

Public Document Pack

Cabinet

Tuesday, 18th October, 2022
at 4.30 pm

PLEASE NOTE TIME OF MEETING

Council Chamber, Civic Centre

Members

Leader – Councillor Kaur

Deputy Leader and Cabinet Member for Children and
Leaning – Councillor Dr Paffey

Cabinet Member for Finance and Change – Councillor
Leggett

Cabinet Member for Housing and Green Environment –
Councillor Mitchell

Cabinet Member for Economic Development – Councillor
Bogle

Cabinet Member for Health, Adults and Leisure –
Councillor Fielker

Cabinet Member for Transport and District Regeneration -
Councillor Keogh

Cabinet Member for Safe City – Councillor Renyard

Cabinet Member for Communities and Customer
Engagement – Councillor Kataria

(QUORUM – 3)

Contacts

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BACKGROUND AND RELEVANT INFORMATION

The Role of the Executive

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

The Forward Plan

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

Implementation of Decisions

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

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

Use of Social Media

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

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

Municipal Year Dates (Tuesdays)

2022	2023
14 June	17 January
19 July	7 February
16 August	21 Feb (budget)
13 September	14 March
18 October	18 April
15 November	
20 December	

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.

Southampton: Corporate Plan 2020-2025 sets out the four key outcomes:

- Communities, culture & homes - Celebrating the diversity of cultures within Southampton; enhancing our cultural and historical offer and using these to help transform our communities.
- Green City - Providing a sustainable, clean, healthy and safe environment for everyone. Nurturing green spaces and embracing our waterfront.
- Place shaping - Delivering a city for future generations. Using data, insight and vision to meet the current and future needs of the city.
- Wellbeing - Start well, live well, age well, die well; working with other partners and other services to make sure that customers get the right help at the right time

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.

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.

Other Interests

A Member must regard himself or herself as having an, 'Other Interest' in any membership of, or occupation of a position of general control or management in:

Any body to which they have been appointed or nominated by Southampton City Council

Any public authority or body exercising functions of a public nature

Any body directed to charitable purposes

Any body whose principal purpose includes the influence of public opinion or policy

Principles of Decision Making

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

AGENDA

1 APOLOGIES

To receive any apologies.

2 DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS

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

EXECUTIVE BUSINESS

3 STATEMENT FROM THE LEADER

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

Record of the decision making held on 16th August 2022 and Delegated Decisions taken during September.

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 ACCESSIBLE SOUTHAMPTON SCRUTINY INQUIRY □ (Pages 5 - 94)

Report of the Cabinet Member for Transport and District Regeneration outlining the Executive responses to the Scrutiny Inquiry's recommendations.

9 EVENING PARKING CHARGES □ (Pages 95 - 102)

To consider the report of the Cabinet Member for Transport and District Regeneration following the consultation on the proposal to implement on street and off street evening parking charges within the City Centre.

10 TRANSPORT FOR THE SOUTH-EAST STRATEGIC INVESTMENT PLAN - CONSULTATION RESPONSE (Pages 103 - 118)

To consider the report of the Cabinet Member for Transport and District Regeneration seeking approval for the proposed response to the consultation on Transport for the South-East's Strategic Investment Plan.

11 SOUTHAMPTON CITY VISION LOCAL PLAN - 'DRAFT PLAN WITH OPTIONS' CONSULTATION □ (Pages 119 - 132)

To consider the report of the Head of Planning and Economic Development seeking approval and delegated powers for the launch of the Southampton City Vision Local Plan - 'Draft Plan with Options' consultation in line with the details set out in the report, including minor amendments to content in consultation with the Cabinet Member for Economic Development.

12 MINERALS AND WASTE PLAN (DRAFT) □ (Pages 133 - 138)

To consider the report of the Cabinet Member for Economic Development seeking approval of a draft of the Minerals and Waste Plan for public consultation. The Plan will guide the determination of planning applications for or affecting minerals or waste facilities.

13 SOUTHAMPTON E-SCOOTER TRIAL EXTENSION □ (Pages 139 - 146)

To consider the report of the Cabinet Member for Transport and District Regeneration providing an update on the operation of the e-scooter trial and the recommended approach to extending the trial following the Department for Transport's confirmation that e-scooter trials can be extended to May 2024.

14 RESIDENTS PARKING POLICY - 2022 UPDATE □ (Pages 147 - 182)

To consider the report of the Cabinet Member for Transport and District Regeneration providing an update on the Residents Parking Policy for 2022.

15 EXCLUSION OF THE PRESS AND PUBLIC - EXEMPT PAPERS INCLUDED IN THE FOLLOWING ITEM

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

Appendix 3 contains information deemed to be exempt from general publication based on Category 3 (financial and business affairs) of paragraph 10.4 of the Council's Access to Information Procedure Rules. In applying the public interest test this information has been deemed exempt from publication due to confidential sensitivity. It is not considered to be in the public interest to disclose this information as it would prejudice the Council's ability to operate in a commercial environment.

16 COLLEGE STREET CAR PARK – LEASE TO COLLEGE STREET YARD

(Pages 183 - 194)

To consider the report of the Cabinet Member for Economic Development seeking approval to enter into a lease for part of College Street car park with College Street Yard Limited for use as a 'box park'.

17 EXCLUSION OF THE PRESS AND PUBLIC - EXEMPT PAPERS INCLUDED IN THE FOLLOWING ITEM

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

Appendix 2 contains confidential information based on Categories 3 and 7(A) of paragraph 10.4 of the Council's Access to Information Procedure Rules. It contains valuation advice and details of proposed transactions which could put the council or other parties at a commercial disadvantage.

18 NORTHERN ABOVE BAR PROPERTIES □ (Pages 195 - 204)

To consider the report of the Cabinet Member for Economic Development to review the strategy relating to the council properties located at the northern end of Above Bar Street and agree a new approach.

NOTE: 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. This is being presented under the General Exception due to an administrative error resulting in the item not appearing on the Forward Plan and the statutory 28 day's notice was therefore not complied with.

Monday, 10 October 2022

Director of Legal and Business Services

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SOUTHAMPTON CITY COUNCIL EXECUTIVE DECISION MAKING

RECORD OF THE DECISION MAKING HELD ON 16 AUGUST 2022

Present:

Councillor Kaur	-	Leader
Councillor Dr Paffey	-	Cabinet Member for Children and Learning
Councillor Mitchell	-	Cabinet Member for Housing and Green Environment
Councillor Bogle	-	Cabinet Member for Economic Development
Councillor Fielker	-	Cabinet Member for Health, Adults and Leisure
Councillor Keogh	-	Cabinet Member for Transport and District Regeneration
Councillor Renyard	-	Cabinet Member for Safe City
Councillor Kataria	-	Cabinet Member for Communities and Customer Engagement

Apologies: Councillor Leggett

11. EXECUTIVE APPOINTMENTS

Solent Freeport Retained Rates Investment Committee – Councillor Bogle to be appointed.

12. FINANCIAL MONITORING FOR THE PERIOD TO THE END OF JUNE 2022

DECISION MADE: (CAB 22/23 34090)

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

General Revenue Fund

- i) Notes the forecast outturn position is a £15.24M deficit, as outlined in paragraph 4 and in paragraph 1 of appendix 1.
- ii) Notes the performance of treasury management, and financial outlook in paragraphs 5 to 8 of appendix 1.
- iii) Notes the forecast year end position for reserves and balances as detailed in paragraphs 9 and 10 of appendix 1.
- iv) Notes the Key Financial Risk Register as detailed in paragraph 11 of appendix 1.
- v) Notes the performance against the financial health indicators detailed in paragraphs 15 and 16 of appendix 1.
- vi) Notes the forecast outturn position outlined in the Collection Fund Statement detailed in paragraphs 19 to 22 of appendix 1.

Housing Revenue Account

- vii) Notes the forecast outturn position is a nil variance against budget as outlined in paragraph 5 and paragraph 17 of appendix 1.

Capital Programme

- viii) Notes the revised General Fund Capital Programme, which totals £359.50M as detailed in paragraph 1 of appendix 2.
- ix) Notes the HRA Capital Programme is £266.72M as detailed in paragraph 1 of appendix 2.
- x) Approves the net addition of £0.33M to the Transport & District Regeneration programme, along with approval to spend as detailed in paragraphs 3 and 4 of appendix 2.
- xi) Approves slippage and rephasing of £37.58M (£30.64M of General Fund and £6.94M of HRA) as detailed in paragraph 5 and 6 of appendix 2. Noting that the movement has zero net movement over the 5-year programme.
- xii) Notes that the overall forecast position for 2022/23 at quarter 1 is £186.11M, resulting in a potential surplus of £3.00M, as detailed in paragraphs 7 and 8 of appendix 2.
- xiii) Notes that the capital programme remains fully funded up to 2026/27 based on the latest forecast of available resources although the forecast can be subject to change; most notably regarding the value and timing of anticipated capital receipts and the use of prudent assumptions of future government grants to be received.

13. CHILDREN'S RESIDENTIAL CARE PROJECT - VARIATION OF CONSTRAINTS

DECISION MADE: (CAB 22/23 34223)

On consideration of the report of the Cabinet Member for Children and Learning, Cabinet agreed the following:

To authorise the Executive Director Wellbeing, following consultation with the Cabinet Member for Children and Learning to approve the purchase of properties for potential Children's Homes as set out in the Business Plan approved in March 2020, subject to an amendment that purchase may be authorised within adjoining Local Authority areas in addition to the Southampton area as originally approved.

14. COMMUNITY CHEST GRANT DECISION ROUND 1

DECISION MADE: (CAB 22/23 34054)

On consideration of the report of the Executive Director Communities, Culture and Homes, Cabinet Member for Communities and Customer Engagement agreed the following:

To agree the recommendations for 2022/23 grants made by the cross-party Community Chest Grant Advisory Panel as set out in appendix 1.

SOUTHAMPTON CITY COUNCIL
EMERGENCY DELEGATED DECISION MAKING

RECORD OF THE DECISION MAKING HELD FOLLOWING THE CANCELLATION OF
THE CABINET MEETING (13th SEPTEMBER 2022) DUE TO THE NATION ENTERING A
PERIOD OF NATIONAL MOURNING FOLLOWING THE DEATH OF QUEEN ELIZABETH
ON 8th SEPTEMBER, 2022

Present:

Mike Harris – Chief Executive

Richard Ivory – Director of Legal and Business Services

15. STAYING CLOSE - DFE GRANT FUNDING

Details to be confirmed.

16. FAMILY HUBS - FUNDING

DECISION MADE: (CAB 22/23 34244)

To confirm the Council's participation in the programme and accept the funding as set out in paragraph 13 of the report.

17. UK SHARED PROSPERITY FUND (UKSPF) AND MULTIPLY PROGRAMMES

DECISION MADE: (CAB 22/23 34162)

- (i) To delegate authority to the Executive Director, Communities Culture and Homes to take all actions necessary to accept the grants and deliver the projects until March 2025.
- (ii) To accept, in accordance with Financial Procedure Rules, a grant of £1,544,238 from the UK Shared Prosperity Fund, £1,182,512 from the 'Multiply' Programme, along with a £20,000 revenue contribution towards development costs of the UKSPF Investment Plan.
- (iii) To approve, in accordance with Financial Procedure Rules, revenue expenditure £1,310,517 from the UK Shared Prosperity Fund and £1,182,512 from the 'Multiply' Programme during the Financial Years 2022/23 – 2024/25 and capital expenditure of £253,721 from the UK Shared Prosperity Fund during the Financial Years 2022/23 – 2024/25.
- (iv) To approve the Council to act as Accountable Body for the administration of grant funding for the UK Shared Prosperity Fund and for the Multiply Programme.

18. TRANSFORMING CITIES UPDATE REPORT

DECISION MADE: (CAB 22/23 34155)

- (ii) Approves the changes to the TCF programme in line with DfT change control and DfT approvals and provide approval for all schemes for the remaining programme as set out in Appendix 1.
- (iii) Approves the addition of £0.12M, to the programme in 2022/2023 to be funded by external contributions, as detailed in paragraph 34 and Appendix 2.
- (iv) Approves any scheme consultation as reviewed and agreed with the Cabinet Member for Transport & District Regeneration.

19. HOUSEHOLD SUPPORT FUND (OCTOBER 22- MARCH 23)

DECISION MADE: (CAB 22/23 35441)

Having complied with paragraph 15 of the Council's Access to Information Procedure Rules.

- (i) The council accepts and authorises expenditure in relation to the next phase of Household Support Fund funding for 1 October 2022 to 31 March 2023 inclusive. The actual amount Southampton City Council will receive is currently unconfirmed (as of 31/08/2022) In the region of circa £2 Million is anticipated but not guaranteed. At the time of writing, this is a best estimate only and to be confirmed.
- (ii) To Delegate authority to the Executive Director for Communities Culture and Homes to finalise the details of the payment scheme following consultation with the Executive Director -Finance, Commercialisation and S151 Officer and the Cabinet Member for Communities and Customer Engagement and to administer funding in accordance with that scheme.

20. PROPOSED EXPANSION OF LEGAL PARTNERSHIP

DECISION MADE: (CAB 22/23 34314)

Recommendations set out in the confidential report were approved.

Agenda Item 8

DECISION-MAKER:	CABINET
SUBJECT:	RESPONSE TO THE ACCESSIBLE SOUTHAMPTON SCRUTINY INQUIRY
DATE OF DECISION:	18 OCTOBER 2022 (POSTPONED FROM 13 SEPTEMBER 2022)
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR TRANSPORT & DISTRICT REGENERATION

<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director Growth	
	Name:	Adam Wilkinson	Tel: 023 80 834765
	E-mail	Adam.wilkinson@southampton.gov.uk	
Author:	Title	Sustainable Travel Lead – Communities	
	Name:	Ruth Magennis	Tel: 023 8254 5853
	E-mail	Ruth.magennis@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
None	
BRIEF SUMMARY	
<p>The Accessible Southampton Scrutiny Inquiry was undertaken by the Scrutiny Inquiry Panel from October 2021 to April 2022. The remit of the Inquiry was to identify whether the physical infrastructure of the city creates barriers for disabled people to access all that Southampton has to offer, and if so, to determine what we can do as a city to address this.</p>	
<p>The Inquiry final report and recommendations were approved by the Inquiry Panel on 28 April 2022 and subsequently presented to Cabinet in June 2022. Following consultation, attached as Appendix 3, is an Action Plan outlining the proposed response to the inquiry recommendations that Cabinet are recommended to approve.</p>	
<p>A recommendation was to establish an Accessibility Forum for Southampton to ensure that disabled people, along with those cycling and walking, are included in participation of transport scheme and policy development. A decision is required to approve the establishment of the Forum, to replace of the existing, but dormant, Cycle Forum.</p>	
RECOMMENDATIONS:	
(i)	To approve the response to the Accessible Southampton Scrutiny Inquiry, and accept recommendations 1, 2, 3, 5, 6, 7, 9, 10, 11, 12 & 13 as set out in the Action Plan as attached as Appendix 3.
(ii)	To delegate authority to Executive Director of Growth to progress the recommendations 1, 2, 3, 5, 6, 7, 9, 10, 11, 12 & 13 identified in the Action Plan following consultation with the Cabinet Member for

		Transport and District Regeneration and the Executive Director Finance and Commercialism.
	(iii)	To note that external funding and resource opportunities will be identified to progress on recommendations 4. 8, 14, 15, 16 & 17 contained within Action Plan, following consultation with the Executive Director of Growth and the Executive Management Team, reporting back on whether to accept or reject these recommendations at a future Cabinet meeting.
	(iv))	To approve the establishment and Terms of Reference of the Southampton Accessibility Forum, to part action the recommendation to establish a Disability Access Forum, replacing the Cycle Forum, and delegate authority to Executive Director Growth, following consultation with the Leader of the Council, to administer the Forum in line with the Terms of Reference attached in Appendix 4.
REASONS FOR REPORT RECOMMENDATIONS		
1.	Overview and Scrutiny rules in part 4 of the Council's Constitution requires the Council 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.	Do Nothing. Not recommended as this as this would contravene the requirement in the Council's constitution to consider the inquiry report.	
3.	<u>Reinstatement of Cycle Forum</u> Under this option, the Council could resume Cycle Forum activities using the already existing Terms of Reference, however the Cycle Forum only addresses one mode of transport, rather than considering schemes from the perspective of multiple users, inclusivity, and how schemes would be used by people using multiple transport modes at one time.	
DETAIL (Including consultation carried out)		
4.	From October 2021 to April 2022 the Scrutiny Inquiry Panel conducted the Accessibility Southampton inquiry. The inquiry focused on looking at opportunities to improve the accessibility of Southampton.	
5.	The set objectives of the inquiry were: <ul style="list-style-type: none"> • To identify whether the physical infrastructure of the city creates barriers for disabled people to access all Southampton has to offer; • To identify good practice being employed to improve the accessibility of towns and cities elsewhere; and • To identify what initiatives and approaches could work well in Southampton to improve the accessibility of the city. 	
6.	The Scrutiny Inquiry Panel undertook the inquiry over 5 evidence gathering meetings. The Panel received presentations summarising feedback from Accessible Southampton focus group meetings convened by Spectrum CIL and attended by disabled people.	

7.	In addition to hearing the views of disabled people, the Panel received information from Spectrum CIL, AccessAble, Liverpool City Council, Cheshire West and Chester Council, Derby City Council, The Rose Road Association, Go! Southampton, SO:Let's Connect, transport operators in Southampton, Southern Health NHS Foundation Trust as well as officers from Southampton City Council.
8.	The final report was approved by the Inquiry Panel on 28 April 2022, the Overview and Scrutiny Management Committee on 9 June 2022 and was presented to Cabinet for response on 14 th June 2022. This report provides the Executive's response to the recommendations contained within the inquiry final report.
9.	<p>The Inquiry contains 17 recommendations with implications for the Growth Directorate service areas of Planning, Leisure Services, Green City and Infrastructure as well as proposed changes of approach to communications and information sharing with customer users. Reflecting the evaluation criteria utilised for the EU Access City Award, the inquiry report identifies areas for improvement against the following key areas of accessibility:</p> <ul style="list-style-type: none"> • Accessibility to the built environment and public spaces, • Accessibility to transportation and related infrastructures, • Accessibility to information and communication, • Accessibility to public facilities and services, and • Ownership and culture of accessibility. <p>The overall recommendations from Accessible Southampton Inquiry can be accessed in Appendix 2.</p>
10.	<p>The response to the recommendations is set out as an Action Plan in Appendix 3.</p> <p>The responses are set out in the Action Plan with responsible service area, outcomes/timescales and resources required to implement.</p> <p>A proposed response of identifying whether to:</p> <ul style="list-style-type: none"> • accept the recommendation, • further work is required on it before accepting/rejecting (e.g. to identify resources, or • to reject the recommendation. <p>Recommendations 1, 2, 3, 5, 6, 7, 9, 10, 11, 12 & 13 are proposed to be accepted.</p> <p>Recommendations 4, 8, 14, 15, 16 & 17 require further work to identify and conclude as they have identified gaps in provision which will require either further investigation to identify a lead officer or service or additional funding resource. Progress on the investigation of these will be reported back at a future Cabinet meeting.</p>
11.	<p><i>Accessibility Forum</i></p> <p>Representations to the inquiry from disability lobby groups on the themes of 'Accessibility to transportation and related infrastructures' and 'Accessibility to the built environment and public spaces' indicated that the Council currently has no appropriate mechanism to engage with people with disabilities apart from the statutory Traffic Regulation Order (TRO) process on transport infrastructure schemes.</p>

12.	The Action Plan recommends the establishment of 'Southampton Disability Access Forum' to ensure disability groups are consulted with at the design stage of transport projects, although the proposed Disability Access Forum will have a wider purpose to consult people with disabilities on a wide range of council service areas, including Leisure Services, Planning and Business Services. The Accessibility Forum will establish a feedback mechanism for disability groups which can lead the way for other service areas to adopt.
13.	It is proposed that a Southampton Accessibility Forum is created, replacing the currently dormant Cycle Forum. This would provide the remit for the Council to engage with a wide range of stakeholders, including disabled, cycling and walking groups and those involved in Child Friendly City, on transport and other areas schemes and policies. This would enable these groups to be proactively involved in scheme and policy development at an early stage.
14.	The administration of the Accessibility Forum would be within the Transport Policy & Sustainable Travel Team of Green City & Infrastructure Service Area in consultation with other service areas and the Cabinet Member. The Terms of Reference for the proposed forum are in Appendix 4.

RESOURCE IMPLICATIONS

Capital/Revenue

15.	<p>There are resource requirements for the delivery of the 17 recommendations in the Action Plan.</p> <p>For those recommendations proposed to be accepted costs will be absorbed through existing staff capacity, projects and existing capital programme. The recommendations identified as possible to take forward at this time have already been identified as priority within existing workstreams and already have progress logged against them i.e. 1, 2, 3, 5, 6, 7, 9, 10, 11, 12 & 13</p> <p>Recommendations identified as requiring further work will need further resource planning and identification before reporting back if they are accepted.</p> <p>Recommendations 3, 10 and 16 of the Action Plan are to be delivered with or by external partners such as Go! Southampton.</p>
16.	For the accepted recommendations, a budget allocation of £10,000 within the current approved capital programme from the annual Local Transport Plan Integrated Transport Block funding has been earmarked for prioritised installation of minor accessibility improvements supporting accessibility.
17.	The administration of the Accessibility Forum will be carried out by existing officers within the Transport Policy & Sustainable Travel Team of Green City & Infrastructure Service Area.
18.	As recommended, the Executive Director of Growth will be the delegated authority for taking forward the Inquiry recommendations, including seeking external funding/resource where required (in consultation with the Executive Director – Finance and Commercialisation), e.g. Recommendations 8, 14 and 17 on Action Plan, and to bring forward further recommendations to either accept or reject Inquiry recommendations based on these investigations.

<u>Property/Other</u>	
19.	Governance arrangements: the oversight of the implementation of this Action plan is provided by Growth Directorate initially, with consideration given to overall governance with other service areas that are contributing or have been identified as key to form joint governance.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
20.	Section 1 of the Localism Act 2011.
<u>Other Legal Implications:</u>	
22.	<p>Public Sector Equality Duty (s.149 Equalities Act 2010) - requires public bodies to consider the impact on any protected characteristics and designing services and functions having regard to the need to eliminated discrimination, harassment and victimisation when making decisions about policies and services. That includes but is not limited to:</p> <ul style="list-style-type: none"> - Removing or minimising disadvantages suffered by people due to their protected characteristics. - Taking steps to meet the needs of people from protected groups where these are different from the needs of those without protected characteristics. - Encouraging people from protected groups to participate in and improve accessibility to public life or in other activities where their participation is disproportionately low.
RISK MANAGEMENT IMPLICATIONS	
23.	<p>Some elements of Action Plan require external funding to progress. While this could be considered achievable, it cannot be guaranteed and without this Action Plan may not achieve its goals.</p> <p>External funding will be important as internal budget pressures will not allow for progress against certain recommendations e.g.8, which recommends the employment of a dedicated Access Officer. This cannot be actioned until the council exits the current period of restricted spending and/or external funding opportunities are identified.</p>
POLICY FRAMEWORK IMPLICATIONS	
24.	<p>Implementing the recommendations from the Accessible Southampton inquiry would support the delivery of the following objectives within Southampton City Council's Corporate Plan 2020-2025 and the Southampton City Strategy 2015-25:</p> <ul style="list-style-type: none"> - Wellbeing - people can start well, live well, age well, and live happy and fulfilling lives.... A city that prevents and intervenes early, promotes wellbeing, and allows people to live independently for longer. - A council that works for and with you - grow and deliver a great customer experience, opening doors and "minds" to working with partners across the city and the globe to solve the great challenges our city faces.

KEY DECISION?	Yes	
WARDS/COMMUNITIES AFFECTED:	All	
<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	Scrutiny Inquiry Panel Final Report June 2022	
2.	Scrutiny Inquiry Conclusion and Recommendations	
3.	Scrutiny Inquiry Executive Response & Action Plan	
4.	Accessibility Forum Terms of Reference	
Documents In Members' Rooms		
1.	None	
Equality Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.		Yes
Data Protection Impact Assessment		
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.		No
Other Background Documents		
Other Background documents available for inspection at:		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.	None	

Accessible Southampton? – Final Report



Scrutiny Inquiry Panel

PANEL MEMBERSHIP – 2021/22

Councillor Vaughan (Chair)

Councillor Rayment (Vice-Chair)

Councillor Coombs

Councillor Guest

Councillor Streets

Scrutiny Manager – Mark Pirnie



SOUTHAMPTON
CITY COUNCIL

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Chair's Introduction



Councillor Vaughan - Chair of the Accessible Southampton Inquiry Panel (2021/22)

Disability matters to all of us. Over 14 million people in the UK are living with a disability and 1 in 4 households are affected by disability. This includes people with physical, sensory, intellectual, psychological, emotional, age related and hidden impairments.

Evidence presented to the inquiry has identified that, compared to many places, Southampton is generally a good place to work and live for disabled people, however, significant challenges remain that prevent many of our residents from being able to access all that our great city has to offer.

It is currently perceived that accessibility has not been at the forefront of decisions, particularly on the built environment, with barriers still in place for residents and visitors to navigate the city independently and safely. By becoming a more accessible and inclusive city it will enable disabled people, and those with mobility issues, to access services and contribute fully to public life.

During the inquiry we have been informed about positive developments in the city that will improve accessibility as well as the potential to change attitudes and approaches that the Southampton City Vision Local Plan brings. We have also seen what can happen when cities prioritise accessibility. Getting it right helps all residents and visitors and can deliver significant environmental, economic and social benefits.

Our partners in the business community, through GO! Southampton, have outlined their ambition for Southampton to be an inclusive city that is accessible and welcoming to all. Now is the opportunity for the City Council to follow this example and work with disabled people in Southampton, and other key partners to make this ambition a reality by implementing the recommendations identified in this report.

I would like to thank all those that gave evidence and members of the Panel for their patience and support throughout the inquiry. Despite the challenges that holding meetings virtually can bring the Panel willingly listened to the detailed evidence in order to develop their understanding of the subject. For that I am genuinely grateful.

Accessible Southampton

The Aim of the Inquiry

1. In the foreword to the National Disability Strategy published in 2021, the Secretary of State for Work and Pensions and Minister for Disabled People state that:
‘Whoever you are, wherever you live, whatever your background, whether or not you have a disability – either visible or hidden – everyone should be able to participate fully, safely and free from prejudice in everyday life, enjoying all the freedoms and opportunities that entails.’
2. The National Disability Strategy identifies that disabled people’s aspirations for their lives are no different from non-disabled people’s aspirations. However, the strategy recognises that disabled people’s everyday experience is very different from non-disabled people.
3. Every day, many disabled people:
 - wake up in a home that is not adapted to their needs
 - rely on an unpredictable transport network to get out and about
 - navigate inaccessible and inflexible workplaces or education settings
 - face limited choice and additional expense when shopping around for goods and services
 - use unresponsive and fragmented public services that do not meet their needs
 - feel excluded from leisure opportunities and socialising
 - find themselves barred from exercising rights due to accessibility challenges.
4. The national perspective outlined above corresponds with feedback provided about Southampton. Findings from a 2020 access audit commissioned by Go! Southampton and undertaken by Spectrum Centre for Independent Living (CIL), identified significant challenges older and disabled people experience accessing Southampton.¹
5. Given the challenges outlined the Overview and Scrutiny Management Committee recommended at the September 2021 meeting, that an inquiry focussing on opportunities to improve the accessibility of Southampton is undertaken by the Scrutiny Inquiry Panel.

¹ [Access Southampton – Spectrum CIL, 2020](#)

6. The set objectives of the inquiry were:
 - a. To identify whether the physical infrastructure of the city creates barriers for disabled people to access all Southampton has to offer.
 - b. To identify good practice being employed to improve the accessibility of towns and cities elsewhere.
 - c. To identify what initiatives and approaches could work well in Southampton to improve the accessibility of the city.
7. The full terms of reference for the inquiry, agreed by the Overview and Scrutiny Management Committee, are shown in Appendix 1.

How the inquiry was conducted

8. The Scrutiny Inquiry Panel undertook the inquiry over 5 evidence gathering meetings. At the start of each meeting the Panel received a presentation summarising feedback from an Accessible Southampton focus group meeting attended by disabled people. The focus group, convened by Spectrum CIL, considered the issues to be discussed at the subsequent Inquiry Panel meeting. This ensured that the views of disabled people were represented.
9. In addition to hearing the views of disabled people, the Panel received information from a wide variety of organisations. This included Spectrum CIL, AccessAble, Liverpool City Council, Cheshire West and Chester Council, Derby City Council, The Rose Road Association, Go! Southampton, SO:Let's Connect, transport operators in Southampton, Southern Health NHS Foundation Trust as well as officers from Southampton City Council. A list of witnesses that provided evidence to the inquiry is detailed in Appendix 2.
10. The key findings, conclusions and recommendations from the inquiry are detailed succinctly later in this report.
11. Members of the Panel would like to thank all those who have assisted with the development of this review, in particular the following who has provided the Panel with invaluable advice throughout the inquiry:
 - Ian Loynes – Chief Executive, Spectrum CIL

Introduction and Background

What is an accessible city?

12. The Access City Award is a prize given by the EU every year to cities that work hard to be accessible. They define a city to be accessible when all people can live in it and use all things and services without problems. For example, a city is accessible when all people can easily:
- get the bus or the metro to go to work
 - use ticket machines to buy a ticket
 - go around the streets or get in public buildings like hospitals and town halls
 - get information in ways that they can read and understand.

Why is it important that towns and cities are accessible?

13. Over 1 in 5 people in the UK are disabled. That is over 14 million people in the UK living with a disability. It is a number that has continued to rise as people are living longer and treatments and technology in healthcare improve.²
14. 1 in 4 households are affected by disability, 45% of people aged 65+ have a disability and there are estimated to be at least 4.5m carers in the UK.³
15. Spectrum CIL estimate the number of disabled people living in Southampton to be approximately 37,500. This includes people with physical, sensory, intellectual, psychological, emotional, age related and hidden impairments.
16. Accessibility is key to inclusive cities. If cities are planned and designed poorly disabled people are further excluded. This exclusion means fewer opportunities for education, employment and involvement in community life. By tackling barriers and building inclusive cities it can enable disabled people, and those with access issues, to access services and contribute fully to public life.
17. Making cities accessible can also enable them to benefit from the spending power of disabled people and their household, often referred to

² <https://www.gov.uk/government/statistics/family-resources-survey-financial-year-2019-to-2020>

³ [AccessAble presentation to the Inquiry Panel](#) – 07/10/21

as the purple pound. In the UK this is estimated to be worth £274 billion per year (2020) and this figure continues to rise.⁴

18. The Lord Mayor of Chester effectively summarised the benefits provided by an accessible city when the City of Chester was awarded 2017 EU Access City Award winner:

“Improved accessibility brings not only reassurance and the necessary support to those who struggle with accessibility, but lasting economic and social benefits to the city” – Cllr Angela Claydon, Lord Mayor of Chester

Overarching legislation and strategic context

19. In addition to the benefits associated with an accessible city identified above, there are legal duties that underpin improving accessibility. The Equality Act 2010 prohibits discrimination against all persons on the grounds of the protected characteristics that are specified in the Act. Disability is one of the specified protected characteristics. Protection from discrimination for disabled people applies to disabled people in a range of circumstances, covering the provision of goods, facilities and services, the exercise of public functions, premises, work, education, and associations.
20. There are legal obligations under the Equality Act for employers and service providers to make reasonable adjustments to improve access for disabled people.
21. In addition to the legal obligations to individual disabled people, public bodies also have a wider Public Sector Equality Duty to actively:
 - Eliminate discrimination, harassment, victimisation
 - Advance equality of opportunity
 - Foster good relations
22. The Duty requires public bodies to take into account disabled people’s impairments, when making decisions about policies and services, as the law recognises that disabled people’s needs may be different from the needs of non-disabled people. This might mean making reasonable adjustments or treating disabled people better than non-disabled people to meet their needs. Having due regard for advancing equality involves:
 - Removing or minimising disadvantages suffered by people due to their protected characteristics.

