a Southampton based theatre company who explore traditional pieces of theatre in non traditional ways.	4. Southampton is an attractive and modern city where people are proud to live and work	Recommendation: Fully fund A good application that will highlight issues of homophobia.	£2,326	
30	Outer Avenue Residents Association (Bevois Mount History Group)	Towards the costs of erecting a sign welcoming people to Bevois Mount. Sign design is of a tram going through Stag Gates.	£2,500	Thousands	90%	Bevois	We want our community to learn more about their history, as it will help to instil a sense of pride in the locality and to raise its profile within the city. We have produced three murals and have started a heritage plaque project. We run guided walks and talks and maintain a Facebook page and a very informative website – www.facebook.com/bevoismounthistory and Bevoismounthistory.weebly.com .	4. Southampton is an attractive and modern city where people are proud to live and work	Recommendation: Fully fund A good application that will continue to highlight the history of the area to both residents and visitors.	£2,500	The group is responsible for ensuring they have all relevant permissions for the sign, including the landowner's permission and (if relevant) planning permission.

No.	Organisation	Towards	Requested	Nbr beneficiaries	% beneficiaries who are Soton residents	Ward	Aims and objectives of organisation (from application form)	Priority outcomes	Panel Comments	Panel Recommended Amount	Suggested Conditions (where applicable)
31	Southampton Association of Skateboarders	Towards the costs of a free public event to promote skateboarding (now an Olympic sport), including fencing, ramps, PA equipment and staffing for taster sessions. Part of 'Summer in the Square'.	£2,500	500	90%	City-wide	We promote the benefits of skateboarding through community engagement, events and fundraising. Through our events and outreach we aim to raise awareness and funds that will help improve the current facilities around Southampton. These updated areas will give people free access to outdoor actives and promote community engagement, creativity, self-confidence and athleticism.	4. Southampton is an attractive and modern city where people are proud to live and work	Recommendation: Fully fund A good application that will enable the group to stage a community event.	£2,500	The grant is recommended providing the group takes care with the heritage buildings and street furniture in Guildhall Square, including the benches.
32	Retrospect Opera	A contribution towards the costs of making a recording of key works of Charles Dibdin (1745-1814).	£1,000	10,000	n/a	City-wide	We make professional recordings of important and relevant works of British musical theatre from, roughly, 1750-1950. We educate the public in the merits of these works, and ensure that this neglected aspect of British cultural history does not get forgotten. Most of our projects have a strong local interest.	4. Southampton is an attractive and modern city where people are proud to live and work	Recommendation: Decline The Panel did not feel there was clear, direct benefit for Southampton residents.	£0	
33	Highfield Residents Association	Towards the costs of insurance, venue hire for regular meetings, AGM costs, publicity materials and basic stationery.	£1,800	500	100%	Portswood	We are a residents association that helps residents to improve their local community. We challenge planning applications and take part in community activities.	4. Southampton is an attractive and modern city where people are proud to live and work	Recommendation: Decline The group did not supply all the requested supporting documents and it was therefore not possible to determine if the group or the requested items are eligible for funding.	£0	
34	Jubilee Sailing Trust Southampton Volunteer Branch	Towards the costs of Portaloos for their annual Autumn Pumpkin Festival at Royal Victoria Country Park.	£1,200	5,000+	80%	City-wide	We meet regularly arranging events to raise awareness and funds for the Jubilee Sailing Trust Southampton based charity. We give talks about the charity to local community groups and encourage others to share in the ethos and activities of the Trust.	4. Southampton is an attractive and modern city where people are proud to live and work	Recommendation: Part fund Community Chest is not designed to support fundraising for other organisations that are not eligible to apply in their own right. However, the Panel recommendation a contribution to the event costs in recognition that many Southampton residents attend the festival itself.	£500	
35	Woolston Traders Association	Towards the costs of new plants, bark covering and maintenance for flower beds in the shopping district.	£600	All visitors to Woolston	99%	Woolston	Act as voice for issues affecting traders in Woolston, and organise annual Xmas Festival	4. Southampton is an attractive and modern city where people are proud to live and work	Recommendation: Defer to next round A good project, however, the group did not provide all their supporting documents in time for the Panel meeting, and it was therefore not possible to determine if it is eligible for funding.	defer	
36	City of Sanctuary Southampton	Towards the costs of designing and installing a mosaic near to Southampton Central train station welcoming people to the city, to commemorate the city's Sanctuary Pledge.	£2,500	100	100%	City-wide	City of Sanctuary Southampton works together with agencies, businesses and voluntary, community and social enterprise groups to make Southampton a warm and welcoming place for refugees and asylum seekers; empower them in their local communities, challenge hostility and discrimination, celebrate their contribution and give them a voice in the media.	4. Southampton is an attractive and modern city where people are proud to live and work	Recommendation: Fully fund A good application that will support the council's aims of making everyone to the city feel welcome and installing more community-led public art.	£2,500	The Panel recommend that the mosaic be installed on a board (or similar) rather than directly on the wall, enabling the mosaic to be moved should the building be re-developed in the future. To consult with the council over the final design (in particular any wording incorporated into the design).
37	Gambia Kaffo CIC	Towards venue hire for committee meetings and activities (family events, cooking demonstrations, arts & crafts), publicity, insurance and volunteer expenses.	£2,500	250+	100%	City Wide	Support the Gambian community in Southampton to integrate and make a meaningful socio-economic contributions to the local community. We also facilitate and organise annual cultural festivals in the city sponsored by the arts council. This event brings together different ethnic groups together to celebrate our diverse cultures.	4. Southampton is an attractive and modern city where people are proud to live and work	Recommendation: Part fund The Panel felt that the application was a bit scattered, asking for lots of unconnected things rather than focusing one project. The Panel therefore recommend part funding as a contribution to one project, with the group deciding which project to do.	£1,000	
Sub-total requested			£17,206						Sub-total recommended	£11,606	

No.	Organisation	Towards	Requested	Nbr beneficiaries	% beneficiaries who are Soton residents	Ward	Aims and objectives of organisation (from application form)	Priority outcomes	Panel Comments	Panel Recommended Amount	Suggested Conditions (where applicable)
Priority	Requested	Panel Recommendation									
1	£7,450	£5,000									
2	£15,540	£9,340									
3	£26,585	£14,381									
4	£17,206	£11,606									
	£66,781	£40,327									