⁴ <https://wearepurple.org.uk/the-purple-pound-infographic/>

- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

National Disability Strategy

23. To build on the progress that has been made since disability discrimination legislation was introduced more than 25 years ago (now subsumed within the wider Equality Act), the Government, in 2021, published a National Disability Strategy.
24. Whilst it has been criticised by disabled people and representative organisations due to the lack of consultation, the strategy recognises that there have been many improvements in services, access and opportunities for disabled people. The employment gap has narrowed. Levels of understanding and visibility have increased. There have been profound changes in public attitudes towards disability. However, feedback from disabled people has identified that these positive changes, while welcome, are not enough. The vision for the National Disability Strategy is therefore to transform disabled people's everyday lives.
25. The strategy sets out actions that the Government will take on the path towards delivering the stated vision. A number of these actions are linked to making cities more accessible, in particular the focus on housing, transport and public services, and these will be referenced later in this report.

Key ingredients of an accessible city

26. The EU Access City Award recognises the efforts made by cities to become more accessible; promotes equal access to urban life for disabled people and allows local authorities to promote and share their good practice.
27. The award celebrates a city's willingness, ability and efforts to become more accessible, in order to:
 - guarantee equal access to fundamental rights
 - improve the quality of life of its population and ensure that everybody – regardless of age, mobility or ability – has equal access to all the resources and pleasures cities have to offer.
28. The overarching message that the award scheme aims to communicate to the local level is that Europeans have a right to live in urban areas where services and leisure activities should be accessible to all. Cities should therefore strive to improve the quality of life for their citizens by enhancing accessibility.

4 Key areas of accessibility

29. The evaluation criteria utilised for the EU Access City Award identifies four key areas of accessibility:
 - a) The built environment and public spaces
 - b) Transportation and related infrastructures
 - c) Information and communication, including information and communication technologies (ICT)
 - d) Public facilities and services.

Ownership, level of commitment

30. The EU Access City Award also recognises the importance of ownership and commitment by a city's administration to implement accessibility action.
31. The following are key application criteria that an applicant city has to demonstrate:
 - The actions implemented or planned are part of a coherent strategy or policy framework, rather than just ad hoc projects.
 - Accessibility must be mainstreamed in the city's policies and its regulations.

- There is a corporate commitment to accessibility at a high level within the authority.
- Appropriate resources are allocated to implement these policies.

Involvement of disabled people and relevant partners

32. Any applicant city also needs to demonstrate in the planning, implementation and maintenance of city policies, and initiatives aimed at increasing accessibility, the active and clear involvement of disabled people and their representative organisations.
33. Reflecting the relevance of the EU Access City Award objectives to the Accessible Southampton inquiry terms of reference, the inquiry was conducted following the 4 key accessibility criteria utilised in the Access City Award. Separate meetings looking at each criterion were scheduled. The issues of ownership, commitment and the involvement of disabled people were themes that cut across each of the Inquiry Panel meetings.

Accessibility to the built environment and public spaces

The EU Accessible City Award criteria includes the following issues under this heading - City centre design, streets and pavements, parks, squares, monuments and open spaces, work environments, markets, festivals and other outdoor events.

‘66% of disabled people said they had faced discrimination due to physical access issues’ – AccessAble UK Survey, 2018

34. The way places are designed affects our ability to move, see, hear and communicate effectively. If cities are built with accessibility and inclusivity in mind it enables everyone to participate equally, confidently and independently in everyday activities.
35. According to the Inclusive Design Hub, inclusive design is the design of an environment so that it can be accessed and used by as many people as possible, regardless of age, gender and disability. An environment that is designed inclusively is not just relevant to buildings; it also applies to surrounding open spaces, wherever people go about everyday activities. This includes shops, offices, hospitals, leisure facilities, parks and streets.
36. Inclusive design keeps the diversity and uniqueness of each individual in mind. To do this, built environment professionals should involve potential users at all stages of the design process; from the design brief and detailed design through to construction and completion. Where possible, it is important to involve disabled people in the design process.⁵

The Principles of Inclusive Design

37. The Commission for Architecture and the Built Environment (CABE) published and promoted the following principles of inclusive design as it relates to the built environment:⁶
 - Inclusive – so everyone can use it safely, easily and with dignity
 - Responsive – taking account of what people say they need/want
 - Flexible – so different people can use it in different ways
 - Convenient – All can use it without too much effort or separation

⁵ <https://inclusivedesign.scot/>

⁶ <https://www.designcouncil.org.uk/sites/default/files/asset/document/the-principles-of-inclusive-design.pdf>

- Accommodating for all people, regardless of their age, gender, mobility, ethnicity or circumstances
- Welcoming – with no disabling barriers that might exclude some people
- Realistic – offering more than one solution to help balance everyone’s needs and recognising that one solution may not work for all.

How accessible is Southampton’s built environment?

38. Feedback provided to the Inquiry Panel, reflecting the discussion at the Spectrum CIL convened Accessible Southampton Focus Group meeting, identified a number of areas where the accessibility of Southampton’s built environment fails to mirror best practice and adhere to the principles of inclusive design. However, before those issues were raised it was recognised that access, particularly in the City Centre, was generally good, and that there are plenty of examples of good design and access, particularly in retail areas.
39. The fact that most shops allow assistance dogs and shops make a lot of effort, and that Audio Loop Systems, when installed and operational, are really making a difference to hearing impaired people [NB: only very few installed/operational in shops and public buildings] were raised as examples of good practice.
40. The areas of concern with regards to the design of the city and accessibility were classified into the following areas:
 - City Design – Getting around the city
 - Buildings and Spaces – Retail & Public
 - Buildings and Spaces – Homes
 - Accessible Toilets
 - Planning and Building Control

City Design – Getting around the city

41. The most common hazards for people getting around the city on foot or in a wheelchair came from a wide variety of street furniture, such as billboards and other displays outside shops, inconveniently placed bollards or rubbish bins, and cafe/restaurant pavement tables. While such hazards cause difficulties for most disabled people, they can be particularly dangerous for people with visual impairments.

42. Problems with pavements causing obstruction or danger were also raised. For example, sudden changes in width or height of the pavement, shortage of dropped kerbs - resulting in people having to go onto the road - or cracked/broken paving, creating a tripping hazard. Examples where the pavement was not defined from the road spaces and the use of cobbles in paving were raised.
43. Poorly designed seating was referenced, and specific challenges faced by particular groups of disabled people - those with mental health conditions or Autism, as well as people who use assistance dogs were highlighted. A crowded city centre can be disorientating, or even hostile, environment for many people in these groups - to the extent that they will often be reluctant to go to the city centre at all.
44. Other issues raised included the lack of accessible signposting around the city for people with visual impairments and poorly phased traffic and pedestrian crossings.

Buildings and Spaces – Retail and Public

45. Various access issues were noted in relation to cafes, bars and restaurants in the city centre. For example, internal steps put in for purely aesthetic reasons - thereby creating an unnecessary access barrier - and the current fashion for high tables and stools in many pubs and cafes, which are also inaccessible.
46. The most common problems with shops include:
 - stepped access at entrances
 - narrow and cluttered aisles or queuing lanes
 - poorly sited or designed displays
 - shortage of accessible lifts
 - poor lighting for people with visual impairments
 - lack of accessible changing cubicles
 - lack of accessible toilets or hearing loop systems - remain even after recent refurbishments
 - even some council owned leisure facilities are not fully accessible.

Building and Spaces - Homes

47. Too few new houses are built to be accessible. Disabled and older people want to visit friends, family and neighbours just as much as

everyone else. If all homes had a basic level of accessibility built in, it would be less costly to adapt as people age or become disabled.

Accessible Toilets / Changing Places Toilets

48. Problems with finding accessible public toilets when out and about in Southampton was highlighted. It was felt that, since the City Council closed many of the public toilets in the city centre, disabled people have to try to find toilets in shops - but these are often inaccessible and/or poorly maintained and designed, even in the modern leisure/retail developments in the city centre.
49. Southampton also has very few Changing Places toilets in comparison to other similar cities (10 as of March 2022⁷). A Changing Places toilet provides sanitary accommodation for people with multiple and complex disabilities. Even though not many exist, they are not widely used because people don't know they exist.

Planning and Building Control

50. Feedback was critical of the City Council's approach to ensuring that new or refurbished buildings in Southampton are accessible from both a Planning and Building Control perspective. Expectations are that Planners should insist that good access is built in at the design phase of new builds. The perception is that guidance is routinely ignored by developers and often no access or bad access is included in new buildings and access is sometimes reduced when buildings are modified. At the Accessible Southampton Focus Group meeting disabled people stated that:

"Access considerations should be put in place, and planning officers should ensure access rights are preserved – but they don't"and..

"Planning officers don't appear to 'police' access requirements"

51. The Building Control Service was identified as a contributor to the lack of access as inaccessible provision is routinely granted permission.
52. A specific criticism related to the lack of support the Council provided to members of the public who wanted to report any access issues they come across when out and about in Southampton.
53. The following contribution from Rebecca Handley, Deputy Executive Director and Operations Director at Go! Southampton, the Business

⁷ <https://www.changing-places.org/find>

Improvement District for the city centre, effectively encapsulates the feedback provided:

'It is currently perceived that accessibility has not been at the forefront of decisions on the built environment, with many barriers still in place for residents and visitors to navigate the city independently and safely.'

A disabled person's perspective – Jemma Brown

54. Many of the issues raised were highlighted in the superb presentation to the Panel from Jemma Brown. Jemma is blind and lives with multiple disabilities, including chronic illness that causes chronic pain and fatigue requiring the part-time use of an electric wheelchair.
55. Jemma was asked to reflect on the challenges that she experiences accessing Southampton's built environment. Below is a summary of the key issues raised by Jemma:

- SCC is failing its citizens with a disability, we are left out of planning decisions and given very little thought when making decisions and planning on how the built environment impacts us.
- SCC are following a medical model of disability that is outdated & harmful, SCC expects me as a disabled person to adapt to force my body to work in environments that it was not designed for.
- The area around the station is one example of poor planning both in terms of traffic management and the impact on disabled people. Decisions to have the road and the pavement in the same colour scheme and have tactile crossing points but not actual crossings put pedestrians at risk - The pavement should be a space where I am safe but around the station this is not the case.
- SCC is investing in its road network but I have to tell you that in doing this they have not considered the accessibility implications. In many cases the level of the road has been dropped and the difference in level has not been fixed when it comes to dropped curbs meaning that in some cases what looks like a dropped curb is actually a step. This is the case for many of the roads along Hill Lane between Atherley Bowling Club and Taunton's College. It is incredibly difficult to get between the roads mentioned.
- Sadly, there are many shops and businesses in Southampton that are not wheelchair accessible and are also not offering reasonable adjustments to accommodate disabled people meaning that there are areas that are totally no go.

- With a guide dog I have been asked to leave shops in the city centre.
- For me the biggest problem is there is no easy way of reporting accessibility issues like a broken dropped curb, there are no policies or programs in place. It is really difficult to report issues.
- When West Quay South was built I raised with both Guide Dogs, sensory services, and West Quay that the steps are incredibly dangerous there were no tactile markings and they are curved quite frankly it scared me, one wrong step and there would be a serious accident. West Quay and its contractors did nothing... it was about a year later the tactile markings were retrofitted but even these have been fitted not following best practice.
- I believe SCC should be holding the designers of planned works accountable where a public building is designed and proposed at a planning level SCC should be prioritising accessibility and where reasonable (e.g. public buildings) refusing planning applications that go against best practice.
- Right now it takes me, an unpaid individual, to affect change and put quite simply it is often too late by the time I flag it.
- SCC needs to be pushing for inclusion and equality with a joined-up approach - SCC needs to implement new systems of reporting accessibility issues.
- Gosport where I grew up has an accessibility forum, that just looks at the high street area disabled people can anonymously report issues and it can then be followed up by the forum. If no action is taken the forum have the power to then raise it with the local council who will then ensure the issue is resolved.
- My choices are limited by decisions made - lack of infrastructure and joined up thinking and to be honest I am fed up of this.
- I feel SCC should be employing disabled people to test accessibility features and review potential problems, this member of staff can also start an access forum for the city centre, my dream would be for this to become something city wide.

56. Jemma's full written statement provided to the Panel is available here:

<https://www.southampton.gov.uk/modernGov/documents/s53904/Jemma%20Brown%20-%20Written%20evidence.pdf>

What is happening in Southampton to improve the accessibility of the built environment?

57. At the Inquiry Panel meeting the Panel received representations from the City Council and Go! Southampton, informing them about developments planned or proposed that could address some of the accessibility challenges identified in the previous section.

Planning/Building Control - Southampton City Vision Local Plan

58. Southampton's current planning policies relating to accessibility date from 2006. SDP 11 - Accessibility and Movement, states that Planning permission will only be granted for development which contributes to an attractive network of public routes and spaces for pedestrians, cyclists and vehicles; secures adequate access for all pedestrians including people with mobility and sensory difficulties such as elderly people, disabled people, the very young and those using prams and wheelchairs.
59. For all Major development (10 dwellings/1,000sq.m) and new dwellings in Conservation Areas there is a requirement to produce Design & Access Statements that set out the applicant's case.
60. Officers at the meeting recognised that there is plenty of evidence that this in itself doesn't deliver accessible development.
61. Building Regulation applications are checked against Part M minimum standards (building regulations in England to ensure that people are able to access and use buildings and their facilities) at plan approval stage and via site inspection at completion stage prior to occupation.
62. Higher standards can be applied by the Council subject to planning conditions and policy. Officers recognised that most developers will work to minimum accessibility standards unless required to do otherwise.
63. There is scope for planning policy as it relates to accessibility to be updated and reset. Southampton City Council is currently refreshing the Local Plan that sets out the vision for future development in the city, identifies what areas should be developed, and what requirements and standards developers should meet in their proposals. This provides an opportunity to secure higher accessibility standards for future developments which require planning permission.

64. Whilst the new 'Southampton City Vision Local Plan' is being developed there is an opportunity to add to the existing policy to include embedding an accessibility checklist.

The Public Realm

65. The Panel were informed that the Council has recently increased its funding for footway repairs. The footway budget is £1.5m until the end of 2022/23 (previous years circa £500k per annum). It was recognised that this could help improve accessibility.
66. In Southampton the design of the public realm is guided by the Streetscape Toolkit, and relevant Department for Transport guidelines. The Streetscape Toolkit was last updated in 2013 and a refresh is due to commence shortly.
67. The refresh of the Streetscape Toolkit provides an opportunity to incorporate best practice with regards to accessibility in the Council's highways design standards moving forward.

Go! Southampton

68. The City Centre Business Improvement District (BID), that represents over 630 businesses, has an ambition for Southampton to be an accessible and inclusive city that is designed with accessibility in mind, that listens to and understands its community.
69. Following the BID ballot in November 2021, Go! Southampton have been developing a new five year business plan. A new Inclusive City workstream will commence in April 2022 where the BID will be investing in initiatives that improve inclusivity across the city.
70. The BID is committed to working with businesses to make premises more accessible through interventions such as hearing loops and training for businesses to be more accessible and understanding of visitors' requirements. This reflects the view presented by Spectrum CIL at a Panel meeting that it doesn't matter how good or bad provision is, if customer service is wrong.
71. Go! Southampton is working with Spectrum CIL on the accessible premises initiative and is passionate about decluttering the city centre to make it easier to navigate. It is keen to work with the City Council to deliver this and to tackle the various barriers identified in the Spectrum CIL access audit commissioned by Go! Southampton.⁸

⁸ [Access Southampton – Spectrum CIL, 2020](#)

Lets Loop Southampton

72. Lets Loop Southampton is a voluntary organisation that aims to make Southampton the first city in England to have a hearing loop in every public space. Information presented to the Panel indicated that currently only 4% of shops have loop systems installed.
73. Lets Loop Southampton has a grant fund available to meet the cost of installing a loop system (they cost about £200). The initiative is supported by the City Council and Go! Southampton.

Accessible built environment - What cities are getting this right?

74. Good practice from the following cities was presented to the Panel

Chester

75. Named EU Access City Award winner in 2017, the only UK winner. Chester is an historic city with ancient walls. Where full access is not possible the principle of least restrictive access is applied in the design of the public realm making the walls as accessible as possible for people.
76. The Council is aiming to ensure that the most severely disabled people can visit and enjoy the city's leisure, heritage and cultural facilities. Examples of good practice include:
 - Storyhouse Cultural Centre – Accessibility is at the forefront of the design of the building. The facility is fully inclusive and includes a Changing Place toilet, gender neutral toilets and removable seating to enable people to sit together if a member of a party is in a wheelchair.
 - Access guides and interpretation panels show wheelchair access points for the historic city walls.
 - There are currently at least 15 Changing Places across the Borough of Cheshire West and Chester with more planned.
77. During the Panel's discussion with Cheshire West and Chester's former Senior Access Officer the following critical success factors were identified:
 - Improving access has been a corporate priority since the mid 1990's and is embedded in the culture of the organisation.
 - The One City Plan strategy which guides the future regeneration of Chester. The Plan puts accessibility high on the agenda.

- The Corporate Disability Access Forum (CDAF) set up in 2013 ensures effective engagement and input from disabled people. The Forum works with developers and architects to ensure that the needs of disabled people are considered and that, wherever possible, minimum standards are exceeded.
 - A dedicated Access Officer works across the Council and its private sector partners on all aspects of access improvement. The Access Officer co-ordinates the CDAF, investigates and responds to all access related complaints received by the Council and works with internal and external partners to implement changes to buildings, facilities and practices. This role ensures that accessibility is at the heart of planning.
78. The approach to accessibility employed in Chester has a positive financial impact on the city. In 2015 the average amount spent in Chester by Shopmobility customers was £79 per visit. Shopmobility customers alone spent approximately £237,000 annually in Chester.

Liverpool

79. Reflecting Liverpool's long-standing commitment to accessibility, the city has strong planning policies in relation to accessibility. Urban Design 4 requires all new developments to meet the highest standards of accessibility and inclusion. The Access Officer employed by the Council can insist on BS 8300 standards rather than minimum standards. Hotel rooms with ceiling hoists in Liverpool are an example of this.
80. Liverpool's Accessible Housing Policy is the most ambitious in UK. All new housing must be at least M4(2), accessible or adaptable housing, with 10% M4(3), wheelchair accessible. This will increase the supply of accessible and adaptable homes meaning that disabled people can remain in their homes, reducing the need for expensive social care packages & improving the sustainability of communities.
81. Liverpool has a Corporate Access Forum similar to Chester. The forum plays a key role in the design of new developments, this includes the new Everton FC stadium which will be the most accessible in the UK. The stadium will include 14 gender neutral toilets and 3 Changing Places.
82. As of December 2021, Liverpool had 37 Changing Places with 8 more planned for the city.

Recommendations to improve the accessibility of the built environment and public spaces in Southampton

83. Having identified that in Southampton accessibility has not been at the forefront of decisions on the built environment, with many barriers still in place for residents and visitors to navigate the city independently and safely, it is clear that opportunities exist to address the impediments identified.
84. As Go! Southampton's written evidence to the Inquiry Panel stated:
'If you design a city with accessibility in mind, you can remove barriers and enable everyone to experience the city in a positive way and bring significant environmental, economic and social benefits..... Southampton has the potential to learn from best practice across the UK and Europe..... It is critical to understand and listen to the needs of our community, to reflect on their perceptions of accessibility in the city and co-create solutions that bring meaningful value.'
85. Information presented to the Panel from Cheshire West and Chester Council identified that the average cost to the NHS of a trip or fall where an ambulance is required is £14,000. Given this figure, and the value of the purple pound (see paragraph 17), it is likely that, as stated by the City Council's Executive Director of Wellbeing (Health & Adults), investment in infrastructure to make it accessible will deliver a financial return to the city.
86. To improve the accessibility of Southampton's built environment the following actions are recommended:
- i. Enshrine the principles of accessibility and inclusion within the Southampton City Vision Local Plan - The Local Plan presents an opportunity for the city to enshrine within its development principles an overarching commitment to make accessibility and inclusion central to future development. Development standards should include -
 - Requiring all new development to meet the highest standards of accessibility and inclusion.
 - Requiring all new housing to be at least accessible or adaptable housing, with a minimum of 10% wheelchair accessible.
 - ii. Whilst the new Southampton City Vision Local Plan is being developed embed an accessibility checklist within existing planning policy.

- iii. Update the Streetscene Toolkit to reflect available best practice with regards to accessibility of the public realm.
- iv. Establish a Southampton Disability Access Forum – Following the approach employed in [Chester](#), the Council should work with Go! Southampton, transport partners and local disability organisations to set-up and facilitate a cross-sector access forum. The forum, building on an existing Spectrum CIL led forum, would play a key role in designing and planning future developments as well as monitoring access across the city.
- v. Employ an Access Officer (potential for this post to work across Hampshire authorities) – This post would work across the Council and its private sector partners on all aspects of access improvement and would be, alongside the Access Forum, a focus for all built environment access related complaints received by the Council.
- vi. Changing Places toilets – Building Regulations have been updated requiring Changing Places toilets to be a condition of new developments that meet certain criteria. To support publicly accessible facilities the Council should apply for funding if the Government announces a new round of grants to develop the provision of Changing Places.
- vii. Work in partnership with Go! Southampton to deliver their ambition for Southampton to be an accessible and inclusive city.

Accessibility to transportation and related infrastructures

The EU Accessible City Award criteria includes the following issues under this heading - measures related to the car parks, airports, railway stations and bus stations, taxis, trains, buses and trams, proximity, interconnectivity of public transport and journey information availability.

“The world is different. You have to book if you want to use a bus; you have to book if you want to get a train. [Spontaneity] ... is a luxury.”⁹

87. Transport has the ability to open doors, to unlock potential and to increase confidence. It enables people to see family and friends as well as seek and access employment. It can make the difference between feeling socially isolated and feeling socially included.
88. Transport can however also be one of the biggest barriers faced by disabled people. In 2019 Scope surveyed 2,000 people about how difficulties around using public transport affects their ability to lead independent, confident and connected lives. The research found that two thirds of disabled people had experienced problems using public transport in the last year and 30 percent of disabled people said that difficulties with public transport had reduced their independence.¹⁰
89. In 2018 the Government published an Inclusive Transport Strategy. The strategy sets out the Government’s plans to make our transport system more inclusive, and to make travel easier for disabled people.
90. The stated ambition is for disabled people to have the same access to transport as everyone else, and to be able to travel confidently, easily and without extra cost. By 2030 the Government envisages equal access for disabled people using the transport system, with assistance if physical infrastructure remains a barrier.

General principles for travel

91. In his presentation to the Panel, Ian Loynes - Chief Executive at Spectrum CIL, outlined some general principles that should be followed by a city that has the ambition to have an inclusive transport system:

⁹ [National Disability Strategy](#) – Quote from Jessica, p39, 2021

¹⁰ [Travel-Fair-report \(1\).pdf](#)

- Good access should be built in at the design phase. Ask disabled people as co-production is cost effective.
- Public transport should include all, segregated transport is not the answer (Dial-a-Ride) as it is expensive and exclusionary.
- Consider the whole experience - Booking / tickets, getting to the public transport destination, interchanges (car-taxi-bus-train).
- Proper consideration of pedestrians, particularly those who have impaired senses.
- It doesn't matter how good/bad provision is if customer service is wrong.

How accessible is Southampton's public transport and related infrastructure?

92. The Inquiry Panel received information from transport operators in Southampton and City Council officers. This information, considered alongside the feedback provided to the Inquiry Panel following the discussion at the Spectrum CIL convened Accessible Southampton Focus Group meeting, provided an overview of the accessibility of Southampton's public transport system and related infrastructure.

Buses

93. There has been considerable investment in the bus infrastructure to improve the accessibility of the fleet and related elements. As a result:
- 230+ buses operate in Southampton, all buses can 'kneel' to meet raised kerbs at bus stops making it quicker and simpler for wheelchair users and those with mobility impairments to access.
 - Buses have at least 1 designated wheelchair space where wheelchair users have priority over other users.
 - Onboard the buses 86% have 'next stop' audio and visual bus stops – the remaining buses are being upgraded by operators.
 - Local bus operators provide large format printed timetables for the visually impaired – these are available from travel shops.
 - Bus Stops – The City Council uses the Transport for London (TfL) guidance for bus stop design which is considered to be over and above national guidance. A local 'Basis of Design' is being developed for bus stops.

- Bus operators participate in a number of schemes to improve the accessibility of buses. First are signatories to the RNIB charter to assist passengers with visual impairments – stopping at bus stops if there is someone waiting and talking to passengers about the route; Bluestar run Helping Hand Scheme using a card that provides information on any assistance they may require.
94. Key concerns raised by the Accessible Southampton Focus Group related to buses only having one designated space for wheelchair users limiting the ability of wheelchair users to travel together.

Trains

95. There are eight railway stations in Southampton – Southampton Central plus seven suburban stations. Of the eight, only Southampton Central is fully accessible with lifts to all platforms, hearing loops, digital displays, available staff etc. The remaining stations are partially or not accessible.
96. Reflecting this, feedback from the Focus Group was that accessibility is generally good at Southampton Central and that most rail staff tended to be happy to help. However, as disabled people are expected to book tickets at least 24 hours in advance the lack of spontaneity or flexibility is a barrier to travel.

Ferries

97. Red Funnel employ customer service staff to provide assistance before, during and after a voyage for disabled people.
98. They work closely with blind/visually impaired groups in Southampton and the Isle of Wight to make recommendations on how to improve the journey experience and they provide disability awareness training to all customer facing staff.

Taxis

99. The number of hackney carriages in Southampton is fixed at 283 with plates 214-283 required to be Wheelchair Accessible Vehicles (WAV). Should any plate from 001 to 213 become available as a new licence it will also have to be a WAV. Therefore, approximately 25% of Southampton's hackney carriages are currently required to be wheelchair accessible.
100. There are currently 1,029 licensed Private Hire Vehicles operating in Southampton. Of these only 48 (4.6%) are WAVs.

101. Taxi operators have difficulty fulfilling wheelchair work because of the lack of vehicles, particularly at school run times when the vehicles are required for pupil transport.
102. Perhaps reflecting the lack of WAVs, the Focus Group feedback raised the issue of wheelchair users having to book in advance, except at Southampton Central, and questioned why all hackney carriages are not required to be wheelchair accessible.

Parking

103. On street disabled parking is widely distributed in locations across the city centre, district centres and resident parking zones.
104. 143 disabled bays are available in City Council off-street car parks in the city centre and in district centres.
105. Level access and lifts to street level and walkways are available in all Council multi-storey car parks and surface car parks do not carry a charge for Blue Badge holders.
106. For new developments City Council Parking Standards set out the minimum number of disabled parking spaces required and design standards that must be adhered to.
107. Feedback from the Accessible Southampton Focus Group referenced the difficulty finding suitable accessible parking spaces, even outside of busy times and, reflecting a lack of engagement with disabled people, the lack of consideration of the real needs of disabled drivers in the design and placement of parking spaces and car parks.
108. Facilities need to reflect the variety of car designs with appropriate signage to reflect usage. Design challenges identified included:
 - Car park barriers are not usable by many disabled drivers simply because they cannot reach the buttons without leaving the vehicle, even asking for help needs a button to be pressed.
 - Car parks, and parking bays, are commonly not designed for bigger vans, most wheelchair accessible vans are bigger.
 - On street parking space restrictions make parking for people who need to exit at the rear, or side, of their vehicles difficult.
 - Not all on street spaces for disabled people have drop kerbs.
109. The Civic Centre disabled bays were identified as the best spaces in the city for wheelchair users however, currently, if there's an event going on, the Civic Centre car park is often closed.

ShopMobility

110. In Southampton ShopMobility services are provided at West Quay Shopping Centre and in the city centre. The city centre ShopMobility scheme had almost 3,000 hires last year and information presented to the Panel by Spectrum CIL estimated that over a third of customers using the scheme spend over £50 per city centre visit.
111. The Focus Group raised the need for ShopMobility schemes in other shopping areas of the city.

Signage

112. There are 130 directional signs in Southampton. The original design of the signs was subject to a DDA audit which recommended high tonal contrast.
113. Feedback from disabled people identified that some colours used are not good for visually impaired people and that signage could be improved to make it fully accessible to all disabled people.

What is happening that may improve the accessibility of public transport and related infrastructure in Southampton?

114. Developments planned or proposed that could address some of the accessibility challenges identified in the previous section were presented to the Inquiry Panel.

Buses

115. Under the Public Service Vehicles Accessibility Regulations 2000, buses and coaches designed to carry over 22 passengers, and which are used on local and scheduled services in the UK, must incorporate at least one wheelchair space.
116. The National Disability Strategy recognises needs and expectations of disabled people have changed in the last 20 years and includes a commitment that the DfT will review the Public Service Vehicles Accessibility Regulations 2000, starting with research in 2022.
117. In 2021 the City Council published a Bus Service Improvement Plan. The Plan, developed jointly with bus operators, includes a vision that buses are inclusive and provide value for money.
118. The Plan includes a request for DfT funding to deliver upgrades to all bus stops in Southampton to meet TfL accessibility standards; Accessibility audits to bus stops; Work with user groups to develop

assistive technologies; Continue Independent Travel Training; Innovative and capped fares.

Trains

119. The National Disability Strategy references a suite of accessibility reforms for train travel. These include a duty on Great British Railways to improve accessibility and the development and implementation of a national accessibility strategy for the railways.
120. The strategy also commits the DfT to conduct a network-wide accessibility audit of station facilities at all 2,565 mainline railway stations in Great Britain to inform future investment decisions. In Southampton future improvements are being developed through updated Station Travel Plans.
121. All Aboard Project - In April 2020 Rose Road Association was awarded a grant from South Western Railway to address some of the barriers to rail travel for young people with severe disabilities.
122. The project has included the development of step-by-step guides using PCS (Picture Communication System) to travelling by train. The project finished in March 2022 and information is still being collected but the feedback that has been received to date has been largely positive.
123. South Western Railway staff have had training on the issues raised and are taking the issue seriously.

Taxis

124. The Council is scheduled to undertake the next taxi unmet demand survey in April/May 2022. Through the survey the Council's Licensing Team have been requested to look at the issue of wheelchair accessible vehicles in more detail.

Ferries

125. Red Funnel have plans for 2022 to improve the accessibility of vessels by upgrading lifts, toilets, seating and safety communications.

Southampton Airport

126. In 2021 Southampton Airport established an Accessibility Forum and is in the process of making improvements to the accessibility of the airport.

Transport infrastructure improvements

127. The Council is designing two transport interchanges, a rail / bus interchange, and a bus interchange. This presents an opportunity to reflect best practice in the design of these facilities and to engage disabled people.
128. As part of the Council's funding bid to the DfT under the Active Travel Fund, the Council has applied for £100k capital funding for Accessibility Improvements. If the bid is successful a governance framework will be set up to allocate the £100k. The Council is keen to engage disabled people fully in this process. The application was for funding for the 2022/23 financial year, and Council is waiting for an announcement from Government.

Inclusive Transport Strategy

129. To support the objectives in Connected Southampton - the Council's Local Transport Plan, and the emerging City Vision Local Plan, the City Council will be developing a number of plans. These include an Inclusive Transport Strategy.

Accessible public transport and related infrastructure – What cities are getting this right?

130. Good practice from the following cities was presented to the Panel.

Derby

131. Derby were one of the first cities to insist that as a condition of license all hackney carriages must be wheelchair accessible. Derby had to go to court twice over this but were successful on both occasions.
132. The National Inclusive Transport Strategy (2018) identifies 53 local authorities where 100% of the hackney carriage fleet is wheelchair accessible. This includes Basingstoke & Deane Borough Council and Rushmoor Borough Council both located in Hampshire.¹¹
133. Representatives from Cheshire West and Chester Council and Liverpool City Council informed the Panel that they require all hackney carriages to be wheelchair accessible. In these authorities

¹¹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728547/inclusive-transport-strategy.pdf - P67

the accessible fleet contributes to home to school transport and accessing day care provision.

Chester

134. Chester's Bus interchange was awarded 2018 Accessible Transport Project of the Year. Designers followed best practice outlined in BS 8300 - 'Design of an accessible and inclusive built environment'.
135. The Corporate Disability Access Forum (CDAF) was consulted on the plans on 2-3 occasions, and this led to the designs being enhanced following the feedback received.
136. The interchange includes a direct phone line to Shopmobility, a 'map for all', a Changing Place toilet, tactile paving to enable visually impaired to navigate the bus station, and bins with yellow tops that are visible for partially sighted people.
137. The Access Officer was also a key consultee and worked closely with the project design team on the designs.
138. Cheshire West and Chester Council have also recently updated their signage strategy to reflect best practice.



The Map for All – Chester Bus Interchange

Merseyside

139. Merseyside has 40 new trains that are accessible including level access from train to platform. There is no requirement for disabled people to book in advance for these services.

Recommendations to improve the accessibility of public transport and related infrastructure in Southampton

140. Southampton's transportation and related infrastructure provides a number of examples where action has been taken to make travel easier for disabled people.
141. Challenges still exist for disabled people to access all aspects of the transportation system in Southampton, and it is unlikely that, even with the proposed initiatives identified, the ambition within the Government's Inclusive Transport Strategy of a transport system offering equal access for disabled people by 2030 will be achieved in the city.
142. The ability to be spontaneous with regards to travel plans remains a challenge for disabled people.
143. Southampton has the potential to learn from best practice. Infrastructure, provision and end to end journeys can be designed with accessibility in mind, thereby removing barriers and enabling everyone to access the various modes of transport available.
144. To improve the accessibility of Southampton's public transport and related infrastructure the following actions are recommended:
- i. Utilising best practice guidance, and the proposed Southampton Disability Access Forum, ensure that good access is built in at the design phase of transport infrastructure schemes, including parking.
 - ii. Analyse the findings from the taxi unmet needs survey and explore opportunities to move to 100% wheelchair accessible hackney carriages and to increase the number of wheelchair accessible private hire vehicles in Southampton.
 - iii. With disabled people, review signage in Southampton, including the Legible Cities signage, to make it more accessible to disabled people.
 - iv. Explore opportunities to establish ShopMobility schemes in Southampton's district centres.
 - v. Recognise the importance to disabled people of the disabled parking spaces in the Civic Centre Car Park when planning events in Southampton City Centre.

Accessibility to information and communication

The EU Accessible City Award criteria includes the following issues under this heading - measures related to access to the city authorities' official information. For instance: accessibility of promotional multimedia information of the municipality, advice and citizen feedback procedures on the accessibility of the website, online information provision in arts, culture, entertainment, sport facilities, signage and guidance in public places, outdoor or indoor, tourist information, accessibility of the public information kiosks, provision of assistive technology and inclusive ICT resources for the whole community in public libraries and online centres.

'Over 3 quarters of disabled people haven't visited somewhere they wanted to go because they could not find the information they needed.' - AccessAble UK Survey, 2018

145. In her presentation to the Inquiry Panel, Anna Nelson, Chief Executive at AccessAble, outlined the importance of information provision, identifying it as one of the 3 key facets of accessibility, alongside the welcome and the physical space itself.
146. Information about accessibility has the power to make decisions. 76% of people that responded to an AccessAble survey in 2018 stated that they have not visited a venue because of a lack of information about access.¹²
147. Information provided not only needs to be available it needs to be accessible and inclusive. Millions of people across the United Kingdom have communication difficulties and 1 in 5 people in the UK will experience a communication difficulty at some point in their lives.¹³
148. Communication difficulties can occur for a range of reasons. If accessible and inclusive information and communications are not provided it can deny individuals with communication difficulties equality of access and opportunity.

General principles for accessible information & communications

¹² Accessibility and You Survey – AccessAble 2018

¹³ [Communication Access UK – Inclusive communication for all \(communication-access.co.uk\)](http://communication-access.co.uk)

149. In his presentation to the Panel, Ian Loynes - Chief Executive at Spectrum CIL, outlined some general principles for accessible information and communication that should be followed:

- Information and communication should be written to be understandable to the audience in question
- If information or communication is aimed at the 'general public' then it needs to ensure that it will be accessible and understandable to all equality groups (including disabled people)
- Consider if all the intended audience will be able to access your chosen communication method
- Use plain English
- Make it easy for staff to get it right
- Provision of accessible info should not be a cost issue

How accessible is information and communication in Southampton?

150. As the EU Accessible City Award criteria focusses on access to the city authorities' official information, the emphasis of the Panel's discussion was on Southampton City Council's information and communication. Discussion with the Council's Head of Customer and Communications provided the following overview.

151. The City Council has adopted accessibility standards that should be followed:

- Always start with the user/customer
- Give people options
- Design for the user who will find it the hardest
- Plain English is critical
- Keep it simple
- Listen to feedback and review regularly

152. The Council does not have set information standards but guidelines for written communication are as follows:

- Guidance outlines key considerations:
- Plain English
- Minimum size 12 font
- Use Ariel

- Make accessible versions available
- Use the corporate template

153. The Council has a contract in place with a translation service and British Sign Language (BSL) interpreters and where there is a demonstrable need the Council will translate printed materials – The Council have recently run some Facebook campaigns in 10 different languages.

154. The accessibility of the Council's website has increased significantly following the introduction of various template changes enabled by a new Content Management System. 99.2% of the content now conforms with Web Content Accessibility Guidelines (WCAG) Level AA, the statutory level, an increase from 67% at start of January 2021. 91.3% of content conforms to level AAA, the highest level and further improvements are planned.

155. The Council is seeking to increase digital inclusion in Southampton through public access computers in libraries, working with the Barclays Digital Eagles initiative and engaging with community partners.

Feedback from the Accessible Southampton Focus Group

156. Whilst recognising that progress has been made in certain areas, the discussion at the Spectrum CIL convened Accessible Southampton Focus Group meeting raised a number of concerns about the accessibility of the Council's information and communication.

157. Feedback identified that whilst guidelines exist for information standards they are not being followed uniformly across the Council. Some services regularly send out information that is not in plain English, is not understandable to the recipients, and is not in the accessible format the customer has previously requested.

158. The Focus Group raised the inconsistent use of language by public services in Southampton. Words to describe disabled people, that are offensive to disabled people, such as 'handicapped' or 'bed/house Bound' are still routinely used. Words are important.

159. The Focus Group expressed concern that at times the only way to access a service or information is via the internet. There was support for services and information remaining available through a variety of channels.

160. Another important issue raised was that too many public meetings in Southampton are still inaccessible to disabled people either because of physical access, equipment such as a hearing loop or microphone not being installed or working, or through there being no access to BSL.
161. A number of these issues were recognised by the Head of Customer and Communications. In his presentation he identified that, as a large organisation with numerous departments and systems, and without a single customer recording system for client information, consistently applying good practice presents a challenge for the Council. He also recognised that more needs to be done to engage with customers, including disabled people at the start of a process.

Access Guides

162. As previously identified, information about accessibility has the power to make decisions. A number of organisations work with venues, local authorities and other public bodies to, following an audit of premises, produce access guides that enable people to understand all the essential information they need about a location prior to arrival.
163. In Southampton both the University of Southampton and University Hospital Southampton (UHS) have published access guides in partnership with AccessAble. UHS launched their new site on 3rd December 2021.¹⁴
164. In comparison to other UK cities there are few access guides for venues in Southampton.

What is happening that may improve the accessibility of information and communication in Southampton?

165. At the Inquiry Panel meeting the Panel received information about developments planned or proposed that could address some of the accessible information and communication challenges identified in the previous section.

Southampton City Council Customer Access Strategy

166. In December 2021 the Council adopted a new Customer Access Strategy. The strategy's vision is:

¹⁴ <https://www.accessable.co.uk/university-hospital-southampton-nhs-foundation-trust/access-guides/centre-block-southampton-general-hospital>

'We want to put all of our customers at the heart of everything we do, reflecting their feedback in the design and delivery of services, and to provide appropriate support to those who need it ensuring that customer experiences are easy, effective and convenient.'

167. Acknowledging this is a journey requiring ongoing effort to continuously improve, the strategy sets the principles and ambitions for where the Council wants to be.
168. Key to delivering this is the Council's Customer Experience Programme which is making improvements to digital channels; setting standards and redesigning services with a customer focus; delivering customer service and related training to all council staff; and, coordinating activity to support digitally excluded customers.
169. The Council is also seeking to link key customer IT systems to better understand the individual needs of each customer.

Communication Access Symbol

170. Communication Access UK is an initiative developed in partnership by charities that share a vision to improve the lives of people with communication difficulties.



171. There has not been an over-arching symbol for communication access in the UK until now. Communication Access UK have developed the Communication Access Symbol, a new disability access symbol underpinned by a free training package and standards.
172. Anyone can sign up to Communication Access UK and complete the training package. Individuals will receive certificates confirming that they have completed the training, while organisations will receive accreditation as Communication Accessible once they have committed to deliver the training and adhere to the standards.
173. Organisations will then be placed on a national directory and can display the Communication Access Symbol. Both certificates and accreditation are valid for 12 months and need to be renewed annually.
174. At the time of writing the Communication Access Symbol has not been seen anywhere in Southampton and no County/Unitary/District Council has been awarded the symbol.

SO:Let's Connect

175. This project commenced in 2020 in response to services moving on-line during the lockdown. The service loans digital devices to people in Southampton, thereby helping residents become digitally connected. The pilot project has identified how important digital access is and funding is currently being assembled to enable the project to continue.

Accessible information and communication – What cities are getting this right?

176. Good practice from the following cities was presented to the Panel.

Sheffield

177. AccessAble identified Sheffield City Council as an example of good practice with regards to providing information. Through the Accessible Sheffield project they are working on a citywide scale with AccessAble, Disability Sheffield and Nimbus Disability to support the ambitions of Sheffield to become an accessible and fairer city for all.

178. Access guides from AccessAble have detailed access information for over 2,000 venues in Sheffield, including shops, community halls, places of worship, Council buildings, hospitals, universities, bus and train stations, hotels, and more.

179. Each access guide includes information about a venue's facilities, including wheelchair access, automatic doors, accessible changing rooms, large print, sign language, and parking.

Derby

180. To support the principle that all individuals in Derby have a right to access and understand accurate and timely information in a way appropriate to their needs under the Equality Act 2010, Derby City Council has adopted an Accessible Communications Protocol.¹⁵

181. This Protocol is one of a set of policies around equality and diversity. The main aim of this Protocol is to provide a consistent accessible approach in how the Council communicates with people.

182. The Protocol outlines the support that will be provided by the Council, such as BSL interpreters, language interpreters, translations in various languages and formats, lip speakers, note takers, Deaf Relay

¹⁵ [accessible-communication-protocol.pdf \(derby.gov.uk\)](https://www.derby.gov.uk/accessible-communication-protocol.pdf)

interpreters, Easy Read information, BSL videos, Braille, large print etc to enable people to access and understand information.

183. The Council also works with disabled people to check whether the protocol is being applied consistently.

Recommendations to improve the accessibility of information and communication in Southampton

184. The accessibility of the Council's information and communication has improved, particularly the accessibility of the website content.

185. The Customer Access Strategy outlines a direction of travel that incorporates elements of best practice identified and if implemented will, through initiatives such as the Customer Experience Programme, lead to better access for disabled people.

186. However, challenges still exist for disabled people to access all aspects of the Council's information and communication and to locate accurate information on the accessibility of venues in the city.

187. To improve the accessibility of Southampton's information and communication the following actions are recommended:

- i. To improve consistency in how the City Council communicates with residents the Council should adopt an accessible information standard. To support this approach Spectrum CIL has identified information standards that reflect best practice.
- ii. To help ensure that Council officers use appropriate language when communicating with disabled people, incorporate, within the customer service training that is proposed for council staff via the Customer Experience Programme, an element on the 'language of disability'. Once again, to support this, guidelines have been developed by Spectrum CIL.
- iii. Develop a checklist to ensure that meetings for the general public are accessible.
- iv. To make Southampton more accessible, and improve the lives of people with communication difficulties, adopt the standards underpinning the Community Access Symbol and seek to encourage citywide take up and accreditation of the initiative.
- v. To improve choice, control, independence and inclusivity, work with Go! Southampton and Spectrum CIL on proposals to produce access guides on a city-wide scale for Southampton, mirroring the approach followed in Sheffield.

Accessibility to public facilities and services

The EU Accessible City Award criteria asks applicant cities to identify how accessibility is considered and integrated in the public services provided within their city.

'28% of disabled people had difficulty accessing public buildings 'all the time' or 'often' – UK Disability Survey, 2021

188. As identified in the introduction to this inquiry there are legal duties that underpin improving accessibility. These include legal obligations for employers and service providers to make reasonable adjustments to improve access for disabled people and a requirement for all public authorities to have due regard to the need to eliminate discrimination and advance equality of opportunity between different groups, including people with and without disabilities.

189. Guidelines for accessible public facilities and services were presented to the Panel by the Chief Executive of Spectrum CIL. A number of the aspects have already been considered in this report:

- Services need to be easy to get to – Publicised in places that reach the target audience; Adjacent car parking and served by public transport; Venue well signposted
- Buildings need to be accessible for disabled people - Entrance / reception, meeting rooms, toilets, food / drinks
- Information provided needs to be in accessible formats
- Staff training & culture - Ensure properly trained staff that understand needs of disabled people.

How accessible are public facilities and services in Southampton?

190. Perhaps reflecting the lack of access guides for public facilities in Southampton, particularly City Council premises, the Panel did not consider in detail the accessibility of specific public buildings or services in the city. The Accessible Southampton Focus Group discussion did however, reflecting the guidelines above, identify a number of general issues relating to the accessibility of public facilities and services in Southampton.

Service information

191. Many disabled people do not know what services there are in Southampton and the information directory that is supposed to provide this information needs to be updated to ensure that accurate information is available and is user friendly.

Accessible public buildings

192. Feedback provided identified that access to public buildings was a challenge in Southampton. Facilities are rarely designed to be fully inclusive, although Gateway was recognised as an accessible building. Disabled people raised the point that even some council owned leisure facilities are not fully accessible. Guidance is available to support the creation of accessible and inclusive buildings.

Equality Impact Assessments

193. The Public Sector Disability Equality Duty 2011 requires that public authorities have an anticipatory duty to consider and think about how their policies or decisions affect people who are protected under the Equality Act. This includes disabled people. This duty is commonly delivered via Equality Impact Assessments.

194. The City Council undertakes Equality and Safety Impact Assessments (ESIAs) for all significant proposals and policies/strategies. Oversight of the process is provided by the Strategy and Policy Team.

195. Feedback from disabled people indicated that the process could be more rigorous, including engaging with disabled people where decisions are likely to impact them.

'Equality Impact Statements - Should be completed by people from different equality groups themselves, not just done by an officer that may, or not, know the issues that these groups experience.' – Ian Loynes presentation, 18 November 2021 Inquiry Panel meeting

What is happening that may improve the accessibility of public facilities and services in Southampton?

Southampton Information Directory

196. In recognition that the Southampton Local Information Directory (SID), the City Council's online offer, was not performing the role it was designed to do, Southampton City Council is developing the SID following the principles of no wrong door and many routes to information.

197. The new SID will seek to have the best available advice and information from national and local sources, it will be structured to avoid users getting lost, and will be easy to update.

Accessible public facilities and services – What cities are getting this right?

198. Good practice from the following city was presented to the Panel.

Chester

199. In Chester new public facilities and services are designed to be fully inclusive. The vast majority of public buildings have been adapted over many years. Grosvenor Museum has platform lifts at entrances, an accessible WC and a hearing loop system. The city's Forum Customer Service Centre offers a 'one stop shop' for all enquiries relating to council services. The centre's entrance has powered doors, low-level counters and is equipped with a hearing loop.

200. iConnect video kiosks have been installed at 12 Libraries across Cheshire West and Chester enabling people to speak face-to-face to Council customer service staff.

201. Cheshire West and Chester Council undertake robust Equality Impact Assessments and engagement with disabled people through the Corporate Disability Access Forum is expected.

Recommendations to improve the accessibility of public facilities and services in Southampton

202. Challenges still exist for disabled people to access all public services and facilities in Southampton.

203. To improve the accessibility of Southampton's public facilities and services the following actions are recommended:

- i. Engage disabled people, potentially through the proposed Southampton Disability Access Forum, in the development of Equality Impact Assessments when it is expected that a new policy, development or decision will have an impact on disabled people.
- ii. Through the proposed access guides, undertake access audits of the City Council's public buildings and take recommended action to improve the accessibility of the buildings where practical and reasonable. All new public facilities should be fully accessible.

Ownership, level of commitment and involvement of disabled people

The EU Accessible City Award recognises the importance of ownership and commitment by a city's administration to implement accessibility action.

Any applicant city also needs to demonstrate in the planning, implementation and maintenance of city policies, and initiatives aimed at increasing accessibility, the active and clear involvement of disabled people and their representative organisations.

'Accessibility plays a key role in removing the barriers disabled people still face in their daily lives. Accessibility thrives when there is a political will to make it happen and when policy makers actively engage in dialogue with experts and disabled people' - Marianne Thyssen, EU Commissioner for Employment, Social Affairs, Skills and Labour Mobility¹⁶

204. Reflecting the importance of ownership, leadership and involvement, the National Disability Strategy commits the Government to ensure disability is well understood by UK government departments and that the needs and experiences of disabled people are central to policy making and always taken into account by frontline staff.¹⁷

205. The EU Access City Award expects these features to be prominent in accessible cities. Local authorities are therefore expected to demonstrate:

- That accessibility is delivered via a coherent strategy or policy framework, rather than just ad hoc projects.
- Accessibility is mainstreamed in policies and regulations.
- There is a corporate commitment to accessibility at a high level within the authority.
- Appropriate resources are allocated to implement these policies.
- That there is active and clear involvement of disabled people and their representative organisations in the planning, implementation and maintenance of city policies, and initiatives aimed at increasing accessibility.

¹⁶ EU Access City Award 2017 - Examples of best practice in making EU cities more accessible p2

¹⁷ [National Disability Strategy](#) – p21

206. Another key criterion that has emerged from the inquiry meetings that local authorities should be measured against, is the use of the Public Sector Equality Duty to promote equality, reduce discrimination and overcome barriers to accessibility.

207. When these collective features are evident in an authority it is likely that a Council is demonstrating a culture of accessibility & inclusivity.

Southampton - Ownership, level of commitment and involvement of disabled people

208. The issues of ownership, leadership and engaging disabled people were raised at every meeting of the inquiry. Feedback from these discussions, and input from the Accessible Southampton Focus Group, has enabled the findings below to emerge.

Coherent Strategy/Policy framework

209. To guide the Council's approach to accessibility the City Council does have an Equalities Policy and an Equalities Action Plan. These documents were however drafted in 2013 and need updating.

210. A number of connected policies were identified that support accessible services including the previously mentioned Customer Access Strategy; the Special Educational Needs and Disability Action Plan (linked to the Children and Young People's Strategy); the Disabled Adaption Procedure; the Disabled Parking Bay Procedure; and the Disabled Adaptions Financial Assistance Policy.

211. Accessible / inclusive services are not referenced in the Council Plan and, as shown in the approach to taxi licensing, there is limited evidence that accessibility is mainstreamed in the city's policies and regulations.

Corporate commitment at a high level

212. Southampton Council has formally adopted the social model of disability rather than the medical model. The social model identifies the problems faced by disabled people as a consequence of external factors and seeks to remove barriers for disabled people, promoting inclusion, rather than disabled people having to 'fit in' with inaccessible and sometimes hostile environments.

213. Whether this commitment is being actioned has been questioned during this inquiry, notably by Jemma Brown in her contribution summarised in paragraph 55:

'SCC are following a medical model of disability that is outdated & harmful, SCC expects me as a disabled person to adapt to force my body to work in environments that it was not designed for.'

214. Currently, the Leader of the Council has responsibility for diversity and inclusion within his portfolio.

Resources

215. There is not a lead officer for equality/diversity or accessibility at the Council that has an external, citywide focus. Go! Southampton, in their presentation to the Panel identified that a lead officer at the City Council would help the BID co-ordinate activity with the Council.

216. Feedback from AccessAble and Spectrum CIL outlined the importance of properly trained staff who understand the needs of disabled people and are comfortable and confident about their engagement with disabled customers.

217. Training resources for Council employees on accessibility /equality & diversity has up to this point been limited, or for many non-existent.

218. The lack of training up to now possibly explains the view expressed by Ian Loynes at the inaugural meeting of the inquiry that the City Council was not a 'learning council':

'The City Council does not 'learn' – people come and go within the Council who have or gain expertise with respect to access. But that knowledge is lost when that person leaves. The City Council needs to acquire knowledge and standards and PASS this on to new staff.'

Use of the Public Sector Equality Duty to promote equality, reduce discrimination and overcome barriers to accessibility

219. Council's do not police the Equality Act but have a duty to use the Public Sector Equality Duty to promote equality, remove discrimination and overcome barriers to accessibility.

220. It would appear that many venue owners and operators in the city are unaware of their obligations under the Equality Act. As outlined in previous sections, many shops, hospitality venues and premises in Southampton are still not accessible, much to the frustration of disabled people who do not think enough has been done to make venue owners and operators aware of their legal obligations.¹⁸

¹⁸ Accessibility and You Survey – AccessAble 2018 - 88% of disabled people responded 'no' when asked do you think that that enough has been done to make venue owners and operators aware of their obligations under the Equality Act.

221. Feedback from an Accessible Southampton Focus Group meeting, presented by Ian Loynes to the 5th meeting of the Inquiry Panel, encapsulated the views about the role being played by the Council:

'The Council should be an ally to disabled people trying to resolve this, not a barrier.'

222. As noted previously, there is no lead officer for equality/diversity or accessibility at the Council that has an external, citywide focus that can champion the use of the Public Sector Equality Duty to promote equality, remove discrimination, and address barriers to access experienced by residents and visitors to Southampton.

Involvement of disabled people

223. Throughout the inquiry it has been evident that the involvement of disabled people and their representative organisations in the planning, implementation and maintenance of city policies, and initiatives aimed at increasing accessibility is ad hoc at best.

224. The Spectrum CIL Access Audit, when giving examples of best practice, stated that:

*'All of the cities that are noted as exemplars of accessibility take a co-production approach to access, with Disabled People and their organisations fully involved in design, planning, awareness raising and evaluation and monitoring.'*¹⁹

225. The Chief Executive of Spectrum CIL had a simple message for the Inquiry Panel at the inaugural meeting:

'Ask the Disabled People of Southampton – They have a lifetimes experience – much better than any 'Expert' - There are 37,500 Experts by Experience in Southampton.'

What is happening that may improve the ownership, commitment, and involvement of disabled in Southampton?

226. The Inquiry Panel were informed of a number of developments within the Council that may help promote greater ownership of the principles of accessibility.

Diversity and Inclusion Pledge and Diversity & Inclusion Lead

227. At the Council meeting in November 2021 the Council adopted a Diversity and Inclusion Pledge. The pledge commits the Council as

¹⁹ [Access Southampton – Spectrum CIL](#), 2020, p8

a colleague, an employer and partner to exceed our responsibilities under the legislation and to ensure we support all those that work for and with the Council. This is in keeping with the goal to be the most diverse and inclusive employer that the Council can be.

228. To support the delivery of the pledge, and associated action plan, the Council has appointed a temporary Diversity and Inclusion Lead. This appointment, and the pledge, whilst internally focused, demonstrate the Council is recognising the importance of inclusion and equality.

Diversity and Inclusion Training

229. The Council's Diversity and Inclusion Action Plan includes diversity and inclusion training. Sessions started on 5th April 2022 and there will be two sessions a month.

230. The action plan also proposes an update to the Diversity and Inclusion e-learning package to make it more relevant and appropriate, and to make it mandatory for all employees, agency workers and councillors. As well as face to face training on diversity and inclusion topics for new starters and refreshers for existing staff.

231. To support the training and to increase ownership the Council is looking to identify Executive Management Team and Councillor Diversity and Inclusion Champions.

Ownership, commitment, and inclusion of disabled people – What cities are getting this right?

232. Good practice from the following cities was presented to the Panel.

Derby

233. At Derby City Council the Chief Executive has overall leadership of Equality and Diversity along with the Senior Leadership Team. The Council work to an Equality, Dignity and Respect Policy and have an Equality, Diversity and Inclusion Plan to make it real.

234. From the early 90's Derby City Council have adopted the social model of disability rather than the medical model. This means that right from the start they are looking at removing barriers for disabled people and promoting inclusion.

235. Derby follows the mantra of 'nothing about us without us' and involve their Equality Hubs, Forums and employee networks right from the start of projects and in EIAs.

236. Derby are proactive in using the Public Sector Equality Duty to promote equality and remove discrimination. The Lead on Equality and Diversity acts as a facilitator, champion and enabler to help deliver this and receives support from managers and politicians.

237. To eliminate barriers for disabled people during Covid the Council:

- wrote to shops to give them tips on how not to discriminate against disabled people when they put in Covid restrictions
- challenged high street businesses about their mask policies.

238. The lead officer is proactive in ensuring public spaces are accessible and is consulted on urban design proposals and on requests for pavement licenses to ensure that they do not limit accessibility.

239. Derby work with partners to encourage them to promote accessibility. Through the lead officer the Derbion Centre changed their brand new parking machine when disabled people told them it was too high. Derby also work closely with their BID, and, as an example of this they did a walk around with visually impaired people who advised on where to put planters around the city.



Rams all over the city - but the Council checked with visually impaired people first.

240. To ensure staff are aware of the Council's policies and approaches the Lead on Equality and Diversity does face to face training on equality and diversity with Derby City Council employees, on-line training is provided and the lead officer promotes awareness at various team meetings.

Liverpool

241. Liverpool has had a strong commitment to accessibility for a long time. Liverpool City Council has an Accessible and Inclusive City Cabinet Member to ensure that these issues are mainstreamed across the Council.

242. Liverpool's City Plan has an aim that - 'All residents live in safe, inclusive and welcoming neighbourhoods', a priority for this is to - 'Create and maintain safe and accessible public places, local facilities and green infrastructure, in partnership with our communities'.

243. As identified previously, these aims have been cascaded into the Council's planning policies where all new developments are required to meet the highest accessibility standards and the Accessible Housing Policy is the most ambitious in the UK for accessibility.

Recommendations to improve the ownership, commitment, and involvement of disabled in Southampton?

244. In the opening presentation of the inquiry, the Council's Executive Director for Wellbeing (Health & Adults) stated that:

'Everyone in the Council has a responsibility for accessibility at some level. Work needs to be done to create a culture of accessibility and inclusivity.'

245. Cities such as Derby demonstrate what can be achieved when key ingredients are in place to create an inclusive culture that values accessibility.

246. The Council is taking steps to become more inclusive and that is to be welcomed. The creation of a Southampton Disability Access Forum has been proposed to help improve the involvement of disabled people. To improve the ownership and culture of accessibility the following actions are recommended:

- i. Include a commitment to accessible services and facilities in the next iteration of the Council Plan and adopt, for the city, the simple but strong statement that Southampton aims to be the UK's most accessible city by 2040.
- ii. Update the Council's Equality Policy and re-confirm the commitment to the social model of disability.
- iii. Ensure that disability equality training is incorporated within the Council's diversity and inclusion training.
- iv. Appoint a permanent Diversity and Inclusion Lead who has an internal and external focus, enabling them to be proactive and to advocate for equality and diversity in Southampton and raise awareness of accessibility obligations under the Equality Act.
- v. To promote good practice and to raise awareness of accessibility issues across the city, work with Go! Southampton and Spectrum CIL to establish an annual Accessible Southampton Awards.

Conclusion and recommendations

247. A summary of the key evidence presented at each of the inquiry meetings is attached as Appendix 3. All the reports, presentations and minutes from the inquiry meetings can be found here:

[Browse meetings - Scrutiny Inquiry Panel - Accessible Southampton | Southampton City Council](#)

Conclusions

248. Accessibility is key to inclusive cities. By tackling barriers and building inclusive cities it can enable disabled people, and those with access issues, to access services and contribute fully to public life.

249. Whilst recognising that Southampton is more accessible than many cities, and that improvements have been made, evidence presented to the Panel has proved that Southampton is not a city where all people can live in it and use all things and services without problems.

250. Cities such as Chester, Liverpool and Derby have shown what can be achieved when a city prioritises accessibility and develops a culture that helps to facilitate this. Southampton has the opportunity to learn from the good practice identified and use this to inform and guide plans for improving accessibility in Southampton.

251. To make citywide changes to accessibility requires a culture of continuous improvement, leadership and continual engagement with disabled people. It is critical to understand and listen to the needs of our community, to reflect on their perceptions of accessibility and to co-create solutions that bring meaningful changes.

252. A number of timely developments mean that this is an opportune moment to make the leap forward this city requires to become more accessible. The most significant of these being the refresh of the Local Plan and the opportunity it presents to commit to making accessibility and inclusion central to future development in Southampton.

253. Improving accessibility helps all residents and visitors, not just older and disabled people, and can deliver significant environmental, economic and social benefits.

254. GO! Southampton have recently outlined their ambition for Southampton to be an inclusive city that is accessible and welcoming to all. As a City Council we have a moral, financial and legal obligation to the approximately 37,500 disabled people in Southampton to work with them, and others, to make this ambition a reality.

Recommendations

255. In this report recommendations have been identified against each of the EU Access City Award key areas of accessibility. In summary, reflecting the key findings and conclusions the following actions are recommended to improve accessibility in Southampton:

256. **To improve the accessibility of Southampton's built environment:**

1. Enshrine the principles of accessibility and inclusion within the Southampton City Vision Local Plan - The Local Plan presents an opportunity for the city to enshrine within its development principles an overarching commitment to make accessibility and inclusion central to future development. Development standards should include -
 - Requiring all new development to meet the highest standards of accessibility and inclusion.
 - Requiring all new housing to be at least accessible or adaptable housing, with a minimum of 10% wheelchair accessible.
2. Whilst the new Southampton City Vision Local Plan is being developed embed an accessibility checklist within existing planning policy.
3. Update the Streetscene Toolkit to reflect available best practice with regards to accessibility of the public realm.
4. Establish a Southampton Disability Access Forum – Following the approach employed in [Chester](#), the Council should work with Go! Southampton, transport partners and local disability organisations to set-up and facilitate a cross-sector access forum. The forum, building on an existing Spectrum CIL led forum, would play a key role in designing and planning future developments as well as monitoring access across the city.
5. Employ an Access Officer (potential for this post to work across Hampshire authorities) – This post would work across the Council and its private sector partners on all aspects of access improvement and would be, alongside the Access Forum, a focus for all built environment access related complaints received by the Council.
6. Changing Places toilets – Building Regulations have been updated requiring Changing Places toilets to be a condition of new developments that meet certain criteria. To support publicly

accessible facilities the Council should apply for funding if the Government announces a new round of grants to develop the provision of Changing Places.

7. Work in partnership with Go! Southampton to deliver their ambition for Southampton to be an accessible and inclusive city.

257. To improve the accessibility of Southampton's public transport and related infrastructure:

8. Utilising best practice guidance, and the proposed Southampton Disability Access Forum, ensure that good access is built in at the design phase of transport infrastructure schemes, including parking.
9. Analyse the findings from the taxi unmet needs survey and explore opportunities to move to 100% wheelchair accessible hackney carriages and to increase the number of wheelchair accessible private hire vehicles in Southampton.
10. With disabled people, review signage in Southampton, including the Legible Cities signage, to make it more accessible to disabled people.
11. Explore opportunities to establish ShopMobility schemes in Southampton's district centres.
12. Recognise the importance to disabled people of the disabled parking spaces in the Civic Centre Car Park when planning events in Southampton City Centre.

258. To improve the accessibility of Southampton's information and communication:

13. Adopt an accessible information standard. To support this approach Spectrum CIL has identified information standards that reflect best practice.
14. Incorporate, within the customer service training that is proposed for council staff via the Customer Experience Programme, an element on the 'language of disability'. This will help ensure that Council officers use appropriate language when communicating with disabled people. Once again, to support this, guidelines have been developed by Spectrum CIL.
15. Develop a checklist to ensure that meetings for the general public are accessible.
16. Adopt the standards underpinning the Community Access Symbol to make Southampton more accessible, and improve the

lives of people with communication difficulties, and seek to encourage citywide take up and accreditation of the initiative.

17. Work with Go! Southampton and Spectrum CIL on proposals to produce access guides on a city-wide scale for Southampton, mirroring the approach followed in Sheffield. This will help to improve choice, control, independence and inclusivity.

259. To improve the accessibility of Southampton's public facilities and services:

18. Engage disabled people, potentially through the proposed Southampton Disability Access Forum, in the development of Equality Impact Assessments when it is expected that a new policy, development or decision will have an impact on disabled people.
19. Through the proposed access guides, undertake access audits of the City Council's public buildings and take recommended action to improve the accessibility of the buildings where practical and reasonable. All new public facilities should be fully accessible.

260. To improve the ownership and culture of accessibility:

20. Include a commitment to accessible services and facilities in the next iteration of the Council Plan and adopt, for the city, the simple but strong statement that Southampton aims to be the UK's most accessible city by 2040.
21. Update the Council's Equality Policy and re-confirm the commitment to the social model of disability.
22. Ensure that disability equality training is incorporated within the Council's diversity and inclusion training.
23. Appoint a permanent Diversity and Inclusion Lead who has an internal and external focus, enabling them to be proactive and to advocate for equality and diversity in Southampton and raise awareness of accessibility obligations under the Equality Act.
24. To promote good practice and to raise awareness of accessibility issues across the city, work with Go! Southampton and Spectrum CIL to establish an annual Accessible Southampton Awards.

Appendices

Appendix 1 –Inquiry Terms of Reference

Appendix 2 – Inquiry Plan

Appendix 3 – Summary of Key Evidence

Appendix 1 – Terms of Reference

Accessible Southampton Scrutiny Inquiry

1. Scrutiny Panel membership:

Councillor Vaughan
Councillor Coombs
Councillor Guest
Councillor Rayment
Councillor Streets

2. Purpose:

To identify whether the physical infrastructure of the city creates barriers for disabled people to access all that Southampton has to offer, and, if so, to determine what we can do as a city to address this.

2. Background:

- In the UK 14.1 million people are living with a disability, that is over 1 in 5 of the population. It is a number that has continued to rise as people are living longer and treatments and technology in healthcare improve.²⁰
- If national data is extrapolated to reflect the city's population, over 50,000 residents of Southampton are living with a disability.
- The Government has recently published a National Disability Strategy. The vision outlined within the strategy is to transform the everyday lives of disabled people. The Foreword from the Secretary of State for Work and Pensions and Minister for Disabled People states that:
'Whoever you are, wherever you live, whatever your background, whether or not you have a disability – either visible or hidden – everyone should be able to participate fully, safely and free from prejudice in everyday life, enjoying all the freedoms and opportunities that entails.'
- In recognition that everybody should be able to participate fully in everyday life, the European Union has been running an Access City Award since 2010. The scheme recognises that disabled

²⁰ <https://www.gov.uk/government/statistics/family-resources-survey-financial-year-2019-to-2020>

people and older people may not be able to take a full and active part in the community and will be left out if cities are not accessible.

- The Access City Award scheme identifies an accessible city to be one where all people can live in it and use all things and services without problems. The criteria used for the EU Access City Awards are as follows:
 - a. Accessibility to the built environment and public spaces
 - b. Accessibility to transportation and related infrastructures
 - c. Accessibility to information and communication, including information and communication technologies
 - d. Accessibility to public facilities and services.²¹
- Across the UK and Europe there are examples of local approaches that are improving the accessibility of cities and transforming the lives of residents.

3. Objectives:

- a. To identify whether the physical infrastructure of the city creates barriers for disabled people to access all Southampton has to offer.
- b. To identify good practice being employed to improve the accessibility of towns and cities elsewhere.
- c. To identify what initiatives and approaches could work well in Southampton to improve the accessibility of the city.

4. Methodology:

- a. Seek the views of disabled people and stakeholders
- b. Undertake desktop research
- c. Identify best practice

5. Proposed Timetable:

Six meetings between October 2021 and April 2022.

6. Draft Inquiry Plan (subject to the availability of speakers)

Meeting 1: 7 October 2021

²¹ <https://op.europa.eu/s/pDUr>

- Introduction, context and background
 - The key features of an accessible city
 - An overview of accessibility challenges experienced by disabled people in Southampton as a result of the physical infrastructure of the city

To be invited:

- Anna Nelson, Chief Executive, AccessAble
- Ian Loynes, Chief Executive, Spectrum Centre for Independent Living
- Guy Van-Dichele, Executive Director Wellbeing (Adults & Health), SCC

Meeting 2: 18 November 2021

- Accessibility to the built environment and public spaces

(EU Access City Award Criteria - City centre design, streets and pavements, parks, squares, monuments and open spaces, work environments, markets, festivals and other outdoor events.)

To be invited:

- To be confirmed
- Disabled people

Meeting 3: 2 December 2021

- Accessibility to transportation and related infrastructures

(EU Access City Award criteria - measures related to the car parks, airports, railway stations and bus stations, taxis, trains, buses and trams, proximity, interconnectivity of public transport and journey information availability.)

To be invited:

- To be confirmed
- Disabled people

Meeting 4: 20 January 2022

- Accessibility to information and communication, including information and communication technologies

(EU Access City Award criteria - measures related to access to the city authorities' official information. For instance: accessibility of promotional multimedia information of the municipality, advice and citizen feedback procedures on the accessibility of the website, online information provision in arts, culture, entertainment, sport facilities, signage and guidance in public places, outdoor or indoor, tourist/visitor information, accessibility of the public information kiosks, provision of assistive technology and inclusive ICT resources for the whole community in public libraries and online centres.)

To be invited:

- To be confirmed
- Disabled people
- James Marshall – Customer Access Strategy

Meeting 5: 24 February 2022

- Accessibility to public facilities and services

(EU Access City Award criteria - How accessibility is considered and integrated in the public services provided by your city - eg services provided in multimodal way and by different channels.)

To be invited:

- To be confirmed
- Disabled people

Meeting 6: 21 April 2022

To approve the final report of the inquiry and recommendations

Appendix 2 - Inquiry Plan

DATE	MEETING THEME	EVIDENCE PROVIDED BY
07/10/21	Agree Terms of Reference and introduction to the inquiry	<ul style="list-style-type: none"> • Guy Van Dichele, Executive Director of Wellbeing (Health & Adults), SCC • Anna Nelson, Chief Executive, AccessAble • David Livermore, Director of Business Development, AccessAble • Ian Loynes, Chief Executive, Spectrum Centre for Independent Living
18/11/21	Accessibility to the built environment and public spaces	<ul style="list-style-type: none"> • Ian Loynes, Chief Executive, Spectrum Centre for Independent Living • Jemma Brown • Mark Pirnie, Scrutiny Manager, SCC • Rebecca Handley, Deputy Executive Director and Operations Director at Go! Southampton • Amber Trueman, Strategic Planning Manager, SCC • Stephen Harrison, Service Manager, Development, SCC • Wade Holmes, Transport Delivery Team Leader, SCC • Cheshire West and Chester Council
02/12/21	Accessibility to public transport and related infrastructure	<ul style="list-style-type: none"> • Ian Loynes, Chief Executive, Spectrum Centre for Independent Living • Graham Garnett, Inclusive Design Officer, Liverpool City Council & former Senior Access Officer at Cheshire West & Chester Council • Emma Hurst, Project Co-ordinator, Rose Road Association • Pete Boustred, Divisional Head of Green City and Infrastructure, SCC • Wade Holmes, Transport Delivery Team Leader SCC

DATE	MEETING THEME	EVIDENCE PROVIDED BY
		<ul style="list-style-type: none"> • Phil Bates, Licensing Manager, Southampton and Eastleigh Licensing Partnership • Red Funnel; First Hampshire, Dorset and Berkshire; Go South Coast; Taxi operators; Southampton Airport
20/01/22	Accessibility to information & communication	<ul style="list-style-type: none"> • Ian Loynes, Chief Executive, Spectrum Centre for Independent Living • Rosie Dowty, Lead Speech & Language Therapist, Southampton Community Learning Disability Service, Southern Health NHS Foundation Trust • Kate Dench, Learning Disability Joint Commissioning Manager at the Integrated Commissioning Unit • James Marshall, Head of Customer and Communications, SCC • SO:Let's Connect • Southampton Library Service
24/02/22	Accessibility to public facilities and services	<ul style="list-style-type: none"> • Ian Loynes, Chief Executive, Spectrum Centre for Independent Living • Ann Webster, Lead on Equality and Diversity at Derby City Council • Mark Pirnie, Scrutiny Manager, SCC • Rebecca Handley, Deputy Executive Director/Operations Director at GO! Southampton Business Improvement District • Sheffield City Council
28/04/21	Agree final report	

The minutes for each meeting, the evidence submitted to the Scrutiny Inquiry Panel and presentations delivered at each meeting is available at:

- [Browse meetings - Scrutiny Inquiry Panel - Accessible Southampton | Southampton City Council](#)

Appendix 3 – Summary of key evidence

Key evidence provided to the Inquiry Panel at each meeting can be accessed via the following link:

[Scrutiny Inquiry Panel – Accessible Southampton](#)

Accessible Southampton Inquiry - Conclusion and recommendations

Conclusions

Accessibility is key to inclusive cities. By tackling barriers and building inclusive cities it can enable disabled people, and those with access issues, to access services and contribute fully to public life.

Whilst recognising that Southampton is more accessible than many cities, and that improvements have been made, evidence presented to the Panel has proved that Southampton is not a city where all people can live in it and use all things and services without problems.

Cities such as Chester, Liverpool and Derby have shown what can be achieved when a city prioritises accessibility and develops a culture that helps to facilitate this. Southampton has the opportunity to learn from the good practice identified and use this to inform and guide plans for improving accessibility in Southampton.

To make citywide changes to accessibility requires a culture of continuous improvement, leadership and continual engagement with disabled people. It is critical to understand and listen to the needs of our community, to reflect on their perceptions of accessibility and to co-create solutions that bring meaningful changes.

A number of timely developments mean that this is an opportune moment to make the leap forward this city requires to become more accessible. The most significant of these being the refresh of the Local Plan and the opportunity it presents to commit to making accessibility and inclusion central to future development in Southampton.

Improving accessibility helps all residents and visitors, not just older and disabled people, and can deliver significant environmental, economic and social benefits.

GO! Southampton have recently outlined their ambition for Southampton to be an inclusive city that is accessible and welcoming to all. As a City Council we have a moral, financial and legal obligation to the approximately 37,500 disabled people in Southampton to work with them, and others, to make this ambition a reality.

Recommendations

In this report recommendations have been identified against each of the EU Access City Award key areas of accessibility. In summary, reflecting the key findings and conclusions the following actions are recommended to improve accessibility in Southampton.

To improve the accessibility of Southampton's built environment:

1. Enshrine the principles of accessibility and inclusion within the Southampton City Vision Local Plan - The Local Plan presents an opportunity for the city to enshrine within its development principles an overarching commitment to make accessibility and inclusion central to future development. Development standards should include -
 - Requiring all new development to meet the highest standards of accessibility and inclusion.
 - Requiring all new housing to be at least accessible or adaptable housing, with a minimum of 10% wheelchair accessible.
2. Whilst the new Southampton City Vision Local Plan is being developed embed an accessibility checklist within existing planning policy.
3. Update the Streetscene Toolkit to reflect available best practice with regards to accessibility of the public realm.
4. Establish a Southampton Disability Access Forum – Following the approach employed in [Chester](#), the Council should work with Go! Southampton, transport partners and local disability organisations to set-up and facilitate a cross-sector access forum. The forum, building on an existing Spectrum CIL led forum, would play a key role in designing and planning future developments as well as monitoring access across the city.
5. Employ an Access Officer (potential for this post to work across Hampshire authorities) – This post would work across the Council and its private sector partners on all aspects of access improvement and would be, alongside the Access Forum, a focus for all built environment access related complaints received by the Council.
6. Changing Places toilets – Building Regulations have been updated requiring Changing Places toilets to be a condition of new developments that meet certain criteria. To support publicly accessible facilities the Council should apply for funding if the Government announces a new round of grants to develop the provision of Changing Places.
7. Work in partnership with Go! Southampton to deliver their ambition for Southampton to be an accessible and inclusive city.

To improve the accessibility of Southampton's public transport and related infrastructure:

8. Utilising best practice guidance, and the proposed Southampton Disability Access Forum, ensure that good access is built in at the design phase of transport infrastructure schemes, including parking.

9. Analyse the findings from the taxi unmet needs survey and explore opportunities to move to 100% wheelchair accessible hackney carriages and to increase the number of wheelchair accessible private hire vehicles in Southampton.
10. With disabled people, review signage in Southampton, including the Legible Cities signage, to make it more accessible to disabled people.
11. Explore opportunities to establish ShopMobility schemes in Southampton's district centres.
12. Recognise the importance to disabled people of the disabled parking spaces in the Civic Centre Car Park when planning events in Southampton City Centre.

To improve the accessibility of Southampton's information and communication:

13. Adopt an accessible information standard. To support this approach Spectrum CIL has identified information standards that reflect best practice.
14. Incorporate, within the customer service training that is proposed for council staff via the Customer Experience Programme, an element on the 'language of disability'. This will help ensure that Council officers use appropriate language when communicating with disabled people. Once again, to support this, guidelines have been developed by Spectrum CIL.
15. Develop a checklist to ensure that meetings for the general public are accessible.
16. Adopt the standards underpinning the Community Access Symbol to make Southampton more accessible, and improve the lives of people with communication difficulties, and seek to encourage citywide take up and accreditation of the initiative.
17. Work with Go! Southampton and Spectrum CIL on proposals to produce access guides on a city-wide scale for Southampton, mirroring the approach followed in Sheffield. This will help to improve choice, control, independence and inclusivity.

To improve the accessibility of Southampton's public facilities and services:

18. Engage disabled people, potentially through the proposed Southampton Disability Access Forum, in the development of Equality Impact Assessments when it is expected that a new policy, development or decision will have an impact on disabled people.

19. Through the proposed access guides, undertake access audits of the City Council's public buildings and take recommended action to improve the accessibility of the buildings where practical and reasonable. All new public facilities should be fully accessible.

To improve the ownership and culture of accessibility:

20. Include a commitment to accessible services and facilities in the next iteration of the Council Plan and adopt, for the city, the simple but strong statement that Southampton aims to be the UK's most accessible city by 2040.

21. Update the Council's Equality Policy and re-confirm the commitment to the social model of disability.

22. Ensure that disability equality training is incorporated within the Council's diversity and inclusion training.

23. Appoint a permanent Diversity and Inclusion Lead who has an internal and external focus, enabling them to be proactive and to advocate for equality and diversity in Southampton and raise awareness of accessibility obligations under the Equality Act.

24. To promote good practice and to raise awareness of accessibility issues across the city, work with Go! Southampton and Spectrum CIL to establish an annual Accessible Southampton Awards.

Accessibility Scrutiny Inquiry Review & Action Plan

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Action Plan Relating to Theme 4.	15

Overview:

The Scrutiny Inquiry Panel undertook the inquiry over 5 evidence gathering meetings. At the start of each meeting the Panel received presentation summarising feedback from an Accessible Southampton focus group meeting attended by disabled people.

The focus group, convened by Spectrum CIL, considered the issues to be discussed at the subsequent Inquiry Panel meeting.

Objectives:

- a. To identify whether the **physical infrastructure of the city creates barriers for disabled people** to access all Southampton has to offer.
- b. To **identify good practice** being employed to improve the accessibility of towns and cities elsewhere.
- c. To **identify what initiatives and approaches could work well in Southampton** to improve the accessibility of the city.

Scrutiny Panel considered the principles of inclusive design as being:

- Inclusive – so everyone can use it safely, easily and with dignity
- Responsive – taking account of what people say they need/want
- Flexible – so different people can use it in different ways
- Convenient – All can use it without too much effort or separation
- Accommodating for all people, regardless of their age, gender, mobility, ethnicity or circumstances
- Welcoming – with no disabling barriers that might exclude some people
- Realistic – offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all.

Access City Award

Inquiry was conducted using the 4 key accessibility criteria used by the Access City Award. The Access City Award is a prize given by the EU every year to cities that work hard to be accessible:

- a. The built environment and public spaces
- b. Transportation and related infrastructures
- c. Information and communication, including information and communication technologies (ICT)

- d. Public facilities and services, such as transport access.

The following are key application criteria that an applicant city has to demonstrate:

- a. The actions implemented or planned are part of a coherent strategy or policy framework, rather than just ad hoc projects.
- b. Accessibility must be mainstreamed in the city's policies and its regulations.
- c. There is a corporate commitment to accessibility at a high level within the authority.
- d. Appropriate resources are allocated to implement these policies.

Any applicant city also needs to demonstrate clear involvement of disabled people and their representative organisations in planning, implementation and maintenance in city policies and initiatives.

Inquiry Theme 1: Accessibility to the built environment and public spaces

- Access City Award includes the following issues under this heading - City centre design, streets and pavements, parks, squares, monuments and open spaces. Feedback was provided to the Inquiry Panel - areas of concern with regards to the design of the city and accessibility were classified into the following areas -
 - City Design – Getting around the city
 - Buildings and Spaces – Retail & Public
 - Buildings and Spaces – Homes
 - Accessible Toilets
 - Planning and Building Control

General Observations:

The Accessible Southampton Focus group identified the primary concerns in the built environment, with lack of reporting mechanism for access issues or maintenance needs:

- Street furniture e.g. bins, benches, signage on pavement
- Sudden changes in width or height of the pavement, shortage of dropped kerbs e.g Hill Lane between Atherley Bowling Club and Taunton's College
- Pavement not defined from road space e.g. around Central Station
- Poor quality surface with cracked pavement
- Poorly phased traffic lights/pedestrian crossings
- Lack of accessible signposting and signage
- Crowded/noisy city centre space

Perception from disabled residents is that access requirements are routinely ignored by developers, and these are not actively policed by planners – there needs to be a much more proactive to insist that good access is proactively built into the design phase of new developments.

Recommendations:

- There is scope for planning policy as it relates to accessibility to be updated and reset - higher standards can be applied by the Council subject to planning conditions and policy, most developers will work to minimum accessibility standards unless required to do otherwise.

- Local Plan refreshment provides an opportunity to secure higher accessibility standards for future developments which require planning permission and opportunity to add to the existing policy to include embedding an accessibility checklist.
- Development standards should include requiring all new housing development to meet the highest standards of accessibility and inclusion
- Refresh of the Streetscape Toolkit – incorporate accessibility in the Council’s highways design standards moving forward.
- Work in partnership with Go! Southampton to deliver their ambition for Southampton to be an accessible and inclusive city through Accessible City workstream in partnership with Spectrum.

Rec No.	Action	Responsible Service Area	Service Area Comments/Output	Proposed Outputs/estimated timescales	Resources needed	Proposed Response
1	<p>Enshrine the principles of accessibility and inclusion within the Southampton City Vision Local Plan –</p> <ul style="list-style-type: none"> • Requiring all new development to meet the highest standards of accessibility and inclusion. • Requiring all new housing to be at least accessible or adaptable housing, with a minimum of 10% wheelchair accessible. • Consider children and parents views and insights, especially of those children with a special educational need and disability (Child Friendly) 	Strategic Planning	Will be both an ‘Accessible and Inclusive Design’ and ‘Space Standards’ policy in the new Southampton City Vision (SCV) Local Plan to address these bullet points. The latter will require a proportion of new housing development to be accessible to people with reduced mobility and wheelchair users either on completion or with only limited adaptations required in the future. The policy proposes applying increased standards to developments of 10 or more and 50 or more homes. The proportion and threshold will be determined after further work is undertaken including a viability assessment. No percentage is yet identified.	Draft policy with option ready for end of October consultation.	Low for policy drafting	Accept
2	Embed an accessibility checklist within existing planning policy for	Strategic Planning	Will be writing a new accessibility policy for the new SCV Local Plan. At this stage we can include the	Draft policy with option ready for end	Low for policy drafting	Accept

	inclusion into Southampton Vision Local Plan		option to require an accessibility checklist to be submitted to support applications but the content of such will need expert knowledge which we don't have in house. This task is therefore partially dependent on the outcome of the above task of employing an Access Officer.	of October consultation. Decision on checklist to be taken in 2023 and next steps dependent on above task.	Medium for application of accessibility checklist as expert knowledge not currently available in house.	
3	Work with Go! Southampton and the city centre BID area to support their inclusive premises initiative developed in tandem with Spectrum CIL	Go! Southampton	Meeting to be arranged with new Go! CX to establish a way forward with resources available. Work with Child Friendly ambassador organisations such as West Quay and GO! Southampton to ensure children's voices, including those with a disability are incorporated into design activity	Autumn 2022 meeting to scope	Initial scoping – Low – further resource tbc.	Accept
Page 11	Changing Places toilets - Council should apply for funding if the Government announces a new round of grants to develop the provision of Changing Places to support publicly accessible facilities.	Property Services City Services	Property Services are responsible for the maintenance of existing SCC toilet facilities and City Services the day-to-day cleansing. Beyond maintenance and cleansing of existing facilities there is not a SCC lead service, programme or budget for future programme of enhancements to toilet facilities.	TBC	Service area responsibilities need confirming and resource identified to lead programme of enhancements and capital and rev budgets supported by future external funding opportunities.	Requires further work

Inquiry Theme 2: Accessibility to transportation and related infrastructures

- The EU Access City Award criteria includes the following issues under this heading - measures related to the car parks, airports, railway stations and bus stations, taxis, trains, buses and trams, proximity, interconnectivity of public transport and journey information availability.
- Feedback was provided to the Inquiry Panel - areas of concern with regards to the transport were classified into the following areas:
 - Transport modes – buses, trains, ferries and taxis
 - Parking provision
 - Shopmobility services
 - Signage

General Observations:

- Infrastructure, provision and end to end journeys can be designed with accessibility in mind, thereby removing barriers and enabling everyone to access the various modes of transport available. Public transport should include all, segregated transport can be expensive and exclusionary.
- Good access should be built in at the design phase. Ask disabled people as co-production is cost effective.
- Consider the whole experience - Booking / tickets, getting to the public transport destination, interchanges of multi-modal trips e.g. car-taxi-bus-train. It doesn't matter how good/bad provision is if customer service is wrong.
- Proper consideration of pedestrians, particularly those who have impaired senses, when designing scheme layout at bus stops, train stations etc.

Recommendations:

- Utilising best practice guidance, and the proposed Southampton Disability Access Forum, ensure that good access is built in at the design phase of transport infrastructure schemes, including parking.
- Through the proposed Disability Access Forum, review signage in Southampton, including the Legible Cities signage, to make it more accessible to disabled people.
- Explore opportunities to move to 100% wheelchair accessible hackney carriages and to increase the number of wheelchair accessible private hire vehicles in Southampton.
- Explore opportunities to establish ShopMobility schemes in Southampton's district centres.

- Plan disability street and car parking provision to accurately reflect disabled people’s needs e.g. proper dropped kerbs, larger spaces for vans and protect disabled parking spaces in the Civic Centre Car Park when planning events in Southampton City Centre.
- Review signage in Southampton, including the Legible Cities signage, to make it more accessible to disabled people – review to be conducted with the input of disabled people.

Rec No.	Action	Responsible Service Area	Service Area Comments/Output	Proposed Outputs/estimated timescales	Resources needed	Proposed Response
5	Development of an Inclusive Transport Strategy to sit alongside the Local Transport Plan, the emerging City Vision Local Plan, Cycling Strategy and emerging Walking Strategy.	Integrated Transport	Part of transport policy pipeline to develop an improved inclusive transport policy. To be reviewed if this will be a standalone policy document or imbedded into others. Including a refreshed LTP4 by 2025.	Policy review workshops with Cllrs/ Stakeholders Q4 2022/23. Policy updated including LTP4 refresh by 2025.	Low High – but linked to wider policy commitments.	Accept
Page 83	Establish a Southampton Disability Access Forum to: <ul style="list-style-type: none"> - Ensure good access is built in at the design phase of transport infrastructure schemes, including parking. - review signage in Southampton, including the Legible Cities signage, to make it more accessible to disabled people. Engage disabled people in the development of Equality Impact Assessments when it is expected that a new policy, development or decision will have an impact on disabled people	Integrated Transport	Currently in process of establish Accessibility Forum to take forward the transport and built environment specific recommendations from the Inquiry. This forum is built on the previous cycle forum, opening up decision making around schemes to include input from people who cycle, walk, use public transport and to actively take into account the needs of people with disabilities, especially if their mobility will be highly impacted by scheme proposals.	Legal advice indicates change from cycle forum to accessibility forum requires Cabinet approval. Cabinet Member for Transport and Regeneration has been briefed on recommendation to bring to Cabinet. Terms of Reference to be brought to 13 September Cabinet for approval.	Medium – initial intensive staff resource but linked to identified consultation requirements around new transport schemes. Resources required will diminish as process is integrated into consultation processes.	Accept

7	Governance Framework for accessibility improvements, including systems of reporting accessibility issues e.g. broken/lack of dropped curb	Highways Services	Currently proposals surrounding Accessibility Forum will include a mechanism for prioritising installation of infrastructure supporting accessibility dropped kerbs etc.	Timescales for establishing Accessibility Forum are as above	There will be a budget set aside for Accessibility Forum members to manage and dictate how this is allocated.	Accept
8	<p>Employ a dedicated Access Officer works across the Council and its private sector partners on all aspects of access improvement.</p> <p>The Access Officer would co-ordinates Accessibility Forum, investigates and responds to all access related complaints received by the Council and works with internal and external partners to implement changes to buildings, facilities and practices. This role ensures that accessibility is at the heart of planning.</p>	<p>Stronger Communities</p> <p>Organisational Development</p>	<p>A Diversity & Inclusion Officer is already in post with funding is secured until March 2023. Further funding is linked to progress against Diversity and & Inclusion Action Plan, as well as budget pressures overall, and will be reviewed prior to March 2023.</p> <p>There is currently a permanent role appointed for an externally facing Community Cohesion and Diversity Officer.</p> <p>The Child Friendly Project Officer and Youth Participation Lead will ensure the views of children, including those with SEND are incorporated</p>	<p>Reviewing for internal D&I lead before March 2023</p>	<p>Medium – Permanent position for an outward facing Diversity and Inclusion role in place, but need to identify scope for appointing an Access Officer and what service this sits in.</p> <p>The Child Friendly City accreditation takes the approach that a child friendly city is an accessible city, and under this accreditation the rights of SEND children and their parents need to be incorporated into decision-making – needs proper ownership from all management levels in the council.</p>	<p>Requires further work</p>

Accessibility Forum Review and Action Plan

9	Refresh of the StreetScape Toolkit	Integrated Transport	<p>The review of the Streetscape toolkit has commenced. Workshops to be established with input from newly established Access Forum.</p> <p>Can workshops also incorporate the Child Friendly City process to formulate what makes a street child friendly. Children, particularly those with disabilities will be consulted building on existing good practice for our Child Friendly Street initiatives.</p>	Workshops in Autumn 2022. Target for March 2023 complete document	Low – resource already in place with Balfour Beatty Living Places	Accept
10 Page 85	Working with Go! Southampton on the incorporation of the BID for the city centre and its Inclusive City workstream	Go! Southampton	<p>Meeting to be arranged with new Go! CX to establish a way forward with resources available.</p> <p>Work with Child Friendly ambassador organisations such as West Quay and GO:Southampton to ensure children’s voices, including those with a disability are incorporated into design activity</p>	Autumn 2022 meeting to scope	Initial scoping – Low – further resource tbc.	Accept
11	<p>Communication:</p> <ul style="list-style-type: none"> - Training for officers on appropriate language to use when communicating with disabled people - Apply inclusive communication principles to all transport related correspondences and consultations. 	Customers & Communications	<p>Add subtitles to all council videos</p> <p>Southampton CC Style Guide</p> <p>Officers to take part in Rights Based Training for Children</p>	TBC	Minimal – this work can be done within existing teams.	Accept

Checklist to ensure that engagement meetings for the general public when consulting on public transport schemes are accessible.					
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Inquiry Theme 3: Accessibility to information and communication

- The EU Accessible City Award criteria focuses on access to the city authorities' official information and includes the following issues under this heading - measures related to access to the city authorities' official information e.g. accessibility of promotional multimedia information for local authority, advice and citizen feedback procedures on the accessibility of the website, online information provision in arts, culture, entertainment, sport facilities, signage and guidance in public places, outdoor or indoor, tourist information, accessibility of the public information kiosks, provision of assistive technology and inclusive ICT resources for the whole community in public libraries and online centres.

General Observations:

Emphasis of the Panel's discussion was on Southampton City Council's information and communication, and accepted that while improvements had been made, there were still some other key areas for improvement. The principles for inclusive and accessible information were identified:

- Information and communication should be written to be understandable to the audience in question
- If information or communication is aimed at the 'general public' then it needs to ensure that it will be accessible and understandable to all
- Consider if all the intended audience will be able to access your chosen communication method
- Use plain English & make it easy for staff to get it right
- Provision of accessible info should not be a cost issue

Recommendations:

- To improve consistency in how the City Council communicates with residents the Council should adopt an accessible information standard. Spectrum CIL has identified information standards that reflect best practice.
- Incorporate an element on the 'language of disability' within the customer service training that is proposed for council staff via the Customer Experience Programme. Guidelines have been developed by Spectrum CIL, to help ensure that Council officers use appropriate language when communicating with disabled people
- Develop a checklist to ensure that meetings for the general public are accessible.
- To make Southampton more accessible, and improve the lives of people with communication difficulties, adopt the standards underpinning the Community Access Symbol and seek to encourage citywide take up and accreditation of the initiative.
- To improve choice, control, independence and inclusivity, work with Go! Southampton and Spectrum CIL on proposals to produce access guides on a city-wide scale for Southampton – best practice identified by Scrutiny was approach in Sheffield.

Rec No.	Action	Responsible Service Area	Service Area Comments/Output	Proposed Outputs/estimated timescales	Resources needed	Proposed Response
12	<p>Communications:</p> <ul style="list-style-type: none"> - Adopt an accessible information standard across the council - Apply inclusive communication principles to all correspondences and consultations. <p>Checklist to ensure that meetings for the general public are accessible</p>	Customers & Communications	<p>We will develop an accessible information standard which will cover all communication with the public, electronic, phone, letter and for face-to-face meetings. This standard will seek to cover the use of inclusive communication principles.</p> <p>Once developed and checked by Spectrum and other bodies this will be internally promoted to encourage uptake / compliance.</p>	In place by end of 2022	Minimal – this work can be done within existing teams.	Accept
Page 88	Work with Spectrum CIL to develop training for officers on appropriate language to use when communicating with disabled people.	Organisational Development (OD).	<p>Rollout of the Customer Experience Programme learning modules can include this, as well as in our induction and Diversity & Inclusion modules.</p> <p>Plain English is a standard we already work to and can be used as a part of the training and accessible information standard</p>	Content relevant for each modules can be created by our OD team with Spectrum CIL, before end 2022.	Low, as OD team can meet with Spectrum CIL in this timeframe and add appropriate content.	Accept
14	Adopt the standards underpinning the Community Access Symbol and seek to encourage citywide take up and accreditation of the initiative.	Organisational Development.	Need to explore free training offer from Communication Access UK - an initiative developed in partnership by charities that share a vision to improve the lives of people with communication difficulties.	Suggest we explore this in more detail to establish what we would be signing up to and what resources this requires from us to	Medium – no resource allocated to this and we have other accreditations to consider as well	Requires further work

Page 89			<ul style="list-style-type: none"> - Communication Access UK developed Communication Access Symbol, underpinned by a free training package and standards. - Anyone can sign up to complete the training package. - Organisations will receive accreditation as Communication Accessible once they have committed to deliver the training and adhere to the standards. <p>Organisations will then be placed on a national directory and can display the Communication Access Symbol. Both certificates and accreditation are valid for 12 months and need to be renewed annually.</p>	achieve and renew each year.		
15	Work with Go! Southampton and Spectrum produce access guides on a city-wide scale for Southampton.	Go! Southampton	<p>Meeting to be arranged with new Go! CX to establish a way forward with resources available.</p> <p>Work with SEND Children's Forums and schools to help design access guides that are child friendly</p>	Autumn 2022 meeting to scope	Initial scoping – Low – further resource tbc.	Require further work

Inquiry Theme 4: Accessibility to public facilities and services

- The EU Accessible City Award criteria asks applicant cities to identify how accessibility is considered and integrated in the public services provided within their city.
- There are legal duties that underpin accessibility requirements, but principles considered the Inquiry for accessibility to facilities and services were:
 - Services need to be easy to get to – Publicised in places that reach the target audience; Adjacent car parking and served by public transport; Venue well signposted
 - Buildings need to be accessible for disabled people - Entrance / reception, meeting rooms, toilets, food / drinks
 - Information provided needs to be in accessible formats
 - Staff training & culture - Ensure properly trained staff that understand needs of disabled people.

General Observations

- Panel did not consider in detail the accessibility of specific public buildings or services in the city, but the focus groups identified general issues relating to the accessibility of public facilities and services in Southampton.
- Considerations were made around:
 - **Service information** - Many disabled people do not know what services there are – information directory needs to be updated to be user friendly and accessible.
 - **Accessible public buildings** - access to public buildings was a challenge in Southampton. Facilities are rarely designed to be fully inclusive. Gateway was indicated as fully accessible, but improvements need to be made to council leisure facilities.
 - **Equality Impact Assessments** - The City Council undertakes Equality and Safety Impact Assessments (ESIAs) for all significant proposals and policies/strategies. Feedback from disabled people indicated that the process could be more rigorous, including engaging with disabled people where decisions are likely to impact them.

Rec No.	Action	Responsible Service Area	Service Area Comments/Output	Proposed Outputs/estimated timescales	Resources needed	
16	Engage disabled people, potentially through the proposed Southampton Disability Access Forum, in the development of Equality Impact Assessments when it is expected that a new policy, development or decision will have an impact on disabled people.	Growth	<p>For Equality Impact Assessments when relating to transport schemes, these will be developed with input from disability representative groups through the proposed Accessibility Forum.</p> <p>Officers to seek to engage with disabled children’s forums and schools to gain their views</p>	TBC	TBC	Requires further work
17 Page 91	Undertake access audits of the City Council’s public buildings and take recommended action to improve the accessibility of the buildings where practical and reasonable. All new public facilities should be fully accessible	Property Services	<p>Testing case will be the proposed redevelopment of the Outdoor Sports Centre facilities, to ensure that all proposals adhere to. This may be dependent on new accessibility policy for the new SCV Local Plan, which as mentioned above, is dependent on expert advice. However, parts of the redevelopment proposals are actively taking accessibility guidance and advice to design to highest standard of use.</p>	TBC	TBC	Requires further work

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1. Background

Funding from the Integrated Transport budget has been secured to develop and enhance the travel and transportation needs of the city of Southampton, with impacts on those travelling in the city for work or other everyday journeys.

An Accessibility Forum, consisting of representatives of the key stakeholder groups, will work together to consult on proposed schemes under secured funding to ensure that all user groups are properly consulted on designs at an early stage in design process and to embed inclusive design principles in the creation of schemes. The Forum will suggest measures that will balance the needs of businesses, users, residents, and other stakeholders, particularly those with additional mobility needs or disabilities that affect their movement through the city.

2. Purpose of the Accessibility Forum

The overall purpose of the Forum is:

- to evaluate proposed transport schemes in terms of accessibility, identify any mobility barriers to specific user groups, which will then be consulted on with the wider community for feedback and approval;*
- to test proposed schemes against the lived experience of user groups that utilise various methods of active travel and sustainable transport alongside those with specific mobility barriers and disability;*
- for each of the members to represent the interests of the stakeholder group they are part of in discussions, as well as listening to and allowing for the views of other stakeholder groups to be taken into account; and*
- To identify gaps in the existing built environment and prioritise improvements to these to improve accessibility when making everyday journeys.*
- To put forward suggestions and prioritise smaller scale improvements to existing built environment, public highways and other transport infrastructure using a dedicated integrated transport budget.*

3. Forum Scope

The working group meetings will be facilitated by the Cabinet Member for Transport & District Regeneration or their nominated representative and structured as follows:

- 1. Review of previous minutes and actions*
- 2. Presentation from Southampton City Council's Green City and Infrastructure Team*
- 3. Discussion and feedback*
- 4. Presentation of accessibility improvements and requests from Forum representatives*
- 5. Reporting of progress made on previously raised issues by GCI team.*
- 6. Agreeing next steps and actions*

Proposed Terms of Reference for Southampton Accessibility Forum

4. Membership of the Working Group

The working group will include representatives of each of the following stakeholder groups:

- Cycling representative groups*
- Walking representative groups*
- Local Councillors*
- SCC Officers*
- Advocacy groups for people with disabilities*
- GO! Southampton and BID area representatives.*
- Community Interest Groups*

6. Meeting Location and Frequency

Meetings will be held every three months from autumn 2022. Meetings will be held online, for review by Forum members to raise accessibility issues within an online format and what adjustments can be made for attendees.

7. Minutes of Meetings

The minutes of the meeting shall include the following, as a minimum:

- 1. The list of attendees, location of the meeting, meeting date and next meeting date*
- 2. List of actions, status of previous actions required towards achieving the objectives of the working group.*
- 3. Risks, Actions, Issues, Decisions (RAID), highlighting any risks, actions, issues & decisions, affecting the schemes with proposed resolution and mitigation activities.*
- 4. Minutes of the meeting and follow up actions will be circulated within one week of the meeting.*
- 5. The agenda for the next meeting will be circulated at least 2 days prior to it*
- 6. The minutes of the Forum will be circulated publicly and will be clearly signposted so members of the public can easily access the consultation decisions of the Forum.*

Agenda Item 9

DECISION-MAKER:	CABINET
SUBJECT:	EVENING PARKING CHARGES
DATE OF DECISION:	18 OCTOBER 2022 (Postponed from 13 th September 2022)
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR TRANSPORT AND DISTRICT REGENERATION

<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director for Culture, Communities and Homes	
	Name:	Mary D’Arcy	Tel: 023 8083 4611
	E-mail	Mary.D’Arcy@southampton.gov.uk	
Author:	Title	Service Manager for Parking and Itchen Bridge	
	Name:	Richard Alderson	Tel: 023 8083 2725
	E-mail	Richard.Alderson@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
Not Applicable	
BRIEF SUMMARY	
<p>The Council has formally proposed the implementation of Evening Charges for City Centre On-Street Pay and Display bays between the hours of 6pm and 8pm and Off-Street City Centre car parks between the hours of 6pm and Midnight. This paper outlines the policy objectives behind the proposals. A consultation was carried out on the proposal with a summary of responses and the Officer’s response set out in the appendices. The proposal is recommended for approval.</p>	
RECOMMENDATIONS:	
	(i) To approve the proposed Evening Parking Charges for implementation
REASONS FOR REPORT RECOMMENDATIONS	
1.	To manage demand for parking during the evening period
2.	To encourage drivers to use alternative transport modes for the benefits of reduced congestion and improved air quality
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
3.	To not implement the Evening Parking Charges, as this would not achieve the aim of these proposals
4.	To implement the proposal in part, as this would have to be justified on the basis of traffic management reasons, especially given the likelihood of displacement of parking from the areas where the charges were implemented

5.	To defer implementations of the proposals, as material considerations such as the levels of parking demand, may have changed within an extended timeframe, which may warrant a further investigation/consultation
DETAIL (Including consultation carried out)	
6.	<p>The Council has formally proposed reinstating Evening Parking Charges within the City Centre area. The proposals are as follows:</p> <ol style="list-style-type: none"> 1. To introduce on-street evening parking charges Monday to Saturday 6pm to 8pm for on-street pay and display bays within the City Centre Pay and Display Zone. The charges would be: <ul style="list-style-type: none"> For stays of up to 30 minutes - £0.50 For stays of up to 1 hour - £1.00 For stays of up to 90 minutes - £1.50 For stays of up to 2 hours - £2.00 2. To amend the restricted hours for the no waiting during restricted hours restrictions (Single Yellow Lines) within the City Centre Pay and Display Zone to align with the extended charging hours (Monday to Saturday: 8am to 8pm, Sundays and Bank/Public Holidays: 1pm to 6pm). Those No waiting restrictions not aligned to the current hours will remain unchanged 3. To introduce off-street evening parking charges, Monday to Saturday, 6pm to Midnight, in the City Centre Off-Street Car Parks. The charges would be: <ul style="list-style-type: none"> For stays of up to 1 hour - £1.00 For the stays of over 1 hour - £2.00 <p>No changes are proposed for the Bargate Street Shopmobility, Mayflower Park, The Quays North or The Quays South as separate charging structures apply in these locations</p> 4. To introduce an off-street overnight season ticket for use Monday to Saturday 6pm to Midnight at a cost of £150 (£15 for Electric Vehicles), Valid for 12 months
7.	<p>The Council introduced evening charges to City Centre on street pay and display locations and off-street surface car parks locations in 2013. Evening charges already existed in the Multi-storey car parks at that stage. The underlying purpose behind the introduction of evening charges at that stage was to encourage turnover within the parking bays during the evening in much the same way as parking bays are managed during the day. Evening charges have not been introduced to the District Centre Surface car parks at any stage. The Council subsequently determined to remove all evening parking charges within the City Centre in 2022 to assist businesses with recovery following the Covid19 Pandemic.</p>
8.	<p>Following the removal of evening parking charges, it has been observed that there is high demand for parking within the City Centre. To assess current</p>

	<p>evening parking demand, the Council carried out two surveys on Friday 10th June 2022 and Tuesday 14th June 2022 which concentrated on key locations within the City Centre. The results of the surveys are attached as Appendix 1. Many parking locations within the City Centre were observed to be at over 75% full.</p>
<p>9.</p>	<p>One of the key aims of parking charges is to manage demand for parking, ensuring that the bays are not dominated by any one user group for sustained periods, while allowing flexibility over the length of stay. Evening parking demand is likely to be comprised of three different groups:</p> <ul style="list-style-type: none"> • City Centre residents, • night-time economy workers and • City Centre visitors. <p>The resident population of the City Centre (or Bargate Ward) increased by 58% between the 2001 and 2011 Census, progressing from being the least populated Ward to the Ward with the highest population. The current estimated population of the Ward is 25,873 (2021 estimate) and is projected to reach 28,000 by 2024.</p> <p>This growth over the past two decades has been driven by high density residential developments. In line with National and Local parking standards, City Centre residential sites are typically developed with limited on-site parking on the basis that services are accessible by foot, or bicycle while public transport links are also readily available. The introduction of evening parking charges in 2013 previously helped to manage overspill parking by residents who may have otherwise decided to park on-street or in off-street Council car parks. Without evening parking charges in place, over a period of time, car ownership by City Centre residents may increase which would limit the availability of parking for other users.</p> <p>Night-time economy workers who drive into the City Centre are likely to occupy a parking bay for the duration of their shift which means it would not be available for other users. Parking by commuters during the day-time period is managed by parking charges to encourage commuters to make a choice over which transport mode they use. High demand parking bays are also restricted to a maximum stay period during the day to ensure that a range of people have access to the bays during that period. Without charges in place, high demand bays are likely to be occupied from 18:00 for the duration of the evening period which again would limit the availability of parking for other users.</p> <p>City Centre parking is generally maintained for visitors to the City Centre to support local businesses both in the daytime and evening periods. Parking charges may encourage City Centre visitors to consider alternative transport modes, particularly if they live within the boundary of Southampton where public transport is readily available alongside other emerging sustainable travel options such as e-scooters.</p>

10.	<p>The other key purpose behind parking charges to encourage people to use alternative travel modes. The current Local Transport Plan, Connected Southampton 2040, adopted in 2019, sets the strategic policy framework. This includes the supporting Parking Plan (2019) which sought to:</p> <ul style="list-style-type: none"> • Manage the supply of parking as part of a strategy to support future Parking and Ride, • Promote the sustainable growth of the City Centre and, • Manage the volume of traffic circulating around the City Centre <p>Parking charges are one of the measures that can support people in making sustainable and active travel choices to facilitate free flowing traffic and reduce emissions.</p> <p>The absence of evening parking charges over a sustained period may influence people's behaviour over time which is subsequently more challenging to reverse once travel habits have been developed.</p>
11.	<p>While parking charges can help support the economy by ensuring turnover in parking bays within high demand areas, they can also support business by managing the distribution of evening trade. In this regard, the Council has never introduced evening parking charges in the District Centre car parks in order to encourage patrons to visit locations that may otherwise see less footfall than the City Centre. If the evening charging policy for the City Centre is the same as the District Centres, then the District Centres will not see any benefit of the previous policy in this regard.</p>
12.	<p>The Parking Service team have also carried out a bench marking exercise to compare the evening charging policy Hampshire Local Authorities as well as other similar authorities elsewhere in the UK. This is attached as Appendix 2. While most Hampshire authorities do not have evening parking charges in place, the exceptions to this were Basingstoke and Portsmouth, which is significant as they constitute the other major urban areas within Hampshire and would likely see similar levels of evening trade and visitors.</p> <p>The bench marking exercise shows that many other large urban areas in the south of England including Bath, Bristol, Brighton, Bournemouth/Poole and Reading have some form of evening charging policy in place for their on-street and off-street parking facilities in order to manage demand.</p>
13.	<p>It is also highlighted that key Southampton Private Sector retail operators including West Quay, West Quay Retail Park and Ikea have maintained their evening parking charges in their parking facilities (see links below)</p> <p>www.west-quay.co.uk/parking/podium-car-park www.west-quay.co.uk/parking/multistorey-car-park www.westquayretail.com/parking/ www.ikea.com/gb/en/stores/southampton/</p>

14.	Parking charges are never implemented for the purpose of raising revenue, but where a surplus is generated from Council parking facilities, this is used for the public good. The On Street surplus is specifically ring fenced for transport related expenditure and as such, supports measures such as the £1 Night Time bus fare and the 5 for £5 Summer Bus Travel offer. Parking revenue surplus can also support highway maintenance and the Council is spending £15M in the 2022/23 financial year to resurface roads and footways.
15.	The Council has carried out a formal consultation on the proposals which were advertised by means of a press notice in the Hampshire Independent newspaper, site notices on street and within the affected car parks and a consultation page on the Council's website. The Council also issued a press statement. The consultation commenced on 29 th July 2022 and closed on 19 th August 2022. There were 588 responses to the consultation. 431 responses were logged as objections to the proposals. 128 responses were logged as being in support of the proposals. The remaining 29 responses were logged as comments. The consultation responses are attached as Appendix 3.
16.	<p>A range of issues were put forward during the consultation. A summary of the consultation responses and the Officer's response to the points raised is attached as Appendix 4. Following a detailed review of the consultation responses, it is not considered that any overriding concerns have been raised. It is therefore recommended the proposals are approved for implementation.</p> <p>In response to the consultation feedback, officers will undertake a review of the impact of the revised parking charge regime, four months following implementation.</p>

RESOURCE IMPLICATIONS

Capital/Revenue

17.	<p>The decision to reinstate evening charges will generate additional revenue across both On Street and Off Street car parking services. The additional income to be generated is presented in the table below.</p> <table border="1" data-bbox="331 1579 1430 1742"> <thead> <tr> <th></th> <th>2022/23</th> <th>2023/24</th> <th>2024/25</th> </tr> </thead> <tbody> <tr> <td>On Street</td> <td>£110,000</td> <td>£220,000</td> <td>£220,000</td> </tr> <tr> <td>Off Street</td> <td>£320,000</td> <td>£560,000</td> <td>£560,000</td> </tr> </tbody> </table> <p>Note - The figures for 2023/24 and 2024/25 account for the expected closure of Albion Place and Castle Way car parks in May 2023 as part of the Transforming Cities programme.</p> <p>Off Street revenue from car parking is treated as General Fund income, and On Street revenue is ring fenced to reinvest within highways activity. The original decision to suspend evening charges includes a decision to use the on-street reserve off set the impact of reduced income from off-street car</p>		2022/23	2023/24	2024/25	On Street	£110,000	£220,000	£220,000	Off Street	£320,000	£560,000	£560,000
	2022/23	2023/24	2024/25										
On Street	£110,000	£220,000	£220,000										
Off Street	£320,000	£560,000	£560,000										

	<p>parks, on the General Fund, and this offset will cease on the reintroduction of evening charges. The impact therefore will be predominantly to increase the income to the On Street ring fence, which provides more scope to invest back into highways.</p> <p>After taking this proposal into account, the forecast balance for the On Street Account would be around £2.8M by 31/03/2023.</p> <p>Car parking income was significantly reduced throughout the pandemic period, and as of the Summer of 2022 had not fully recorded to pre-pandemic levels. There is therefore a risk that the estimated additional income may not be achieved if utilisation of car parks continues to remain low, or reduces as a consequence of the cost of living crisis.</p>
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Property/Other

18.	The proposal will affect tariff structures in the Council's Off-Street car parks which will require appropriate signing changes. Property is otherwise unaffected by the proposals.
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

19.	Local Authorities have authority to propose and implement amendments to parking tariffs and other parking restrictions, subject to due consultation, under the Road Traffic Regulation Act 1984.
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Other Legal Implications:

20.	Equalities Act 2010 – the exercise of all functions, including those related to the high and regulation of parking are subject to compliance with the Public Sector Equality Duty (s.149 of the Act) which requires the exercise of functions in a manner that eliminates discrimination, harassment or victimisation on the basis of protected characteristics. The impact of the proposals are subject to an Equalities Impact Assessment process as set out in the supporting documents to this report.
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RISK MANAGEMENT IMPLICATIONS

21.	N/A
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POLICY FRAMEWORK IMPLICATIONS

22.	The proposals align with policy objectives as set out in the Council's Local Transport Plan Connected Southampton 2040 as published in 2019.
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KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	Bargate and Bevois
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
	None

Documents In Members' Rooms

1.	Evening Parking Demand Survey	
2.	Evening Charges Benchmarking	
3.	Consultation Responses	
4.	Consultation Summary and Officer Response	
5.	Site/Press Notices	
6.	Equality 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.		No
Other Background Documents		
Other Background documents available for inspection at:		
	Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.		
2.		

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DECISION-MAKER:	CABINET
SUBJECT:	TRANSPORT FOR THE SOUTH-EAST STRATEGIC INVESTMENT PLAN – DRAFT CONSULTATION RESPONSE
DATE OF DECISION:	18 OCTOBER 2022 (POSTPONED FROM 13 SEPTEMBER 2022)
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR TRANSPORT & DISTRICT REGENERATION

<u>CONTACT DETAILS</u>			
AUTHOR:	Title	Senior Transport Planner (Policy)	
	Name:	Emma Baker	Tel: 023 8083 3948
	E-mail:	Emma.baker@southampton.gov.uk	
Director	Title	Executive Director Growth	
	Name:	Adam Wilkinson	Tel: 023 8254 5853
	E-mail:	adam.wilkinson@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
NOT APPLICABLE	
BRIEF SUMMARY	
This report summarises the Transport for the South-East (TfSE) consultation on the Strategic Investment Plan, which sets out the investment framework for the South-East up to 2050, including proposed transport measures. This report also outlines the Council's proposed response to the consultation.	
RECOMMENDATIONS (CABINET):	
	(i) To approve the Council's formal response to the TfSE Strategic Investment Plan consultation in Appendix 1 and delegate authority to Head of Green City & Infrastructure to submit following consultation with Cabinet Member for Transport and District Regeneration.
REASONS FOR REPORT RECOMMENDATIONS	
1.	The draft TfSE Strategic Investment Plan (SIP) builds on the Transport Strategy, adopted by TfSE in March 2020, by setting out delivery priorities for the period up to 2050. The Plan, which has been developed in partnership with 16 Local Transport Authorities, 5 Local Enterprise Partnerships ('LEPs') and other stakeholders, covers the area from the New Forest to Kent and from Isle of Wight to Berkshire. The Plan identifies measures within Southampton, and the wider Solent area, that contribute to national and local objectives set out in Government strategies and guidance, and the Local Transport Plans (LTP) of its sixteen Local Transport Authority partners.

	The LTP continues to set out the local policy framework for transport in Southampton as required by the Transport Act 2000, and as amended by the Local Transport Act 2008. The draft SIP aligns with and builds on the policies contained in the SCC LTP by setting out the strategic policy framework for future transport investment across the South-East.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
2.	<p>Do nothing – not recommended.</p> <p>This is the Council’s opportunity to formally respond to the consultation on the draft SIP and to ensure the city’s interests are reflected in the final Plan before it is finalised and submitted to the Department for Transport in March 2023.</p>
DETAIL (Including consultation carried out)	
3.	Transport for the South-East (TfSE) was established as a Sub-National Transport Body in 2017 and currently operates in ‘shadow’ form. The purpose of the Body is to work with partners, including 16 Local Transport Authorities (LTAs), 5 LEPs and other stakeholders, to determine and secure investment in transport priorities for the area.
4.	<p>TfSE Transport Strategy</p> <p>The Transport Strategy for the South-East, adopted in 2020, sets out the overarching, high-level transport vision and objectives for the area, covering the New Forest to Hastings, and Isle of Wight to Reading. The vision is:</p> <p>“By 2050, the South-East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.”</p> <p>Over the last two years, TfSE has built upon the Transport Strategy by developing and publishing detailed strategies, including the Future Mobility Strategy (2021) and the Freight, Logistics and Gateways Strategy (2022), in collaboration with its partners.</p>
5.	<p>Development of the Strategic Investment Plan</p> <p>TfSE are now consulting on the Strategic Investment Plan (SIP) which sets out the priorities and investment framework up to 2050. This Plan is supported by an extensive evidence base made up of:</p> <ul style="list-style-type: none"> • a Strategic Narrative • a Delivery Plan • Appraisal Specification Report • Integrated Sustainability Assessment; and • six Thematic Notes on: <ul style="list-style-type: none"> ○ Decarbonisation, ○ Levelling-Up, ○ Rail, ○ Highways, ○ Bus, Mass Transit and Shared Mobility, and

	<ul style="list-style-type: none"> ○ Strategic Active Travel and Micromobility. <p>The evidence base is also supported by four area studies covering:</p> <ul style="list-style-type: none"> ● Solent and Sussex Coast, ● London to Sussex Coast, ● Wessex Thames ● Kent, Medway and East Sussex
6.	<p>Strategic Investment Plan Development Approach</p> <p>The SIP, and the supporting evidence base, has been developed over the last 5 years in consultation with TfSE’s member LTAs plus the LEPs, Local Planning Authorities, and other stakeholders. As part of this collaborative work, Southampton City Council (SCC) has had the opportunity to reflect the city’s aspirations throughout the development of the Plan.</p> <p>Local policy and studies, including the Local Transport Plan, Local Plan, and the Solent Rail Study, have been fed into the work through numerous meetings, workshops and Forums, including attendance at two area study working groups for Solent and Sussex Coast and Wessex Thames. SCC, and other partners, has also had the opportunity to comment on the area study outputs at various points as the studies evolved.</p>
7.	<p>Future Investment Priorities</p> <p>As part of the development of the area studies, current and future challenges and opportunities and local priorities were identified using existing evidence and local knowledge. This information was used to identify potential multi-modal measures that were assessed against the eight SIP investment priorities and their impact on transport and socio-economic outcomes using a Multi-Criteria Assessment Framework. These priorities are:</p> <ul style="list-style-type: none"> ● Decarbonisation and the Environment, ● Adapting to a New Normal, ● Levelling Up Left Behind Communities, ● Regeneration & Growth, ● World Class Urban Transport Systems, ● Transforming East-West Connectivity, ● Resilient Radial Corridors, and ● Global Gateways and Freight.
8.	<p>Benefits of the Strategic Investment Plan</p> <p>The estimated value of delivering the packages of measures identified in the SIP is £45 billion over 27 years or £1.5 billion per year. The collective benefits of delivering the measures in the SIP could support:</p> <ul style="list-style-type: none"> ● 21,000 new jobs ● An additional £4 billion in GVA per year by 2050 ● 1.4 mega tonne reduction in CO2 equivalent omitted ● +500,000 more rail trips each weekday ● 4 million fewer car trips per weekday ● 1.5 million more bus, mass transit and ferry trips per weekday
9.	<p>Package of Measures for South Hampshire</p> <p>The SIP evidence base includes detailed area studies that set out the need for investment across four geographical areas that make up the TfSE area. These also set out proposed measures for delivery up to 2050 and the likely</p>

	<p>benefits of delivering the measures, including changes to the number of journeys made by private car, rail and active travel, reductions in carbon emissions and benefits to the economy.</p> <p>The measures that directly benefit Southampton are set out in the Solent and Sussex Coast Area Study. This study also outlines improvements for in the wider Solent area and along the Sussex coastline. The measures proposed in the Area Study have been grouped into packages, including local and strategic rail (Core and Enhanced Rail), Mass Transit, Active Travel and Strategic Highways.</p>
10.	<p>Proposed Measures for Southampton</p> <p>The proposed measures for Southampton include:</p> <ul style="list-style-type: none"> • Redevelopment of Central Station, • A potential rail tunnel under the River Itchen, • A new train station in the City Centre, • Additional rail improvements recommended in the Solent Rail Study, • Citywide active travel and mass transit measures that would deliver the aspirations of the Cycling Strategy and Bus Service Improvement Plan (BSIP), which is currently unfunded, • Improvements to water transport services and infrastructure, • Northam Rail Bridge Replacement, and • Highway Improvements along the western corridors. <p>These measures would help unlock growth and regeneration and improve connectivity across the city and wider Solent area, including along the Waterside. Improvements to rail infrastructure will also enable additional freight services to be operated and to increase rail service frequencies to metro-levels of service. The proposed measures in the Solent area will also support the Solent Freeport by improving road and rail connectivity to local Freeport sites, particularly around the Waterside, and key freight routes across the wider TfSE-area connecting to the Midlands and rest of the UK.</p>
11.	<p>Benefits of South Hampshire Measures</p> <p>The Solent and Sussex Coast Area Study proposes £11.2 billion of investment in the area from the New Forest to Hastings, and the Isle of Wight. The anticipated benefits of delivering the proposed measures set out in the Solent and Sussex Coast package could support:</p> <ul style="list-style-type: none"> • 7,900 new jobs, • An additional £1.3 billion in GVA per year by 2050, • 10,000 mega tonne reduction in CO2 equivalent omitted, • 35,000 more rail trips each weekday, • 360,000 fewer car trips per weekday, and • 340,000 more bus, mass transit and ferry trips per weekday.
12.	<p>Global Packages of Measures</p> <p>It should be noted that in addition to area specific measures, the SIP also proposes a package of 'global' measures some of which would need to be led by Central Government. These measures include:</p> <ul style="list-style-type: none"> • Decarbonisation, • Public Transport Fares,

	<ul style="list-style-type: none"> • New Mobility, • Road User Charging, • Virtual Access, and • Integration. <p>The benefits of delivering the global package of measures are integrated into the overall SIP benefits.</p>
13.	<p>Alignment with Local & National Transport Policy</p> <p>The SIP is aligned with the Connected Southampton Transport Strategy 2040 (Local Transport Plan – LTP) vision to improve the efficiency of transport corridors and places by making it easier for people to move around by other forms of transport. The priorities and measures outlined in the SIP support the three LTP themes; ‘A Successful Southampton’, ‘A Better Way to Travel’ and ‘A System for Everyone’ and are consistent with the TfSE goals based around the economy, social and the environment.</p> <p>In addition to the SIP aligning with the aspirations of the LTP, the priorities for Regeneration and Growth, Levelling-Up Left Behind Communities, and Decarbonisation and the Environment also support the Council’s Corporate Plan, Local Plan, Green City Plan, Economic & Green Growth Strategy, and Health and Wellbeing Strategy. The SIP will support these plans by setting out the investment framework to secure future funding for improved connectivity across the city and wider Solent area through sustainable and active travel modes improving accessibility and regeneration. The SIP also supports our position as a global gateway and leading trading and export city by setting out measures that will strengthen connectivity to the city and wider Solent.</p> <p>The SIP is also aligned to new national strategies, including Gear Change, Better Back Better, the Transport Decarbonisation Plan, Great British Railway and Levelling Up.</p>
14.	<p>Contribution to LTP Strategic Goals</p> <p>The proposed measures for Southampton particularly contribute to the aspirations of Successful Southampton, which includes the development and delivery of a world-class public transport system – the Southampton Mass Transit System (SMTS). The aspiration for the SMTS is to create a multi-modal and integrated system that offers metro-levels of service. The proposed measures outlined in the SIP Mass Transit and Rail packages could support the delivery of the SMTS by delivering investment in the rail network that would reduce constraints and to deliver complementary bus measures as set out in the BSIP.</p> <p>Whilst the LTP and emerging Local Plan include policies that support improvements to rail infrastructure, it should be noted that they do not consider tunnelling options or new stations. However, these measures do support sustainable growth and the overarching ambition to develop the SMTS, supported by metro-levels of service.</p> <p>The SIP also supports the Council’s aspirations to create a Liveable City Centre through the delivery of measures that support improved connectivity</p>

	and regeneration in the City Centre. The proposals for a citywide package of active travel measures support our aspiration to create an active and healthy city, which is supported by zero emission transport options, including a network of high-quality walking and cycling routes.
15.	<p>Consultation & Engagement</p> <p>Members of the public and other stakeholders can respond to the draft SIP, which is available for consultation over twelve weeks between Monday 20th June to Monday 12th September.</p> <p>To commence the consultation, TfSE organised an MP reception, which took place on Wednesday 22nd June, and was attended by the Cabinet Member for Transport and District Regeneration. This was followed by a stakeholder event at Guildford on Tuesday 4th July, which also included SCC representation. Two public webinars were also held on Monday 11th and Tuesday 12th July.</p>
16.	<p>Proposed Consultation Response</p> <p>The Council's proposed consultation response, for which we are seeking approval, is included in Appendix 1.</p> <p>Throughout the consultation, SCC has encouraged residents and businesses to respond to the consultation by issuing a press release highlighting the consultation and resharing TfSE social media messages via SCC social media channels. People are invited to respond to the consultation by completing the short online survey available on the TfSE website.</p> <p>Any measures that are taken forward in the future would require consultation. This would be led by the Project Sponsor whether that is SCC, National Highways, Network Rail or others.</p>
17.	<p>Equality & Safety Impact Assessment</p> <p>An Equality and Safety Impact Assessment has not been undertaken on the recommendations of this report due to it seeking approval for a consultation response.</p> <p>However, as part of the development of the SIP evidence base, TfSE has undertaken an Integrated Sustainability Assessment to consider the high-level impact of the Area Study proposals on the environment, health, habitats, equality and community safety. It should be noted that individual Equality and Safety Impact Assessments will be undertaken as part of the design process for each proposed measures in Southampton if funding is secured at a later date.</p>
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
18.	The development of the SIP and the supporting evidence base has been funded by TfSE. This has been met through annual partner subscription contributions, which are set and agreed annually by the Shadow Partnership Board. The Council contribution, which is funded through SCC Transport Policy budget, is £30,000 per year.

	In addition to the Council's subscription contribution, it provides support to TfSE in the form of officer time at meetings and reviewing outputs from the work programmes, including the SIP development. Department for Transport grant funding has been used to commission and develop the technical work programme, including the Strategic Investment Plan.
19.	The SIP will be used by TfSE, and its partners, to lobby Central Government for investment to deliver the ambitions and measures set out in the SIP, including £11.2 billion for measures identified in the Solent and Sussex Coast Area Study and £45 billion for the collective TfSE area. The Plan includes cost estimates for each package of measures based on 2020 prices. The development and delivery of the proposed measures set out in the SIP will be subject to future revenue and capital funding being secured from various sources, including Central Government.
20.	As part of the evidence base, TfSE has considered how the packages set out in the SIP could be funded and financed. This gives consideration to the phasing of measures outlined in the packages up to 2050. The SIP recognises the role that TfSE could play in business case development, particularly for strategic measures.
<u>Property/Other</u>	
21.	NONE
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
22.	The Council has the power to participate in consultations of this nature by virtue of s. 1 Localism Act 2011 (the 'general Power of Competence').
23.	TfSE is currently operating as a non-statutory body, following a pause in 2020 in the application process for statutory status to the Department for Transport. Despite its statutory status currently being on-hold, TfSE continues to speak to and lobby the DfT on behalf of its partners. Once approved by the DfT, TfSE will use the high-level, long-term strategic framework set out in the SIP as a tool to continuing lobbying the Department for further investment in the South-East.
<u>Other Legal Implications:</u>	
24.	As part of the development of the SIP, TfSE has undertaken an Integrated Impact Assessment on the high-level objectives and measures set out in the Plan. As proposals are currently at concept stage, individual Equality and Safety Impact Assessments will be undertaken for individual measures as they are taken through the design process.
RISK MANAGEMENT IMPLICATIONS	
25.	The risk of not approving the draft TfSE SIP consultation response is that SCC's views are not recorded formally as part of the consultation.
POLICY FRAMEWORK IMPLICATIONS	
26.	The TfSE Transport Strategy and draft Strategic Investment Plan (SIP) for the South-East do not form part of the SCC Policy Framework.

27.	Local Transport Authorities have a duty to prepare and publish Local Transport Plans as required by the Transport Act 2000, and as amended by the Local Transport Act 2008 (Part 2). Southampton's Local Transport Plan (also known as the Connected Southampton Transport Strategy) will continue to set out the transport strategy for the city up to 2040 and the short-term delivery plan (the Implementation Plan) up to 2025.
28.	The SIP complements our Local Transport Plan by setting out strategic transport priorities for the period up to 2050, which will need to be developed and delivered in partnership with a range of stakeholders, including SCC and national infrastructure providers. These priorities are aligned to national strategies, including Bus Back Better, Transport Decarbonisation Plan and Great British Railways, and aspirations set out in the Local Transport Plans covering the South-East.

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	ALL WARDS
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	TfSE Strategic Investment Plan Consultation Response

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://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/	
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.	Transport Strategy for the South-East, TfSE: https://transportforthesoutheast.org.uk/useful-documents/transport-strategy/
2.	A Strategic Investment Plan for the South-East, TfSE: https://transportforthesoutheast.org.uk/useful-documents/draft-strategic-investment-plan-for-the-south-east/

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APPENDIX 1 – TfSE Strategic Investment Plan Consultation Response

Transport for the South East – Strategic Investment Plan Consultation Survey

The purpose of this document is to aid participants in filling out the digital consultation survey and not intended to be used in replacement of the digital survey. For this reason, all background information and explanatory context from the digital survey has been removed from this document. As noted on the Engagement HQ project website, we additionally recommend whilst filling out the digital survey that you have the SIP document open on another browser window.

Section 2: Investment Priorities

Which of the above investment priorities do you feel are important for the SIP to deliver?
(Tick all that apply)

- ✓ Decarbonisation & Environment
- ✓ Adapting to a New Normal
- ✓ Levelling Up Left Behind Communities
- ✓ Regeneration and Growth
- ✓ World Class Urban Transit System
- ✓ East – West Connectivity
- ✓ Resilient Radial Corridors
- ✓ Global Gateways and Freight

Do you have any further comments on the SIP's investment priorities? Please limit your response to 250 words.

Southampton City Council supports the eight investment priorities outlined in the SIP, which are broadly aligned to the Council's priorities set out in our Policy Framework, including our emerging Corporate Plan, Local Transport Plan (LTP) and Local Plan.

The four place-based priorities support Southampton's local regeneration and growth aspirations highlighted in our Local Plan, particularly within the City Centre, Itchen Riverside and Mayflower Quarter. The investment priorities also support wider development in the Solent-area, including the Waterside in the New Forest.

The proposed measures will also improve accessibility across the wider Solent and reduce severance caused by the Strategic Road Network and our geography (which affects how people move around Southampton) through the delivery of active travel and public transport improvements. The delivery of comprehensive packages of interventions will also ensure that people living in areas of high deprivation have improved access to jobs, opportunities and services.

The four mode-based priorities are particularly aligned to our three LTP's strategic goals. The Plan sets out our 'Big Ideas' that include transforming the City Centre, developing the Southampton Mass Transit System and Park and Ride, better connectivity to the Port and key areas of employment and investment in Active Travel Zones and the Southampton Cycle Network. The SIP will support the delivery of these ambitions and the wider Solent Transport Strategy.

Collectively these packages will support future aspirations to move to a zero-carbon transport system, which will be set out further as part of our policy pipeline.

Section 3: Packages of Interventions

For the purposes of data gathering and analysis, the TfSE region has been split into four geographies. Which of the following geographic areas are you most interested in? Please be aware that some local authority areas appear in more than one of the geographies and you may need to select more than one of the geographies if this is the case for your specific area of interest. Choose all that apply.

- Solent and Sussex Coast (Hampshire, Southampton, Portsmouth, Littlehampton, Worthing, Brighton, Isle of Wight)
- London – Sussex Coast (Chichester to Eastbourne, Surrey, West Sussex and East Sussex excluding the Hasting Area)
- Wessex Thames (Berkshire, Hampshire and Surrey)
- Kent, Medway and East Sussex (Kent, Medway, Hasting and Rother areas of East Sussex)

Only if you answered Solent and Sussex Coast:

To what extent do you agree that the packages of interventions for the Solent and Sussex Coast area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all of the packages for the Solent & Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- South Hampshire Rail (Core)
- South Hampshire Rail (Enhanced)
- South Hampshire Mass Transit
- Isle of Wight (two Packages)
- Sussex Coast Rail
- Sussex Coast Mass Transit
- Sussex Coast Active Travel
- Solent and Sussex Coast Highways

Do you have any further comments on the Packages of Interventions for the Solent and Sussex Coast area? Please limit your response to 250 words.

Southampton City Council supports the interventions identified in the Solent and Sussex Area Study, which are broadly aligned to the aspirations set out in our LTP.

These support regeneration within the city centre, city and wider Solent-Area, and improve accessibility, particularly for our most vulnerable communities to level up. Work on this has already begun through the delivery of the joint TCF programme with Hampshire County Council, which is investing in the transformation of the city centre and improving connectivity across the Travel to Work Area.

The packages set out in the SIP and supporting evidence base support our 'Big Ideas' set out in the LTP, including the vision for the Southampton Mass Transit System, which is made up of various components, including rail, bus and water transport, as well as the

aspirations set out in our unfunded Bus Service Improvement Plan. Options to develop the SMTS and reduce existing constraints have and continue to be considered through the Solent Rail Study and complementary work. However, as highlighted throughout the development of the SIP, we have concerns about the proposed rail tunnel under the River Itchen due to potential challenges related to cost, deliverability and environmental impact. It should also be noted that a tunnelling option is not currently considered within our LTP or Local Plan.

The proposals set out in the SIP also support improved access to the Port of Southampton, the Freeport sites, and last-mile logistics which is important to Southampton. The SIP therefore sets out the high-level justification for investment in these packages, including Active Travel, and the potential benefits.

Only if you answered Wessex Thames:

To what extent do you agree that the packages of interventions for the Wessex Thames area will deliver on the priorities of the SIP?

- ✓ Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all of the packages for the Wessex Thames area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- ✓ Wessex Thames Rail
- ✓ Wessex Thames Mass Transit & Active Travel
- ✓ Wessex Thames Highways

Do you have any further comments on the Packages of Interventions for the Wessex Thames area? Please limit your response to 250 words.

Southampton City Council supports the overall package of interventions for the Wessex Thames study area.

This is a vital freight route connecting the Port of Southampton, and other ports along the south coast, to the Midlands and beyond via the M3 and A34. In order to support decarbonisation, more movements from the Port need to be made by rail (including cruise patronage), whilst ensuring that existing road freight routes are reliable, safe and support the use of alternative fuelled vehicles. We welcome measures with the SIP that support a shift to rail freight and other improvements that support improved access to 'Global Gateways and Freight' within the TfSE area, including Solent Freeport.

We also support rail improvements that will provide more reliable and improved passenger services to London (including Heathrow and Gatwick airports), Bristol & Bournemouth, Thames Valley, and north towards Birmingham, Manchester and Newcastle.

Global Policy Package of Interventions

Which of the above Global Policy Interventions do you feel are important for the SIP to support? (Tick all that apply)

- ✓ Decarbonisation
- ✓ Public Transport Fares
- ✓ New Mobility
- ✓ Road User Charging
- ✓ Virtual Access
- ✓ Integration

Do you have any further comments on the SIP's Global Policy Interventions? Please limit your response to 250 words.

Southampton City Council believes that the Global Intervention Package could play a significant contribution to the delivery of the SIP investment priorities. These measures should be considered as complementary to physical interventions set out in the Area Studies.

The Council particularly welcomes the inclusion of 'Decarbonisation' within the SIP due to it being considered a strategic issue, which will require a joined-up approach across the south-east as well as local measures. It should be noted that whilst Southampton City Council is not currently developing road pricing proposals, it acknowledges that proposals are being considered by Government in the context of replacing the existing vehicle excise duty and fuel duty, which is unlikely to generate revenue beyond 2040 due to the shift to electric vehicles. Despite the proposed investment and carbon reduction savings set out in the SIP, carbon reduction targets will not be met within designated timescales.

We also welcome the inclusion of measures that support a reduction in 'Public Transport Fares' and Levelling Up, which will be of particular benefit to our communities most at need. For this reason, key priorities for the city include making bus fares more affordable and better integrating modes, as highlighted in our BSIP. Improved fares and ticketing also form a fundamental part of our ambition to deliver a world-class public transport system through the development of the Southampton Mass Transit System.

Section 4: Benefits and Costs

Do you think that the SIP captures the benefits and costs of the proposed packages of interventions adequately? Choose any one option.

- Yes
- ✓ No
- I'm not sure

Please explain your answer to the above question here. Please limit your response to 250 words.

Southampton City Council welcomes the work that has been done to demonstrate the costs and benefits of the SIP interventions. These could also reflect the benefits to the population's health and wellbeing from people being more active, reduced emissions and improved road safety. The costs and benefits could also consider the impact that the measures will have on supporting the Levelling Up Missions highlighted in the supporting thematic note, including reduced deprivation and better access to services.

It is important to note that other, currently unknown, schemes may come forward over the lifetime of the SIP, which are not reflected in the Plan. The figures set out in the SIP should therefore be treated as indicative.

Section 5: Delivery of the SIP

To what extent do you agree that, as a whole, the packages of interventions will deliver on the priorities of the SIP?

- ✓ Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Section 6: Integrated Sustainability Appraisal and Conclusion

Do you have any comments on the Integrated Sustainability Appraisal?

Southampton City Council welcomes the benefits highlighted by the Integrated Sustainability Appraisal for the proposed measures in Southampton, particularly packages for Mass Transit and Active Travel. These benefits are largely a result of mode shift to more sustainable forms of transport enabled through the proposed investment, which also supports better connectivity, economic growth and improved health and wellbeing,

Whilst proposed investment in rail infrastructure is based largely on the Solent Rail Study and contributes to the above benefits, we have concerns about the potential negative impacts of the proposed Enhanced Rail package for South Hampshire, specifically the proposed tunnelling options under the River Itchen. This project is complex and contains a number of risks and is not a current policy option locally. The ISA illustrates the likely negative impacts of the proposed tunnelling options on the natural and built environment, which are vital assets to the city. Despite challenges related to cost, deliverability and the environmental impact of the Enhanced Rail package, we also acknowledge its potential benefits in supporting our aspirations for metro-levels of rail service and improved connectivity across the Solent-area. If this scheme is funded and taken forward in the future, it will be subject to statutory assessments as well as planning consent and public consultation.

The Council also acknowledges the potential negative impacts of delivering the Strategic Solent and Sussex Highways package, which is heavily focussed on the Sussex area. The SIP supporting evidence base sets out the current issues with the M23/A27 corridor, including the quality and reliability for the route as well as the proportion of local trips that it serves in comparison to strategic movements. This clearly sets out the justification for improved connectivity along this route for both local and strategic movements.

Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East?

- Definitely agree
- ✓ Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

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DECISION-MAKER:	CABINET		
SUBJECT:	SOUTHAMPTON CITY VISION – ‘DRAFT PLAN WITH OPTIONS’ CONSULTATION		
	18 OCTOBER 2022		
REPORT OF:	COUNCILLOR BOGLE CABINET MEMBER FOR ECONOMIC DEVELOPMENT		
<u>CONTACT DETAILS</u>			
EXECUTIVE DIRECTOR:	Name:	Adam Wilkinson	Tel: 023 8254 5853
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STATEMENT OF CONFIDENTIALITY
NOT APPLICABLE.
BRIEF SUMMARY
<p>This report seeks approval of the Southampton City Vision – Draft Plan with Options document and authority to commence consultation prior to carrying out final amendments. This report sets out the details for the Southampton City Vision – Draft Plan with Options, including a summary of content, including the key options to be presented, and details of the consultation approach. Appended to the report are the full working Draft Plan with Options (MRD 1), communications plan (MRD 2) with associated stakeholder mapping (MRD 3), plus a booklet of proposed changes to the currently adopted policies map (MRD 5)(Adopted Local Plan map (southampton.gov.uk)), all of which are to be finalised prior to public consultation, following consultation with the Cabinet Member for Economic Development, subject to decision on the recommendations of this report.</p> <p>The consultation will be carried out in accordance with the Council’s Statement for Community Involvement (SCI)(Local Development Scheme and Statement of Community Involvement (southampton.gov.uk)), which was approved by Cabinet in December 2020.</p> <p>The consultation is intended to launch at the end of October 2022 and will run for around 10 weeks, concluding in December, prior to the Christmas holidays. The consultation will be multi-channel and supported by a full communications programme and a series of events across the city for both residents and businesses.</p>

Details of the Draft Plan with Options key content and options are set out in section 5 of this report and in MRD 1. The key objectives, messaging, approach, and methods information for the consultation is also included in section 5 of this report as well as the attached communications plan (MRD 2).

The information collected through this consultation will be considered alongside other evidence as final options are selected and the pre-submission plan is finalised, helping to ensure we are addressing issues and needs, locally and in the city as a whole whilst respecting national requirements, targets and ambitions. Another formal consultation will be held in 2023 on the final version plan prior to submission to the Secretary of State.

It should also be noted that we are working towards the target submission date of December 2023 and there is also a government deadline for all Local Planning Authorities to have up to date Local Plans in place by the end of 2023. Whilst the new plan will not be adopted in line with this deadline, this is in line with the Council's Local Development Scheme, as updated in December 2021 ([Preparing our Development Plans \(southampton.gov.uk\)](https://www.southampton.gov.uk/our-development-plans)).

Notwithstanding the above, the Draft Plan with Options will begin to hold weight in planning decisions from publication and will gain more weight as it progresses through the plan-making process to adoption. That said, the weight given to the plan and any given policy within it is a matter for the decision maker.

The detailed timeline for the preparation of the Southampton City Vision Local Plan is set out in the Council's Local Development Scheme, 'Preparing Our Development Plans' ([Local Development Scheme and Statement of Community Involvement \(southampton.gov.uk\)](https://www.southampton.gov.uk/local-development-scheme-and-statement-of-community-involvement))(2021).

RECOMMENDATIONS

	(i)	To approve the content of the Draft Plan with Options and supporting booklet of policy map changes for public consultation.
	(ii)	Delegate authority to make minor amends to the Draft Plan with Options, to the Executive Director Growth following consultation with the Cabinet Member for Economic Development, prior to the consultation launch.
	(iii)	Delegate authority to make minor amends to the booklet of policy map changes, to the Executive Director Growth following consultation with the Cabinet Member for Economic Development, prior to the consultation launch.
	(iv)	To approve the consultation approach, as set out in the report.
	(v)	To delegate authority to make minor amends to the consultation approach and methods, to the Executive Director for Growth,

		following consultation with the Cabinet Member for Economic Development, prior to the consultation launch.
	(vi)	To authorise officers to commence consultation on the Draft Plan with Options.
REASONS FOR REPORT RECOMMENDATIONS		
1.		<ul style="list-style-type: none"> To provide clear leadership regarding the City Council's vision for the future. To ensure maximised engagement with residents and businesses enabling people from all communities and backgrounds to get involved in shaping the city. To ensure Southampton City Council's compliance with the statutory duty set out in Planning and Compulsory Purchase Act 2004 and the requirements of Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. To enable the Council to continue progressing the new Local Plan.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED		
2.		<ul style="list-style-type: none"> To delay further demonstrable progress on the statutory local plan. This is not a credible option as it means planning decisions are made on an increasingly out-dated development plan or default to the National Planning Policy Framework (NPPF); and risk government intervention in the plan-making process.
DETAIL (Including consultation carried out)		
3.	Background	<p>Southampton City Vision will be our new Local Plan which will set out the future development of new homes, workspaces and facilities across the city over the next 20 years and beyond. It is therefore one of the key tools that will deliver the future vision for the city. Whilst the National Planning Policy Framework (NPPF) sets out what a Local Plan must deliver (including meeting government housing targets) the City Council, following consultation with residents, business and stakeholders, has a critical role in deciding how we deliver it and the standards we want to set for all future development.</p>
4.		<p>The first formal consultation on Southampton City Vision, our new Local Plan, commenced on 10 February 2020. It was due to run for 10 weeks to 19 April 2020 but was extended to 31 May 2020 due to disruption caused by the Covid-19 pandemic. The objective of the consultation was to start understanding priorities, ideas and aspirations for the city centre and local neighbourhoods from residents, businesses, and anyone with an interest in the future of Southampton.</p>
5.		<p>The consultation was framed around six key challenges/themes and over 3,000 responses were received across all channels, although the vast majority (2,670) were made via the on-line survey. Of the key themes</p>

	<p>'environment and climate change' was considered to be the most important, closely followed by 'growth and investment' and 'getting around'.</p>
6.	<p>Respondents were also asked to identify priorities both in their local area and for city centre. The same three came out as most important for each area. These were:</p> <ul style="list-style-type: none"> • Parks, open spaces, nature, and conservation • Reducing air pollution and improving air quality • Access to frequent and reliable public transport
7.	<p>In addition to the survey a 'Call for Sites' was conducted, a process whereby members of the public and businesses can submit development sites to be considered for allocation within the plan. 25 sites were submitted as part of this process in 2020, all of which were progressed for assessment of development potential as part of our Strategic Land Availability Assessment (SLAA).</p>
8.	<p>A further Call for Sites was conducted in October 2021 in order to take account of new site availability following the impacts of the Covid-19 pandemic. An additional 16 sites were submitted, taking the total to 41 submissions.</p> <p>All sites have been included in the SLAA assessment process and a draft version SLAA will be published alongside the Draft Plan with Options consultation proposed for the end of October. Further detailed assessment will take place in 2023 to confirm appropriate uses, yields (once the final density approach is selected), constraints and likely delivery periods.</p>
9.	<p>The information gathered through this initial consultation has been used by officers, together with other evidence and advice from relevant experts, to help shape the draft Plan, giving direction and clear areas for focus. It has also aided in the identification of potential options for the allocation of land, including where growth will be best accommodated, and the planning policy approaches which will set standards and manage development throughout the city in the years to come.</p>
10.	<p>The 'Draft Plan with Options' intends to present an overarching vision for Southampton to 2040; draft policies which have been developed in consultation with key stakeholders, both internally and externally, including statutory agencies and with consideration of prior consultation representations; and key options for which we require feedback on prior to developing a final version or 'pre-submission Plan'. It is therefore intended for a Draft Plan with Options Consultation to be launched in Autumn 2022, the second formal stage of consultation for this plan-making process.</p>
11.	<p>It is important to note that this 'Draft Plan with Options' is exactly that – a draft. As such, there will still be significant time and opportunity to make</p>

	amendments based on feedback from this consultation. This is a key point the Council will communicate.
12.	That said, the intention of presenting a draft Plan with options set out within it is to give key consultees and members of the public the chance to see how the options may work within the context of a draft policy and to therefore understand its impact, importance and/or direction of travel, as well as the interrelation between one policy/option and other policies and their options. This will enable people, groups, and businesses to provide far more informed feedback than if the options were presented in a standalone fashion. This also works towards the Strategic Planning team's aim to make the plan-making process more transparent, where possible.
13.	The representations that are received will then be collated, analysed and used by officers to assist in selecting final options and refining policy wording and supporting text for the final version Plan (pre-submission Plan) which will be consulted on in late 2023, subject to necessary approvals.
14.	Officers consider the Draft Plan with Options presents the basis for a stronger and more resilient planning framework that will allow the city to adapt to future changes and the additional needs they may bring, whether related to technological advances, climate change, demographics or any other unforeseen changes. Southampton also has huge potential as a globally important city, and we believe the draft Plan better reflects this ambition and will provide a more proactive and supportive stance to encourage future investment, growth and improvements to the city which will bring benefits to all the city's residents.
15.	Effort has also been made to align all key Council strategies to this overarching planning framework, respecting that whilst the Southampton City Vision Local Plan will be the spatial manifestation of the long-term vision for Southampton, this change will also be delivered through our Economic Development Strategy, Local Transport Plan, Cultural Strategy, Green City Charter etc.
16.	<p>Draft Plan with Options – Content</p> <p><u>Overall Approach</u></p> <p>The overall aim of the Local Plan is to achieve sustainable development which meets the full range of economic, social and environmental objectives. The plan sets out a range of objectives and a spatial strategy to reflect this and guide the policies below.</p>
17.	The plan must also be supported by a Sustainability Appraisal (SA)(including Strategic Environmental Assessment) and a Habitats Regulations Assessment (HRA). Initial scoping reports were published to support the first stage of consultation (as described in para. 3.1) and the

	next stage of report for both the SA and HRA will be made available during the proposed Draft Plan with Options consultation.
18.	<p><u>Development Targets</u></p> <p>The Government has identified a need for 26,500 new homes in Southampton (2022 – 2040), which includes a 35% uplift for the city as one of the larger cities in England. Through the Strategic Land Availability Assessment (SLAA), the draft plan has identified the capacity to deliver approximately 16,600 of these homes on appropriate sites within the city. This is based on the Council’s emerging SLAA at August 2022, which is being prepared in accordance with national policy and a draft of which will be made available at consultation.</p>
19.	The SLAA takes into account sites with planning permission, other sites likely to emerge during the plan period, and likely rates of delivery to 2040. It is based on supporting high density growth and tall buildings in appropriate locations including the city, town and district centres and transport corridors, in-order to maximise growth within the city.
20.	To clarify the position with regards to National Planning Policy Framework (NPPF) compliance, the current draft housing supply figure is short of the housing need identified using the current Government standard methodology calculation. In addition, whilst the SLAA is still subject to review and yields may change slightly, the Council will still be presenting an under supply of land for housing which will carry forward to future drafts of the plan.
21.	The Council’s housing supply methodology will be assessed against NPPF paragraphs 11a, 20a, 68 and 125 which require Local Planning Authorities to identify specific, deliverable sites and broad locations for growth to satisfy local need but also, along with other NPPF paragraphs, set out some exceptions and additional criteria which need to be, and have been, considered throughout the site selection process and will continue to be considered at formal examination.
22.	Officers currently consider the methodology for increasing housing delivery via increased densities in sustainable and accessible locations (the city, town and district centres and key public transport corridors and hubs) to be the only option for significantly raising potential housing yields across the city.
23.	In addition, officers consider the proposed densities to be the maximum that can be broadly applied in respective areas whilst ensuring that residential standards can be maintained. Likewise, they are considered the maximum possible density increases that the Council can present whilst ensuring the viability of the option and it being defensible at examination, where the plan will be tested for soundness.

24.	In addition to presenting how this methodology has been established considering existing evidence, and how it has been applied across all available sites identified in the draft SLAA to generate the housing supply figure, the Council will continue to work with PfSH to address the housing shortfall of Southampton with other Local Planning Authorities in the wider South Hampshire region. The emerging South Hampshire Strategy will identify how the overall need for homes can be met.
25.	The SLAA will also be kept under review in the light of the consultation comments received and any other sites officers are made aware of.
26.	Whilst Local Planning Authorities must seek to address the local housing need, it is not unusual for some to present an undersupply in the final version of the Plan and local plans can still be deemed sound at examination provided the undersupply can be justified. In such cases, and in accordance with paragraph 125 of the NPPF, it is key to present evidence which justifies the methodology, identifies reasons for site selection/deselection or policies based on the various NPPF requirements/exceptions and to address viability. Together, this information will aid the Inspector in understanding the overall approach and making an assessment against national planning requirements.
27.	<p><u>Key Options</u></p> <p>The draft plan identifies key reasonable options where relevant, to enable further consideration of specific approaches. The key issues to address, and the emerging policies of the Local Plan are summarised as follows. A full list of policies is presented in the contents for the Draft Plan with Options (Appendix 1)</p>
28.	<p>Homes</p> <ul style="list-style-type: none"> • Type of New Homes: support for a mix of homes, including affordable homes and student accommodation, control of houses in multiple occupation, and securing minimum internal space standards.
29.	<p>Economy</p> <ul style="list-style-type: none"> • Economic Growth: support for further office growth, safeguarding most industrial and marine sites, support for the growth of the existing Port within the city, including as a Freeport or investment zone, support for social value plans to ensure local people benefit from economic growth. Policies may need to be tailored over the plan preparation to take account of the rapidly changing economic landscape in light of recent political decisions/changes.
30.	<p>Infrastructure</p> <ul style="list-style-type: none"> • Centres: support for a strong network of city, town, district and local centres with a vibrant mix of shopping, leisure, cultural,

	<p>office, residential and community uses. Additional policies manage shopping expansion in the city centre, food and drink uses and the night-time economy.</p> <ul style="list-style-type: none"> • Education, Health and Community Facilities: safeguarding existing schools, further / higher education and health facilities, support for new facilities, control of change and losses. • Infrastructure Delivery: securing developer contributions for the necessary infrastructure relating to all policy themes.
31.	<p>Environment</p> <ul style="list-style-type: none"> • Green city: protecting and enhancing biodiversity, the city's 'green grid', open spaces / sports facilities, and support for decentralised / renewable energy. • Heritage: conserving and enhancing heritage assets including scheduled ancient monuments, conservation areas, listed buildings (national and local), registered parks and archaeology. • Adapting to climate change: securing flood alleviation and sustainable drainage measures, improving air and water quality, managing noise, lighting, contamination, and land stability.
32.	<p>Transport and Movement</p> <ul style="list-style-type: none"> • Transport: promoting a shift to sustainable travel (walking, cycling and public transport) and managing car / goods vehicles, in-order to help reduce climate change and pollution.
33.	<p>Development Principles</p> <ul style="list-style-type: none"> • Placemaking: securing high quality design of development, streets and spaces, the public waterfront, and tall buildings (in appropriate locations). • Accessible and inclusive design: ensuring buildings, streets and spaces are appropriate for all people, including people with reduced mobility or sensory awareness. • Reducing climate change and pollution: strengthening policies to achieve energy and water efficient buildings and cooling, managing construction waste, and supporting appropriate provision of car parking / electric vehicle charging points.
34.	<p>Sites</p> <ul style="list-style-type: none"> • Strategic Sites: these include policies to guide the phased development over the short, medium and longer term of overall areas (the Mayflower Quarter in the west of the city centre, and the Itchen Riverside); and policies to guide the development or change of specific sites: • The Marlands, Bargate, former Debenhams / East Street shopping centre, Albion Place / Castle Way, College Street, Ocean Village, St Marys Street / old Northam Road, Chapel Riverside, Britannia Road gas works site, Drivers Wharf and Centenary Quay.

	<ul style="list-style-type: none"> Smaller development sites (e.g., for 10+ dwellings) are identified in the Strategic Land Availability Assessment.
35.	<p><u>Statutory and Policy Tests</u></p> <p>In-order to meet statutory and policy tests, the Council is working with PfSH on the emerging Strategy for the wider area, and the plan is supported by an emerging evidence base including a Sustainability Appraisal, Habitat Regulations Assessment and Strategic Land Availability Assessment.</p>
36.	<p>This evidence will be refined, and further evidence collected, which along with the responses to the public consultation on the Draft Plan with Options will inform the pre-submission version of the plan.</p>
37.	<p>Consultation</p> <p><u>Key Objectives and Messaging</u></p> <p>This second formal consultation stage for the Southampton City Vision Local Plan and has the following objectives:</p> <ul style="list-style-type: none"> To raise awareness of the plan and improve levels of engagement with residents and businesses, through the use of local insights and community networks to ensure we understand our stakeholders and how best to engage them in the process. Meet the statutory requirements under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Maintain or improve on the level of engagement/consultation responses received through a formal consultation process. To ensure we measure quality, not just quantity of responses. To utilise community networks and local champions to spread the word – trusted voices in local communities. To maximise the benefits of the consultation software and 3D modelling to make the consultation more engaging and accessible. To gather quality information that can be used alongside other evidence to take the right options forward in the Plan. To act as a platform for local people to shape their surroundings in accordance with NPPF (2021) paragraph 15.
38.	<p>The following key messages will also be communicated:</p> <ul style="list-style-type: none"> Role of the plan – what it does in shaping the city for the future. Your city – you know your local area and are best place to influence its future. Long term – real things on the ground for decades to come – let's get it right. Making Southampton a better place to live and work. Businesses – the right spaces and connectivity to thrive and grow.

39.	<p><u>Approach</u></p> <p>As a key place-shaping tool there are several stages where statutory consultation is required. All residents, business and stakeholders must be given the opportunity to comment on and shape the development of the plan.</p>
40.	<p>The Draft Plan with Options consultation is due to take place from October to December 2022. Whilst the majority of responses were made on-line last time, the pandemic has resulted in a huge shift change to digital, but we feel there is a need to be much more targeted in our approach to connecting with people.</p>
41.	<p>The general principle to our approach is: <i>'to allow you to have your say, your way, in your time, at your place and to share with friends, family and colleagues through your community networks'</i>. This will be achieved in several ways:</p>
42.	<p>Digitally:</p> <p>The Council's new digital platform (a property technology (PropTech) software procured with the 'PropTech Engagement Fund' grant from the Department for Levelling Up, Homes and Communities (DLUHC)) will be the main route for people to respond. The consultation will be divided into 8 themes, that will mirror the Local Plan. Within each of these are a number of specific policies, some with options, that we want to get peoples' opinions on. People will also have the option to comment on any policy (irrespective of whether there are options for it). The detailed communications plan sets out how the consultation will be promoted across a wide range of digital channels and how we will target different communities. This will direct people to the online platform and highlight any local community events that we will be attending.</p>
43.	<p>Face to face:</p> <p>SCC led community events that took place as part of the 2020 consultation were not well attended and therefore a poor use of resource. We are now gathering information about what events/meetings are taking place within communities and offering to attend, rather than expecting people to come to us. This is being established via communication with elected members, tenants conference, neighbourhood /residents' groups, the Southampton Voluntary Service and colleagues (engagement leads network and economic development team - businesses).</p>
44.	<p>Separate resources are being developed in consultation with our Child-Friendly colleagues, who will support us contacting school and other youth centres and meeting with a range of groups from across the city and gathering their views.</p>

45.	<p>Local advocates and the role of ward members</p> <p>It is critical that we know trusted people in local communities who can help us spread the word. This will be particularly important with hard-to-reach groups and those where English is not their first language. Our local ward members have an important role to play, both as local advocates themselves and in helping us to identify local community champions, social media groups, meetings and events that we can cascade information through. A ‘members pack’ will be prepared by mid-September which will provide an overview of the consultation objectives, social media resources and other ways to get involved. We will off a briefing session to all members prior to consultation launch.</p>
RESOURCE IMPLICATIONS	
<u>Revenue</u>	
46.	<p>Revenue resources are required to produce the Southampton Local Plan as it will involve commissioning specialist technical experts to produce a sound evidence base and the costs associated with holding a local plan examination. This cost will be met from existing revenue budgets. There is no base budget for the Local Plan but a budget carry forward of £0.34M was approved by Council in July 2022, subject to the delegations detailed in the Budget Outturn report</p>
47.	<p>For this particular stage of consultation, the costs primarily relate to document design, printing and communications. These costs are estimated at £10,000 and will be met via the £0.12M PropTech Government Grant which the authority has been awarded and is linked to delivery of this particular Local Plan consultation phase.</p>
<u>Property/Other</u>	
48.	Not applicable.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
49.	<p>As the Local Planning Authority, Southampton City Council has a statutory duty under regulation 10A of the Town and County Planning (Local Planning) (England) Regulations 2012 (“the 2012 Regulations”) to complete a review of its local plan every five years, starting from adoption of the local plan.</p>
50.	<p>Under section 19 of the Planning and Compulsory Purchase Act 2004 (“the 2004 Act”) the local plan must be prepared in accordance with the council’s Local Development Scheme and Statement of Community Involvement.</p>
51.	<p>Under section 19 of the 2004 Act, a local plan must:</p>

	<p>(i) include policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change.</p> <p>(ii) identify and include policies addressing the strategic priorities for the development and use of land in the authority's area.</p>
52.	In preparing the local plan, the council must have regard to, inter alia, the National Planning Policy Framework and the National Planning Policy Guidance.
53.	Consultation on the draft Local Plan must be carried out in accordance with the 2012 Regulations and meet the Council's Statement of Community Involvement.
<u>Other Legal Implications:</u>	
54.	Local Plans are required to be both designed and consulted upon having regard to the Public Sector Equality Duty set out in s.149 Equalities Act 2010 (the duty to exercise all Council functions with regard to the need to eliminate discrimination, harassment and victimisation for those with protected characteristics.) The Council's planning functions and the implementation of those in accordance with the Local Plan are key functions impacting on how people access and use property within the local authority area and must therefore be compiled having regard to this duty.
55.	The council must carry out a Sustainability Appraisal (including Strategic Environmental Assessment) and a Habitats Regulations Assessment in the preparation of the local plan.
56.	S.17 Crime & Disorder Act 1998 requires all local plans to be designed to be designed in such a way they contribute to the reduction of crime & disorder through the implementation of environmental design and planning processes.
RISK MANAGEMENT IMPLICATIONS	
57.	<p>Compliance with Local Development Scheme</p> <p>The risk of not undertaking this next stage of the Local Plan development at this time is that the Council will remain in a position in which its planning policies are considered 'out-of-date' and the determination of planning applications will not be genuinely plan-led but instead made in line with the presumption in favour of sustainable development with reference to the National Planning Policy Framework (NPPF).</p>
58.	Likewise, not having an up-to-date Local Plan or complying with the national requirement to have up to date Local Plans in place by December 2023 could lead to the Council being 'designated' by the Department of Levelling Up, Housing and Communities (DLUHC).

59.	Compliance with Statement of Community Involvement If the Council is not able demonstrate that it has used the principles set out in 'Involving you in Planning' in formulating planning policies, it could be open to challenge by way of judicial review or could result in the Local Plan not being found 'sound' by a Planning Inspector at the examination stage of the plan-making process.
POLICY FRAMEWORK IMPLICATIONS	
60.	The emerging Local Plan is a policy framework document once it achieves final approval (which will be determined by full Council in due course).
61.	As the Local Planning Authority, Southampton City Council is required to clearly define strategic priorities and policies to address these within the Development Plan, including the Local Plan, under the Planning and Compulsory Purchase Act 2004. The Council is also required to include non-strategic priorities and policies in the local plan, as is set out in Paragraphs 17 to 19 of the National Planning Policy Framework (NPPF).
62.	The Draft Plan with Options consultation will be conducted in accordance with the requirements set out in the Town and County Planning (Local Planning) (England) Regulations 2012.

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All (citywide)
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
	None.

Documents In Members' Rooms

1.	Draft Plan with Options
2.	Communications Plan – Draft Plan with Options
3.	Stakeholder Mapping – Draft Plan with Options
4.	Booklet of Policies Map Changes – working document
5.	ESIA – Draft Plan with Options
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.	Not Applicable.	

DECISION-MAKER:	CABINET
SUBJECT:	Hampshire Minerals and Waste Plan - Draft
DATE OF DECISION:	18 October 2022
REPORT OF:	COUNCILLOR BOGLE CABINET MEMBER FOR ECONOMIC DEVELOPMENT

<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY	
NOT APPLICABLE	
BRIEF SUMMARY	
<p>The Hampshire Minerals and Waste Plan identifies the need for infrastructure to maintain a supply of minerals to support economic growth, and waste management capacity to support recycling and reduce landfill. It manages the provision of this infrastructure to protect the environment and communities. The Plan supports the Council's Green City Plan.</p>	
<p>The key provisions of the Plan for Southampton are to:</p> <ul style="list-style-type: none"> • Safeguard the mineral and waste wharves along the River Itchen, and key waste management facilities in the city, whilst providing appropriate flexibility to support regeneration; • Support the provision of new waste management facilities within the city on suitable sites (typically industrial areas); • Provide policies to manage and control new minerals and waste proposals. 	
<p>The Plan is being prepared in partnership with Hampshire County Council and 3 other authorities. Once adopted by Southampton City Council it will form a part of the development plan against which planning applications are determined.</p>	
RECOMMENDATIONS:	
	(i) To approve the Hampshire Minerals and Waste Plan – Draft for public consultation (Members Room Document 1);
	(ii) To delegate authority to the Executive Director Growth, following consultation with the Cabinet Member for Economic Development, to make the following changes to the Plan prior to publication: minor changes, or major changes which do not affect Southampton.
	(iii) To delegate authority to the Executive Director Growth to make any changes necessary to the Council's Local Development Scheme

	throughout the plan-making process, which sets out the timetable for plan preparation.
REASONS FOR REPORT RECOMMENDATIONS	
1.	To meet statutory and national policy requirements to keep the Minerals and Waste Plan up to date.
2.	To enable changes to be made to align with the approval processes of 5 separate authorities.
3.	To ensure the timetable for preparing the plan is up to date.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
4.	To not update the Plan: this would not meet statutory and national policy requirements.
DETAIL (Including consultation carried out)	
5.	The Council is the minerals and waste planning authority for the city and has a statutory duty to keep the plan under review. Given the cross boundary nature of minerals and waste issues, a long-standing partnership has been established to prepare the plan. This consists of Southampton City Council, Hampshire County Council, Portsmouth City Council and the New Forest and South Downs National Park Authorities. Decision making powers are retained by the individual authorities.
6.	The current Hampshire Minerals and Waste Plan was adopted in 2013. This was reviewed in 2018 and again in 2020. The 2020 review concluded that the Plan needed to be updated. The Cabinet agreed to commence this update on 16 March 2021.
7.	Once adopted, the updated Plan will form part of the development plan against which planning applications are determined.
8.	The Plan facilitates an adequate supply of minerals, critical to the construction industry and economic growth in the area. It also supports a continued shift in waste management towards recycling in particular and away from landfill, complementing the Council's role as a waste disposal authority. The Plan also ensures that the environment and communities are protected.
9.	This report summarises the main provisions of the draft Plan relevant to Southampton.
	<u>Vision and Spatial Strategy</u>
10.	The Plan's vision is for "Carbon neutral and resilient minerals and waste development, which: supports health, wellbeing and quality of life for all; enables the creation of thriving places; and respects Hampshire's unique environment". (Paragraph 2.25).
	<u>Protecting Hampshire's Environment</u>
11.	The Plan includes policies to mitigate and adapt to climate change (policy 2); protect habitats and species (policy 3); conserve and enhance the historic environment (policy 7) and protect water resources (policy 8).
	<u>Maintaining Hampshire's Communities</u>
12.	The Plan includes policies to:

	<ul style="list-style-type: none"> • Protect public health, safety, amenity and well being, ensure no unacceptable emissions, or impacts regarding noise, dust, lighting, vibration, odour, air quality, water, visual effect, aircraft, or strategic infrastructure (policy 11). • Manage / prevent flood risk (policy 12). • Ensure safe and suitable access to the highway network and the use of alternative modes of transport where possible (policy 13). • Ensure a high quality of design (policy 14).
	<u>Supporting Hampshire's Economy</u>
	<i>Minerals Supply</i>
13.	<p>The Plan's overall approach (policy 17) is to enable the supply of nearly 6 million tonnes per annum (mtpa) of minerals needed through to 2040 from the following sources:</p> <ul style="list-style-type: none"> • Local (land won) sand and gravel – 1.15 mtpa; • Recycled / secondary aggregates – 1.8 mtpa; • Marine won aggregates – 2 mtpa; • Limestone delivered by rail – 1 mtpa. <p>This totals to 22% more than average production in the last 10 years so provides resilience.</p>
14.	<p>Marine won aggregates, landed at wharves in South Hampshire, supply a significant proportion of Hampshire's mineral needs and it is therefore important to safeguard existing wharf capacity in accordance with national policy. The two active mineral wharves in Southampton are the Leamouth and Burnley wharves adjacent to the football stadium. These are major facilities that in themselves provide a significant proportion of minerals, particularly for the city and South Hampshire. They are also waterfront sites within the Itchen Riverside Quarter which form a key part of the city's long term regeneration plans, as set out in the emerging Southampton City Vision Local Plan. Other minerals infrastructure in the city includes concrete batching plants or aggregate recycling facilities within the Port, smaller wharves or industrial areas.</p>
15.	<p>The Plan:</p> <ul style="list-style-type: none"> • Safeguards the mineral wharves and other minerals infrastructure from redevelopment (either on site or from incompatible uses nearby) unless the merits of development clearly outweigh the need for safeguarding, the wharves are no longer needed, or they can be relocated elsewhere (policy 16). • Supports appropriate investment to maximise the capacity of the mineral wharves, including extensions and new wharves (policy 19). • Safeguards potential minerals and waste wharf sites so they can be considered if they become available, including the Port of Southampton, the potential Port expansion area (Dibden Bay) and Marchwood Port (policy 34). <p>The supporting text to these policies recognises the importance of the wharves in maintaining minerals supply to support economic growth, the regeneration potential of the wharves, and the possibility that potential new wharf sites might enable overall wharf provision to be reconfigured. This approach ensures the supply of minerals can be maintained whilst introducing the flexibility to support regeneration in defined circumstances. This is</p>

	consistent with the long-term regeneration aims for the Itchen Riverside Quarter.
16.	The Plan supports facilities for further recycled and secondary aggregate production (policy 18), makes provision to meet the land won sand and gravel target (policy 20), supports / manages silica sand, clay, chalk and oil and gas extraction (policies 21 – 24), and safeguards minerals from sterilisation by development (policy 15).
	<i>Waste Management</i>
17.	The Plan reflects the national waste hierarchy, which prioritises the management of waste in the following order: prevent, re-use, recycle, other recovery (e.g. for energy), and (as a last resort) disposal.
18.	The Plan's long term aim is to achieve net self sufficiency in waste management, and divert 100% of waste from landfill. The aim is to achieve provision for non-hazardous waste to enable 65% to be recycled, and 95% to be diverted from landfill (policy 25).
19.	<p>The Plan:</p> <ul style="list-style-type: none"> • Predicts the total waste generated by 2040, and for non-hazardous waste identifies an additional need for at least 1.99 million tonnes per annum (mtpa) of recycling, and up to 0.95 mtpa of recovery and 3.9 mt (total) of landfill capacity (policy 27). For inert waste, maintenance of existing capacity is required (policy 30). For hazardous waste 2,000 tonnes pa of additional capacity is required (policy 33). • Supports waste management facilities in urban areas (close to the sources of waste), and along suitable road corridors, which are on suitable industrial sites or previously developed land, adjacent to sewage treatment works or other suitable sites (policy 29); • Includes policies to support / manage proposals for energy recovery, liquid waste, waste water, landfill and hazardous or low level radioactive waste (for example, hospital waste) (policies 28 and 31 – 33); • Safeguards strategic waste management facilities from redevelopment (either on site or for incompatible uses nearby), subject to the same flexibility as within policy 16. Strategic facilities in Southampton include the household waste recycling centre, the three waste water treatment works, the metal recycling wharf at Northam and two smaller wharves along the Itchen, and facilities within the Empress Road and Ashley Crescent industrial estates or the Port (policy 26).
	<u>Next Steps</u>
20.	Subject to approval by all 5 authorities, the draft Plan will be subject to public consultation from early November to early January.
21.	<p>Following this, the key steps in preparing the Plan are:</p> <ul style="list-style-type: none"> • Updating the Plan in the light of comments received and further evidence. • Formal consultation on the 'proposed submission' Plan (June – October 2023). • Submission of the Plan to the Secretary of State (February 2024). • Examination of the Plan by an independent Planning Inspector appointed by the Secretary of State (Autumn 2024).

	<ul style="list-style-type: none"> Adoption of the Plan (Summer 2025). <p>(The Plan can be adopted provided the Inspector concludes it is 'sound' and any modifications they make are incorporated).</p>
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RESOURCE IMPLICATIONS

Revenue

22.	The revenue cost of preparing the Plan is shared amongst the partnership authorities. Southampton's share at 8% is estimated to be £65,000 over 3 years and is likely to incorporate significant efficiencies based on the partnership approach. The £22,000 contribution for 2021/22 has been paid, and for 2022/23 can be covered within the existing Local Plan budget. The outstanding contribution of £21,000 for 2023/24 will be kept under review with the intention that it is met from existing budget resources.
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Property/Other

23.	No specific implications.
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

24.	Planning and Compulsory Purchase Act 2004, sections 19 and 28 and Town and Country Planning (Local Planning) (England) Regulations 2012.
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25.	The preparation of the Plan must be undertaken in accordance with the Council's Local Development Scheme and other legal requirements, including the preparation of a sustainability appraisal and habitat regulations assessment. Consultation must be carried out in accordance with the Council's Statement of Community Involvement.
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Other Legal Implications:

26.	The review of the Plan must be carried out in accordance with the Council's duties under the Public Sector Equality Duty as set out in the Equalities Act 2010.
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RISK MANAGEMENT IMPLICATIONS

27.	If the Plan were not updated, it would become increasingly out of date.
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POLICY FRAMEWORK IMPLICATIONS

28.	Once adopted, the Minerals and Waste Plan will, along with the City Vision Local Plan, form the development plan for the city and therefore be part of the Council's policy framework.
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KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	ESIA for Hampshire Minerals and Waste Plan - Draft

Documents In Members' Rooms

1.	Hampshire Minerals and Waste Plan – Draft	
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	

DECISION-MAKER:	CABINET
SUBJECT:	Southampton E-Scooter Trial Extension
DATE OF DECISION:	18 OCTOBER 2022
REPORT OF:	COUNCILLOR EAMONN KEOGH CABINET MEMBER FOR TRANSPORT AND DISTRICT REGENERATION

<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY

NOT APPLICABLE

BRIEF SUMMARY

The hired e-scooter trial (“the trial”) in Southampton is scheduled to finish on 30 November 2022. The Department for Transport (DfT) have invited Southampton City Council (SCC) to extend the trial to 31 May 2024. This report provides an update on the operation of the trial and seeks approval to further extend it until 31 May 2024.

RECOMMENDATIONS:

	(i)	To approve the renewal of the Vehicle Special Order (VSO) for Southampton’s e-scooter trial until 31 May 2024, in accordance with the Department for Transport's proposed new end date.
	(ii)	To approve the extension of Voi’s contract for an initial 12 months to 30 November 2023 to enable Voi to continue operating the trial beyond the current end date of 30 November 2022.
	(iii)	To delegate authority to the Executive Director for Growth, following consultation with the Cabinet Member for Transport and District Regeneration and Section 151 officer to implement and amend the details of the e-scooter trial within the parameters established by the VSO and the DfT, and to approve a further extension to Voi’s contract from 1 December 2023 to 31 May 2024 following a performance review.

REASONS FOR REPORT RECOMMENDATIONS

1.	To facilitate the ongoing collection of data and information that will inform national legislation for e-scooters and support the ongoing independent data validation.
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2.	The trial has demonstrated there is a demand for a rental e-scooter service in Southampton with over 61,000 users having collectively made over 802,000 trips.
3.	To understand how new innovations from the Future Transport Zone programme will interact with the e-scooter service, for example the Mobility-as-a-Service app, and to continue to refine the service to improve uptake, safety and efficiency.
4.	To allow flexibility in response to new innovations and service models developed by SCC, Solent Transport, the DfT or Voi. For example, a review of operating hours.
5.	The contract will be extended extension with Voi for 12 months to the end of November 2023. The contract with Voi can only be extended for periods of up to one year. This will also allow an opportunity to review Voi's performance before a further extension to the end of May 2024. This provides the Council with greater flexibility to vary the arrangement as may be required based on its ongoing evaluation of the trial.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
6.	End the trial in November 2022. This was rejected as it would not facilitate ongoing data collection. It would also slow the progress made in micromobility in Southampton and remove opportunities to improve and refine the service.
DETAIL (Including consultation carried out)	
7.	In March 2020, Solent Transport was awarded £28.8m of funding from the DfT's Future Transport Zones (FTZ) programme to implement a programme of trials of innovative approaches to transport across the Solent area, from 2020/21 to 2023/24.
8.	As part of the government's response to COVID-19, and to support a 'green' restart of local travel to help mitigate reduced capacity on public transport, the DfT fast-tracked and expanded trials of rental e-scooters. The DfT considered that e-scooters offered the potential for fast, clean and inexpensive travel which could ease the burden on transport networks and allow for social distancing. Funding from the FTZ programme was reallocated to facilitate the project.
9.	Trials enable essential insights for the DfT and councils as to how rental e-scooters contribute to the transport mix in urban centres. Following the trials, it is anticipated that the DfT will assess whether these vehicles should be legalised in the UK as part of the new Transport Bill.
10.	The Isle of Wight scheme was the first part of the Solent project to launch in November 2020, with the operator Beryl. Southampton and Portsmouth subsequently launched in March 2021 and are both with the operator Voi.
11.	The DfT is only permitting the trialling of rental e-scooters. The use of privately owned e-scooters on the public highway remains illegal.
12.	Trial e-scooters are classified as motor vehicles, and the relevant motor vehicle insurance is provided by the trial operator. E-scooters must also meet standards for vehicle construction and approval as set out by the DfT's trial requirements.

13.	<p>The aim of the trial is to build robust evidence about the benefits, public perceptions, and wider impacts of e-scooters to inform legal changes that may be necessary beyond the e-scooter trial period. Key areas that the council, the DfT and the operator Voi have been gathering information on include:</p> <ul style="list-style-type: none"> • Safety outcomes for e-scooter users and what influences this. • Interaction with, and effect on, other road users. • Public perceptions of the e-scooters, including impacts for people with disabilities and related groups. • Nature of modal shift and new journeys that have been enabled. • Characteristics of users and how uptake and outcomes differ for different groups. • Local Authority perception of effects on their transport system and public environment.
14.	<p><u>Key Statistics</u></p> <p>As of 15 September 2022*:</p> <ul style="list-style-type: none"> • Number of unique users: 61,270 • Number of active vehicles: 1,459 vehicles • Number of parking locations: 199** • Total distance travelled: 1,955,117 km • Total rides: 802,711 rides • Average ride time: 13.1 minutes • Average distance travelled: 2.4 km • Rides/e-scooter/day: 1.9 • CO₂ equivalent saved: 177 tonnes*** • Car trips replaced: 329,112 • Litres of gasoline not burnt: 75,685 <p>*Statistics are provided by Voi from their e-scooter ride data, extrapolated from the ride data and from their user surveys.</p> <p>** On the public highway</p> <p>***Voi's estimate for carbon savings is based on their carbon calculator, which was validated by Dr. Manos Chaniotakis, lecturer in Transport Modelling and Machine Learning at UCL. It is based on trip data, local mode shift percentages collected via Voi's surveys, the government's emission factors for cars and buses, and their e-scooter's lifetime carbon emissions based on a Life Cycle Assessment tool developed by Ernst & Young. Emission savings are calculated in CO₂ equivalent units, meaning they factor in all GHG.</p> <p>Voi's national summer 2022 in-app user survey received responses from 443 Southampton users, with 35% of respondents saying they would have used a car or taxi for their last journey if scooters had not been available. The corresponding figure from their summer 2021 survey had been 41%.</p>
15.	<p>SCC have undertaken a survey between 29 August 2022 and 19 September 2022. The results for which will be used to compare with the Voi survey results and identify areas where the service is performing well or where improvements can be made. Once analysed the results will be made available on the SCC website.</p>

16.

Trial Features

The e-scooters and project approach have a range of features and terms of use to ensure their safe use, including but not limited to:

- Lights and indicators.
- Insurance for every ride, including third party, provided by the operator.
- Heavy to mitigate risk of e-scooters being picked up and moved inappropriately or thrown.
- Meets DfT minimum standards including unique identification plates for every vehicle.
- Speed limited to 12.5mph (the DfT limit is 15mph).
- Geofencing capability to allow No Ride Zones (NRZs) and slow zones to reduce speed in higher risk areas.
- GPS tracked, and riders identified by Voi from accounts to enforce against inappropriate riding.
- Need for provisional or full license before being approved to use the trial e-scooters.
- Kick stand to avoid e-scooters toppling over.
- “Parking Cop” to ensure suitable parking, with consequences for poor parking including a ban.
- Ride like Voila training and education and mandatory training requirement to ensure all users are briefed on the behavioral requirements for riding a Voi E-Scooter.
- Strict reporting and banning policy to discourage inappropriate riding. Voi encourages use of their e-form (<https://report.voi.com/>) where possible, but they can also be contacted by phone on 0800 376 8179 or by email at support@voiapp.io. If the unique registration plate number is not available, then Voi endeavours to determine the identity of the rider based on the time and location the e-scooter was being ridden or parked.
- Parking assessments to ensure the location is suitable, taking into consideration Equality Safety and Impact Assessment (ESIA) mitigations.
- Continued review of the scheme to ensure new risks and safety concerns can be addressed due to the trial nature of the project.
- Safety events to provide direct training and distribute free helmets.
- Encourage use of helmets in-app.
- Ongoing issue resolution and maintenance for e-scooters.
- Regular engagement with impacted groups including hosting disability roundtable events and direct engagement through the Voi dedicated City Success Manager.
- Operating hours limited to 4am-10pm to reduce risk of drink riding with sobriety testing on the app starting at 9pm to further mitigate this risk.
- Open and regular communication with Hampshire Constabulary and Southampton City Council community groups and community cohesion teams.
- Voi support to Police for enforcing illegal use of rented e-scooters.
- Co-design of E-scooter parking racks with the Royal National Institution for Blind People (RNIB).

	<ul style="list-style-type: none"> Continued development and innovation (e.g., e-scooter noise and pavement riding detection). Colour scheme of Voi e-scooters is designed to be recognisable and being more distinguishable to visually impaired people.
17.	<p><u>Parking</u></p> <p>When determining parking locations, a consultation is carried out under Part VIIA Section 115E of the Highways Act 1980. This requires contacting all frontagers and placing a public notice on site. The consultation period is 28 days. Representations are considered before a decision is taken on issuing a consent to the e-scooter operator for parking facilities.</p>
18.	<p>E-Scooter parking is currently located on the footway. An extension to the trial will allow improvements to be made, including the review of all existing parking locations against their usage, and reviewing options to move parking form the pavement onto road space where safe and appropriate.</p>
19.	<p><u>Enforcement</u></p> <p>Voi employs a range of tools to tackle anti-social behaviour and misuse of e-scooters. In addition to the measures referenced above to mitigate risk, Voi has implemented a “three-strikes” policy, whereby a user reported for an offence is first banned for 7 days and is required to complete its online traffic school. Following a second strike, the user is banned for 30 days. Finally, a further offence results in the user being permanently banned from using the e-scooters. A ban can be applied for a range of offences including, but not limited to, allowing an underage rider to use an e-scooter, pavement riding, and twin riding. As of 15 September 2022: 1437 temporary bans for inappropriate riding and 13 permanent bans have been issued to Southampton e-scooter trial users.</p>
20.	<p><u>Safety</u></p> <p>Voi uses the DfT categorisations for accidents, which are defined as follows:</p> <ul style="list-style-type: none"> Damage only: An accident in which only the vehicle, other vehicles or surrounding infrastructure are damaged. Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment. Serious injury: An injury for which a person is detained in hospital as an “in- patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.
21.	<p>The 361 accidents reported to Voi during the trial to date (up to 15 September 2022) can be categorised as follows: 183 damage only, 155 slight, and 23 serious. Independent analysis commissioned by Solent Transport and conducted by the consultancy Steer in early 2022 suggests the number of serious injuries may in fact be slightly lower, as Voi included incidents that were unverifiable or lacked an accompanying accident log.</p>
22.	<p>Voi has noted that reported incidents often remain unverified, or the user does not follow up the report to provide an outcome, so validating the report is difficult. The validation of accident data forms part of Solent Transport's</p>

	ongoing evaluation of the trial alongside Local Authorities and partner organisations including the transport consultancy TRL, and it is hoped it will be possible to obtain richer data from the police in due course (currently, there is not a clear distinction between incidents involving rental e-scooters and privately-owned scooters, but it is well-understood that the incident rate for the latter is significantly higher).
23.	The monitoring and evaluation effort will also aim to better determine safety compared to alternative modes of travel, such as cycling, and consider the factors that influence injuries and accidents. Accidents and injuries can also be related to infrastructure provision, and as part of the evidence review, the impact of available cycle lanes on incident hotspots will be assessed.
24.	Serious incident, injury or fatality remains the highest risk factor for the trial given the relatively high level of use. The Council, Voi, and Solent Transport have measures in place to mitigate this as far as possible, as detailed in Section 13. Ongoing improvements in infrastructure for alternative modes of travel in the city will also mitigate this risk further, benefitting cyclists and e-scooter users.
25.	<p><u>Marketing and Communication</u></p> <p>The council has worked with Solent Transport and Voi to deliver clear, targeted, Southampton specific communications and messaging to relevant audiences. For example, collaborating on a safety video aimed at reinforcing the rules of using a trial e-scooter in Southampton. Voi have also improved their in-app messaging to remind users of key rules such as pavement riding and twin riding. SCC also regularly use social media to reinforce messaging. Voi's on the ground presence includes ambassadors who will interact with users and holding regular Safety Skills Events, delivered by one of the UK's leading road safety organisations at Guildhall Square.</p>
26.	<p><u>Extension Benefits</u></p> <p>Extending to 31 May 2024 will enable:</p> <ul style="list-style-type: none"> • Continued data collection to add to the DfT and Solent Transport's evidence base, and further inform future national legislation on e-scooters. • More data collection to help ensure fluctuations caused by weather, major events, availability in residential areas, and returning users are as fully accounted for as is possible during the trial period. • Further evidence collection during a period of reopening following the COVID-19 lockdowns, which is more representative of how people are likely travel around the city in the future. • Opportunity to assess the impact of introducing Bike Share and the Mobility-as-a-Service app, and how e-scooters interact with these innovations. • Implementation of new service innovations and trials, including on-carriageway parking bays, marking of virtual bays with paint or signage and improving availability of e-scooter parking across the city. • Extending the trial would facilitate the ongoing independent data validation commissioned by Solent Transport, being conducted by TRL, which would improve the evidence base and help inform subsequent decisions to be taken about e-scooters at the local and national level.

RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
27.	Capital project costs associated with the development and running of the trial will continue to be met by Solent Transport, in accordance with the funding allocated to the trial as part of the FTZ programme. Solent Transport also fund an FTZ Project Manager dedicated to Southampton who is coordinating the implementation of the FTZ programme in the city, and a dedicated Micromobility Project Manager overseeing e-scooters and bike share in the Solent.
28.	No revenue costs are expected for this trial extension. Income received from the contract arrangement with Voi will generate a saving in the Green City and Infrastructure budget until the end of the trial.
<u>Property/Other</u>	
29.	Not applicable
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
30.	The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 came into force on 4 July 2020, to facilitate e-scooter trials, with further provisions in the Traffic Signs (Coronavirus) (Amendment) (England) Regulations 2021 which came into force on 19 February 2021.
31.	The trial had been facilitated by an 18-month Experimental Traffic Regulation Order (ETRO) which allowed trial e-scooters to use cycle lanes. A permanent Traffic Regulation Order (TRO) was subsequently made in September 2022 to continue to enable trial e-scooters to use cycle lanes to the end of the trial on 30 November 2022 and beyond this date should that decision be taken.
32.	The DfT will issue a new Vehicle Special Orders (VSO) to 31 May 2024 that permits the Voi e-scooters to operate in Southampton, evidencing that Voi meet the DfT's requirements for being an approved operator, and setting the limits for e-scooter numbers and geography in Southampton.
<u>Other Legal Implications:</u>	
33.	Only Voi e-scooters operating as part of the trial are legal in Southampton. Privately owned e-scooters will still be illegal on public highway.
	The contract with Voi will initially be extended for a further 12 months from 1 December 2022 as it can only be extended for periods of up to one year. This will also provide an opportunity to review the performance of Voi before committing to a further contract extension to 31 May 2024.
RISK MANAGEMENT IMPLICATIONS	
34.	An Equality and Safety Impact Assessment (ESIA) has been drafted and is regularly updated throughout the trial. This provides detail for the mitigations in place to reduce risks presented by trial e-scooters in Southampton.
POLICY FRAMEWORK IMPLICATIONS	
35.	The proposals within this report are in accordance with the Local Transport Plan and LTP Implementation Plan.

KEY DECISION?	Yes	
WARDS/COMMUNITIES AFFECTED:	All	
<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	Equality and Safety Impact Assessment (ESIA)	
Documents In Members' Rooms		
1.	Not Applicable	
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:		
Government Guidance on E-Scooters for Local Authorities: Electric Scooter Trials & Traffic Signs (Coronavirus) Regulations & General Directions 2020: The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (legislation.gov.uk)		
The Traffic Signs (Coronavirus) (Amendment) (England) Regulations 2021: The Traffic Signs (Coronavirus) (Amendment) (England) Regulations 2021 (legislation.gov.uk)		
Southampton City Council E-Scooter Safety Video: https://www.youtube.com/watch?v=h8cRTeCvsYM		
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.	Not Applicable	

DECISION-MAKER:	Cabinet
SUBJECT:	Residents Parking Policy Update
DATE OF DECISION:	18 th October 2022
REPORT OF:	COUNCILLOR Keogh CABINET MEMBER FOR Transport & District Regeneration

<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY – NOT APPLICABLE

BRIEF SUMMARY

The Residents Parking Policy (2014) is the framework for implementing, amending, or removing parking restrictions in residential areas (Outside the City Centre). Following a review by officers an update is proposed and recommended for approval.

RECOMMENDATIONS:

	(i)	To approve the publication and implementation of the 'Residents Parking Policy – 2022' Update provided in Appendix 1, which amends the existing policy to incorporate the recommended key policy changes.
	(ii)	To approve the recommended key policy changes as summarised in Appendix 2.

REASONS FOR REPORT RECOMMENDATIONS

1.	The updated policy document provides clearer formatting of policy and processes involved in requesting, consulting and implementing proposed parking restrictions in residential areas.
2.	The key policy updates and the reasons given are listed in the table found in Appendix 2.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3.	Do-Nothing – Leaving the policy as it is. This was rejected by officers following a review of the existing policy. Instead, the amendments listed above have been made to better reflect how the policy is interpreted in practice and provide greater clarity of the process involved, particularly in dealing with the numerous requests received for new parking restrictions and for introducing residents parking permit schemes.
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DETAIL (Including consultation carried out)	
4.	The existing Residents Parking Policy (2014) has been reviewed by officers from the Transport Policy team, Balfour Beatty highways management colleagues and the councils Parking Services team. Overall, the policy works well in defining the key challenges faced in managing the highway outside the city centre, in terms of officer resource in addressing concerns around unsafe/obstructive parking, excess resident parking, and excess non-resident commuter parking.
5.	Following the review of the policy, some minor amendments have been made to better reflect how the policy is interpreted in practice and provide greater clarity of the process involved, particularly in dealing with the numerous requests received for new parking restrictions and for introducing residents parking permit schemes.
6.	The policy document has been reformatted to ensure the different aspects of implementing parking restrictions are considered separately and in the order by which residents permit schemes are requested, community support considered, designed, consulted on and implemented.
7.	The Cabinet Member for Transport and District Regeneration has been briefed on the proposed changes.
8.	All Members have been briefed by email on key changes and by notice of this report. The main principles of the existing Residents Parking Policy (2014) have been maintained in the update. The updated policy provides greater clarity of the policy and process in place for implementing new parking restrictions. All members have been consulted on the update and no objections have been raised. Any new parking restrictions proposed are still subject to the requisite Traffic Regulation Order, public consultation and ESIA, before a formal decision is made by the Highway Authority.
9.	Officer resource is needed in reviewing and updating policy, which is already catered for within existing base budget. The updated policy has no direct capital or revenue implications for most proposed changes, however some amendments, for example around sustainable transport, may impact slightly on the associated costs and revenues of any future proposed scheme. The implications of any individual proposal would be considered as part of the relevant decision-making process.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
10.	None
<u>Property/Other</u>	
11.	Not Applicable – the policy is concerned with the Highway Authority and its managing of the Highway, under the statutory powers detailed in the Road Traffic Regulation Act 1984.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	

12.	Southampton City Council is the local Highway Authority and the Traffic Authority for the City and as such has the powers to implement Traffic Regulation Orders and other associated Orders under the Road Traffic Regulation Act 1984. The Council is required to exercise its functions under the Road Traffic Regulation Act 1984 and implement restrictions for avoiding danger to persons or other traffic using the road or any other road for preventing the likelihood of any such danger rising (i.e. to improve safety); for facilitating the passage on the road or any other road of any class of traffic (including pedestrians) (i.e. to maintain access and/or to reduce congestion) and for preserving or improving the amenities of the area through which the road runs. The Policy provides a framework within which these powers are exercised on a day to day basis but does not preclude using these powers where it is reasonable, on a case by case basis and where reasonable in all the circumstances, to depart from policy where this is justified.
13.	The Council has the power to give effect to the proposals in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
Other Legal Implications:	
14.	In preparing and determining the policy updates set out in this report, the Council is required to have regard to the provisions of Equalities legislation (Equality Act 2010), the Human Rights Act 1998 and s.17 Crime and Disorder Act 1998 (the duty to have regard to the need to remove or reduce crime and disorder in the area). The Equality Act considerations are detailed in Members Room Document 3 – ESIA.
RISK MANAGEMENT IMPLICATIONS	
15.	Parking Restrictions being opposed / challenged – the main principles of the existing Residents Parking Policy (2014) have been maintained in the update. The updated policy provides greater clarity of the policy and process in place for implementing new parking restrictions. All members have been consulted on the update and no objections have been raised. Any new parking restrictions proposed are still subject to the requisite Traffic Regulation Order and public consultation before a formal decision is made by the Highway Authority.
16	An Equality and Safety Impact Assessment (ESIA) has been drafted (Members Room Document 3). An ESIA is also carried out for each decision on implementing new parking restrictions in the city. This provides detail for the mitigations in place to reduce risks presented by proposing and implementing any new parking restrictions.
POLICY FRAMEWORK IMPLICATIONS	
17.	The Local Transport Plan (LTP4) Connected Southampton 2040 is the umbrella transport planning document for the city. A series of themed Mode or Place Supporting Plans that support the Transport Strategy to provide more detail on how we would deliver in these areas to support the overall Connected Southampton approach. This will cover areas such as Cycling, Walking, Parking, Public Transport, Connected-

	<p>Intelligent Transport Systems, Inclusive Transport, Asset Management, the City Centre, Local Neighbourhoods or Economic Hubs.</p> <p>The LTP4 highlights the need for measures to manage who and when can use kerbside space on the highway. These could include single yellow lines, double yellow lines, loading bays, on street Pay and Display parking bays and residents parking (permit holder) schemes. Councils are obliged to consult with local residents and other relevant road users before introducing controlled parking or residents' parking schemes. This will normally involve conducting local parking surveys to measure stress on the local road network.</p> <p>The updated Residents Parking Policy outlines the necessary design and legal processes involved in implementing these measures.</p>

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Residents Parking Policy – 2022 Update
2.	Summary of Changes - Residents Parking Policy 2022 Update

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



SOUTHAMPTON CITY COUNCIL RESIDENTS PARKING POLICY 2022 UPDATE

The policy framework for implementing, amending,
or removing parking restrictions in residential areas
(Outside the City Centre)

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1. Parking Restrictions in Residential Areas

This policy has been developed to provide a consistent framework for implementing, amending, or removing parking restrictions in Southampton residential areas outside of the City Centre Pay and Display Zone.

Note - Throughout this document, where the text refers to 'significant' or 'reasonable' what shall or constitute such shall be determined by the Council, at its sole discretion.

Residents Parking Policy Scope

The policy statements outlined in this document apply to Southampton residential areas which are defined as follows;

- Roads where the highway is publicly maintained;
- Roads that are outside of the City Centre;
- Roads where properties are predominantly residential.

Southampton City Council accepts that with the current levels of car ownership, parking in many residential areas can best be managed informally by local communities and therefore does not actively seek out areas where parking restrictions can be implemented. Residential roads should therefore generally remain as unrestricted, so that the available on-street parking can serve a range of needs for residents, visitors, and other community service providers.

Policy Statement RP1

Southampton City Council will not *seek to initiate* the process of implementing parking restrictions in residential areas unless such restrictions are necessary to resolve highway access (including the footway) or road safety issues, as detailed in Policy Statement RP2.1.

Southampton City Council will support the reallocation of kerbside space in favour of sustainable transport initiatives, as detailed in Policy Statement 6.1.

The Council will respond to requests to investigate areas where residents feel there are parking issues occurring, provided there is evidence that this view is held by a significant group of residents within the locality. Requests should therefore ideally come from a formal residents association or other similar community group, although a petition from a representative sample of residents that is submitted in accordance with the Council's published Petition Scheme will also be an appropriate means to trigger an investigation.

The general parking issues that the council will investigate, and the processes followed for implementing or removing the necessary parking restrictions, are outlined in the following sections of this policy document.

2. Obstructive Parking

Excess demand for on-street parking may lead to difficulties accessing off-road parking, problems for service vehicles and road safety issues. Obstruction of the highway generally takes place where parked vehicles prevent;

- vehicles from passing along the carriageway;
- pedestrians or wheelchair users passing along the footway;
- vehicles or pedestrians using dropped crossings;
- vehicles parking so as to limit the swept path of vehicles turning at junctions;
- vehicles accessing a property from the highway.

Highway Access and Road Safety

The primary purpose of the carriageway is for the passage of traffic (including cycles and pedestrians), though it is recognised that in residential areas vehicle traffic may be reduced to single flow over lengths of road by unavoidable demands for loading/unloading or resident parking. This would be generally accepted where traffic flow is still possible, and any tailbacks are localised and of short duration.

Obstructive parking tends to have most impact on wider service vehicles which may lead to failed waste collections or more seriously the obstruction of emergency services. In these circumstances the Council may consider appropriate measures including no waiting at any time restrictions or restrictions that apply at peak traffic times (e.g., no waiting restrictions).

Obstructive parking of the footway can prevent those using mobility aids from safely travelling along the highway. If there are no parking restrictions in place, the council are unable to deal with such matters. The parking of vehicles on the pavement or any parking that is considered to be dangerous or that causes an obstruction to the safe and effective use of the highway, is an offence under the Road Traffic Act 1988. Such instances should be reported to the police on their non-emergency number 101. The council may consider introducing appropriate waiting restrictions where reports of instances of footway parking are causing persistent and significant obstruction to the footway.

Policy Statement RP 2.1

Southampton City Council will consider the introduction of parking restrictions where:

- There are access issues for service and/or emergency vehicles occurring due to parked vehicles;
- There are significant road safety issues occurring due to parked vehicles;
- There are significant obstruction issues occurring due to parked vehicles. This includes parked vehicles restricting or preventing the passage of traffic (including pedestrians and cycles), causing delays to traffic, or congestion;
- There is clear evidence of community support for restrictions which may not meet any of the above criteria but are considered by the Council to be acceptable to address a minor community concern over access, obstruction, or safety issues.

Persistent obstructive parking can also increase risk of accidents. Where clusters of injury accidents arise, with related causes, the Council will consider what measures may be appropriate to promote safety. An annual safety review assists in prioritising sites and measures based on cost and benefit

analysis. Where no waiting at any time (double yellow lines) are requested to address road safety concerns, the history of injury collision data for the locality will be reviewed.

If reports of obstructive parking are found to have not resulted in a significant injury collision data history, there may still be instances where the council decides to propose parking restrictions. For example, where clear community support has been demonstrated for introducing restrictions and where there is no overriding reason for not doing so.

Access to Property

Where vehicles park (without invitation of the owner) so as to obstruct vehicles from entering or exiting off-street parking over a legal vehicle crossing, the Council has the power to and will issue penalty charge notices for obstruction. Enforcement tends to be more effective where vehicles are parking in this manner for an extended period.

Solutions to obstructive parking over accesses can include;

- **Bar Markings** which are white lines that can be marked across the extent of a dropped kerb to highlight an access with a useable off-road parking area or a pedestrian crossing area;
- **Keep Clear Markings** which are intended to assist traffic entering and exiting accesses.

These markings are *advisory only* and do not affect the powers of enforcement. The Council's Civil Enforcement Officers may enforce obstruction of a dropped crossing providing it is not marked within a parking bay.

Policy Statement RP 2.2

Where access to a property is being regularly obstructed by parked vehicles, Southampton Council will consider providing **Bar Markings** in the following circumstances;

- for medical or other essential service providers requiring access at all times;
- for blue badge holders;
- where there is restricted parking and evidence of obstruction of an access within a marked parking bay or;
- where there unrestricted parking and evidence of frequent obstruction that the Council has not been able to resolve through enforcement.

Applications for H-bar markings can be made on the Council website. A charge to cover the cost of the provision and maintenance of a bar marking will be applied.

As an alternative to **Bar Markings** (and where the circumstances outlined above apply) Southampton City Council will only consider providing **Keep Clear Markings** where there are high levels of traffic requiring access and frequent periods of prolonged obstruction from queuing traffic. A charge to cover the cost of the provision and maintenance of a Keep Clear marking may be applied.

3. Residents Parking Permit Schemes

Where there is excess demand for on-street parking, community concerns may arise over the availability of parking for residents. The Council approach to these issues will be guided in part by whether the excess demand is arising from residents or from non-residents (e.g., commuters).

Excess Resident Parking

With increasing levels of car ownership, residential development, home-based business vehicles and reductions in off-street parking there are many localities where the demand for on-street parking from residents exceeds the available on-street capacity. Vehicle's parking may then extend over footways, verges or in closer proximity to junctions. In these circumstances a Resident Parking scheme intended to deter non-resident parking would not generally be of assistance.

Households may themselves consider creating or extending off-road parking, which will require a legal vehicle crossing. Though this may increase parking capacity, it can impact on the overall appearance of the locality, if front gardens are removed to facilitate this. Guidance for applying for a dropped kerb vehicle crossing can be found on the Council website.

Initial measures are likely to be targeted on assisting residents with significant mobility issues, that would be most affected by the inability to park in close proximity to where they live. It is therefore Council policy to assist Blue Badge holders where needed by the provision of disabled persons parking bays.

Whilst the current Resident Parking Zones in the city have been predominantly requested and designed to address non-resident parking issues, technically it would be possible to introduce a permit parking scheme to manage the demand for resident parking as an alternative to parking on first-come first-served basis.

A permit scheme may constrain vehicle parking by limiting the number of permits available per property, setting permit charges or by encouraging the use off-road parking. As this would likely to be contentious, due to the need for some residents to reduce the number of vehicles they park on-street, there would need to be evident and convincing community support before it would be considered.

In areas where it can be evidenced that resident demand for on-street parking is clearly exacerbated by high levels of HMOs, the council can decide to design and implement a residents permit scheme, alongside other restrictions that assist in better managing the demand on the highway for the benefit of all residents in the area. This will be subject to the conditions set out in Policy Statement RP 3.1 below.

Policy Statement RP 3.1

In areas where there is shortage of on-street parking due to excess demand by residents in the immediate locality, Southampton City Council will only consider implementing a Resident Parking Scheme if all of the following circumstances apply;

- A significant number of properties do not have off street parking provision;
- There is sufficient on-street capacity for a scheme to be practical;
- Formalisation of the on-street parking does not lead to access or safety issues (as outlined in Policy Statement RP 2.1);
- Significant support for the proposal from residents has been demonstrated before investigations are carried out based on the understanding that the availability of parking permits will be extremely limited; that the council can limit permit entitlement to each household; and that the council has the authority to set and amend permit charges as appropriate.

Excess Non-Resident Parking

The Councils policy and practice in relation to non-resident parking is guided by the duration and purpose of parking, with particular differences between long stay commuters and short stay local community or business parking.

Long Stay Parking

Southampton has a quality public transport system with key hubs around the major attractions in the city (City Centre, the University of Southampton and the General Hospital) and there is an expanding network of cycling and walking routes linking these hubs and residential areas. It is Council policy to support and promote sustainable transport as a means of reducing congestion, carbon emissions and air pollution.

The main area-wide resident parking schemes across the city have therefore been introduced at the request of communities to address long stay non-resident parking (e.g., commuter parking) around major attractions such as the City Centre, the University of Southampton and the General Hospital. These schemes are generally effective in deterring long stay parking, as the extended parking duration increases the likelihood of enforcement, which encourages a higher level of compliance. Also, for people working or studying for an extended period the use of alternative modes of travel becomes more attractive. This is particularly evident for the University of Southampton where permit parking in areas where students live and study has been a contributory factor in the growth in the Uni-Link bus service, which is also providing a wider community service.

In areas within close proximity to the university that fall outside an existing permit zone, the council will consider requests from residents for an existing residents parking permit scheme to be extended, or a new zone introduced, where it is evidenced that demand for residents parking is high. This can assist in managing high demand for parking in residential areas where on-street supply is limited, whilst also encouraging uptake of sustainable modes of travel for students living in the city by limiting the number of resident vehicles parked within areas of high student HMO properties.

Policy Statement RP 3.2

In areas where there is limited on-street parking capacity due to excess demand by non-residents (e.g., commuters), Southampton City Council will consider implementing a Resident Parking scheme if all of the following circumstances apply;

- There is sufficient on-street capacity for a scheme to be practical;
- It can be demonstrated that the non-residents parking in the area are doing so for extended periods;
- Formalisation of the on-street parking does not lead to access or safety issues (as outlined in Policy Statement RP 2.1);
- Initial support for the proposal from a representative group of residents has been demonstrated before investigations are carried out.

Consideration will also be given to;

- The proximity of local shops and businesses and the impact of the proposal on customer parking.

Short Stay Parking

Short stay non-resident parking can be less intrusive, as the turnover of parked vehicles allows residents, visitors and service vehicles access to on-street parking. There can also be a range of local business and community service providers that depend on available on-street parking for customers or visitors.

Where difficulties arise from excessive demand for short stay parking, particular in the vicinity of business or community service providers, consideration may initially be given to whether proposing parking places with limited waiting may be appropriate to provide a higher turnover of customers/visitors and thereby reduce the extent of wider displacement.

Where the demand for short stay parking is generated over a wide area by a major attractor, permit parking restrictions may be appropriate, though the design would need to take into account how and if it could balance the range of local community needs for short stay parking, whilst still providing an effective means of assisting in increasing the availability of parking for residents.

Where the demand for parking is for the purpose of picking up and dropping-off passengers (e.g., around schools), whilst the Council accepts that this can be highly intrusive, the difficulties of enforcement could significantly undermine the effectiveness of any parking scheme and would therefore be considered as a low priority for investigation.

Policy Statement RP 3.3

In areas where on-street parking capacity is affected by short stay parking by non-residents (e.g., shoppers, parents dropping children at school, visitors to GPs, visitors to community/faith centres) Southampton City Council is unlikely to consider implementing a traditional Resident Parking scheme. Permit restrictions may be proposed if the following circumstances apply;

- Roads are significantly affected by non-resident parking for extended periods of time even if those non-residents are only staying for short periods;
- A large trip attractor (e.g., football stadium) results in regular significant non-resident parking over a wide area;
- There is sufficient on-street capacity for a scheme to be practical;
- Formalisation of the on-street parking does not lead to access or safety issues (as outlined in Policy Statement RP2.1);
- Where parking issues may be displaced to neighbouring streets, these residents will also be consulted over any prospective permit scheme and boundary;
- Initial support for the proposal from a representative group of residents has been demonstrated before investigations are carried out.

Consideration will also be given to;

- The proximity of local shops and businesses and the impact of the proposal on customer parking.

Trigger Phase

As it is Council policy to introduce RPS schemes only at the request of communities, the initial *trigger* for an investigation of the viability of scheme will be a substantive request from a representative resident's group or association or a valid petition submitted under the Council's published Petition Scheme to address significant resident issues over the shortage of available parking generally arising from excessive resident or non-resident parking (as outlined in Policy Statement RP3.1, 3.2, 3.3).

Policy Statement RP 3.4

Once a request is received to investigate the implementation of an RPS, Southampton City Council will undertake an initial assessment of whether a RPS scheme would be viable in the locality. This may include;

- Whether the request meets the requirements specified in Policy Statements RP 3.1, 3.2 or 3.3, as appropriate;
- Whether the ongoing management and enforcement of the scheme can be carried out at no cost to the council e.g., via permit charges or funding provided through a planning agreement;
- Whether the roads affected are adopted (i.e., maintainable at the public expense);
- The extent and duration of non-resident parking occupancy;
- The attraction(s) for non-resident parking;
- The impact on the local community (e.g., in terms of road safety, waste collection and availability of parking). A viable area over which a scheme might be introduced to minimise the impact from displacement and to justify the relatively high cost of introducing new restrictions;
- What expectations there may be for promoting an alternative sustainable mode of travel;
- What alternative measures may be more appropriate;
- Ward Councillor views;
- Whether a prospective scheme would be an extension to an existing RPS Zone or a new Zone;
- The proximity of local shops and businesses and the impact of the proposal on customer parking.

Determining Community Support

If the trigger phase is met and the council determines a residents parking scheme would be viable in the locality, the council will seek to understand more clearly the levels of community support for such a scheme through an informal online survey of all households in the area concerned.

Where a resident's parking scheme is considered as a possible and appropriate measure, a survey will be undertaken of residents to;

- Ensure residents are aware of the any permit charges that would apply, prospective permit entitlement and conditions that would apply to the scheme;
- Confirm within the viable scheme area that there is a convincing and sustainable majority of residents in favour of the scheme, taking into account both resident preferences and the survey response rate;
- Where appropriate, to help shape the scheme design to meet the balance of needs of residents, community services and any appropriate local business needs (e.g., short stay parking for customers).

Policy Statement RP 3.5

Southampton City Council will survey residents within the prospective scheme area on the proposal for a Residents Parking Scheme with the following options:

1. This household is in favour of the proposal
2. This household is not in favour of the proposal
3. The implementation of the proposal would not affect this household

In order for a scheme to be formally proposed, there will need to be a significant response rate and a convincing majority of households which are in favour of the scheme (The households who have stated the 3rd option are not included in the total).

Note that the level of the majority required will be determined at the discretion of the Council, but as a general guideline the Council would expect evidence that at least 60% of respondents supporting the proposal as an indication that the change will be sustainable.

The Council will also consider the overall percentage of residents responding to a survey as a general indication of the level of community interest and priority for prospective council funding.

The council recognises that some areas in the city experience a large number of licensed and unlicensed HMOs which can result in significant pressures to on-street parking supply. Therefore, in areas where the council assesses a high level of HMOs and that demand for on-street residents parking exceeds supply, the council may consider a lower level of response rate and support acceptable. This will be assessed on a case-by-case basis and only in consultation with Ward Cllrs for the locality concerned.

Designing a Residents Parking Scheme

Resident Parking Schemes provide a means by which parking places or restrictions can be introduced for use by permit holders within an area defined as a Zone (e.g., Zone 1 around the Polygon). In order to make full use of the available on-street parking and for effective operation, it is Council policy that any permit holder for a specified Zone may park anywhere within the Zone.

By restricting permit entitlement, the demand for available parking can be managed to assist eligible residents and other appropriate service providers in finding parking within a locality during the period restrictions apply. In order to fund the cost of this managed parking (e.g., introducing, administering, maintaining, and enforcing a scheme), a scale of charges will apply, except where they fulfil and essentially medical or community needs.

Design Phase

Once Southampton City Council considers the initial survey of residents demonstrates satisfactory community support for a permit scheme, the scheme design will need to be finalised. The main factors that need to be considered are as follows;

- Hours/Days of Operation – During which periods will the parking restrictions apply;
- Limited Waiting Periods – What short stay periods will be allowed to facilitate everyday access for visitors;

- Parking Bay Design – How will the on-street parking arrangements be formalised?
- Permit Entitlement – which households / businesses / schools will be entitled to a permit? (see section 4)

Where appropriate, community input into the design phase may be sought to address any concerns around the operational hours of the scheme or certain sections allowing limited waiting periods (as detailed below) and how this best suits residents and other community uses.

Hours and Days of Operation

The period when parking restrictions apply can be defined in terms of the months, days and hours, taking into account the practicalities of signing. The standard operating period for a RPS scheme is based on weekday commuter parking (8am to 6pm, Monday to Friday), though this may be reduced or extended where considered appropriate.

Limited Waiting Periods

A scheme design should take into account a range of community needs and may therefore require a balance of different restrictions including:

- *Permit Parking (for permit holders to park)*
- *Limited Waiting (short stay parking for non-permit holders)*
- *Pay & Display Parking*
- *No Waiting at Any Time (double yellow line)*
- *No Waiting during a restriction period (single yellow line)*
- *Disabled parking bays*
- *No Loading or Loading restrictions*
- Unrestricted parking

Any provision for limited waiting should also take into account the maximum stay period and return period, with consideration of public interest and the practicalities of enforcement.

Most parking restrictions include an exemption for essential works or activities. Vehicle owners are advised to seek further guidance from SCC Parking Services where this may be required.

Parking Bay Design

All signing and on street markings need to be compliant with the Department for Transport's (DfT) The Traffic Signs Regulations and General Directions and introduced through due process by a Traffic Order under the Road Traffic Regulation Act.

In general resident parking restrictions are lined with marked parking places on the carriageway, with signs stating the regulations applying and restriction period. The restriction period may alternatively for certain zones be signed through Entry/Exit signs as part of *Controlled Zones*. Within Controlled Zones all kerbside has to be restricted.

Where properties have vehicle crossovers, it is Council practice to propose continuous restrictions, but to avoid private vehicle access crossovers where possible.

Within zones, where there are roads or an area of roads with cul-de-sacs within which it would be difficult to mark parking places due to the narrow width or curvature, there is an option to introduce a *signing only* permit restrictions as a variant of the Controlled Zone, subject to the restrictions being permit holder parking only.

Development and Independent Resident Parking Schemes

Whilst there are benefits and some cost-savings from more standardised resident parking schemes, it is accepted that circumstances may require a more customised scheme design with specific restriction periods, permit entitlement and permit charges.

Development Resident Parking Schemes

The St Mary's Stadium scheme is an example of a *development* Resident Parking Scheme, with the following features;

- The scheme being introduced as a consequence of the development;
- All set-up and lifetime costs being met by the development through a Planning agreement;
- The scheme boundary being defined by the impact of the development, with related permit entitlement;
- Restriction period defined by the impact of the development (e.g., Stadium events).

Independent Resident Parking Schemes

In certain circumstances the Council may consider proposing an *Independent* Resident's Parking Scheme, where requested by a specific community, where the following criteria would apply;

- The scheme boundary would be fixed, rather than open to extension;
- The scheme would have a dedicated zone;
- The charges for permits would need to cover the cost of introduction, administration, maintenance, enforcement, and any other related costs, such as maintenance of off-street parking areas which are not maintained at public expense.

Permit entitlement and any other terms of use would be designed for the specific circumstances of the scheme.

Policy Statement RP 3.6

In finalising the design of the parking restrictions that would apply in a Resident Parking Scheme, Southampton City Council will;

- *Define the hours and days of operation that reflect the periods when there is demand for parking by **non-residents** unless the primary (or supplementary) purpose of the scheme is to manage the **residents'** demand for parking;*
- *Define a limited waiting period that reflects the demand for parking by visitors to the residential properties unless there is insufficient parking capacity, or this would undermine the hours of operation;*
- *Define that parking bays provide the maximum possible parking capacity in the road space available but will instruct that the parking bay design does not obstruct the highway or significantly increase the risk of accidents;*
- *Identify that in some roads, lining parking bays may not be possible due to the lack of available road space and restrictions where practical;*
- *Review parking provision for reviewed for disabled residents;*
- *Design parking restrictions for roads/streets in their entirety (unless exceptional circumstances can be demonstrated).*

Formal Consultation

Once the scheme design is finalised and available funding secured, the Council will agree a timetable for drafting the relevant legal documentation and formally proposing the restrictions. As well as statutory notices in a local newspaper the Council will place public notices in the locality of the scheme to allow residents that may fall outside a proposed scheme area to respond to the proposals. The council may also engage other known interest groups where practical.

Decision Phase

If objections are received in response to the public notice, these will be considered in the context of this policy. Whilst minor concerns may be accommodated, any fundamental objections will ultimately have to be decided upon through the relevant Council decision making process.

Implementation

If a Residents Parking Scheme is approved through due process, an implementation plan will be agreed and communicated allowing for:

- Communication of the outcome to residents and other interest groups
- Contracting any related requirements for signing and lining
- Time for eligible permit holders to apply for permits, once the permit entitlement register is finalised
- Sealing the legal regulations.

Overall, the process from the initial community request through to implementation may take 12-18 months.

Removing a Residents Parking Scheme

In some cases, residents within an existing Residents Parking Scheme may decide that it no longer serves the purpose for which it was implemented, and they wish to see the parking restrictions removed (Note that this will not apply to restrictions implemented for the reasons outlined in Policy Statement RP2.1).

The process for removing a Resident Parking Scheme is similar to that for implementing or amending parking restrictions of this nature. Before a formal consultation is carried out, residents will need to demonstrate that there is a reasonable support for doing so (as outlined in Policy Statement RP2.1).

Southampton City Council will then carry out an investigation to see what impact removing the Residents Parking Scheme or part of the Residents Parking Scheme will have on the neighbouring areas. In most cases, any impact will be to the area, which is proposing to remove the parking restrictions, particularly if they are adjacent to areas which have parking restrictions in place and wish to retain them.

If there is no impact to neighbouring areas, Southampton City Council will carry out a formal consultation of all affected households (normally those eligible for a parking permit) with the outcome assessed as per the method outlined in Policy Statement RP3.5.

Policy Statement RP 3.7

Provided there will be no significant impact to other residential areas, Southampton City Council will propose the removal of any parking restrictions not implemented for highway access or safety purposes if sufficient support for the proposal is demonstrated using the methodology outlined in Policy Statement RP 3.5 (Note that this process will be applied to roads/streets in their entirety unless exceptional circumstances can be demonstrated).

A summary of the process involved in requesting, designing, and consulting on a perspective residents permit scheme is provided in the diagram below.

Residents Parking Permit Schemes – Request to Implementation Process:



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*Overall, the process from the initial community request through to implementation may take 12-18 months.

4. Permit Charges & Eligibility

Resident Permits enable residents to park within the area with permit restrictions during the restriction periods. To assist in managing demand and to support sustainable travel, Council policy is to define eligible properties, limit permit entitlement and to set requirements for eligible classes of vehicle. There is provision for either an annual resident's permit or a temporary resident's permit. The temporary resident's permit is only intended as a short-term provision for residents, for example whilst vehicle registration changes are arranged, otherwise eligible for an annual resident's permits. They are not available for use by visitors or by people staying at properties which are not their primary residence.

Permit Charges

The current charging structures for each zone are available on the council parking permit webpage. Any changes to permit charges are subject to a separate Traffic Regulation Order and public consultation.

Eligible Properties and Permits per Property/Household

The entitlement boundary will generally be defined when an RPS scheme is introduced and on the basis of eligible properties with qualifying households using on-street parking within the Zone boundary prior to the introduction of permit restrictions.

Policy Statement RP 4.1

Properties within Residential Parking Schemes are normally eligible for parking permits if;

- The property has a discrete postal address within the defined boundary of the zone;
- An eligible vehicle (see Policy Statement RP 4.2) is registered to the property;
- The primary or dominant purpose of the property is residential and not commercial or business use;
- The property is eligible. A property is not ineligible on the basis that it was built or subdivided after a set date (see Policy Statement RP 4.3).

Vehicle Requirement

In order to help increase the on-street parking capacity within RPS Zones permit entitlement will be restricted to certain classes of vehicle, unless an exceptional provision is agreed.

In order to avoid misuse, a Resident permit will only be issued for specific vehicles, as defined by the vehicle registration, registered for an eligible household.

UK law requires that vehicles operating on UK roads for longer than six months, register with the UK Driver and Vehicle Licensing Authority (DVLA), pay the appropriate Vehicle Excise Duty, and be specifically insured as a UK vehicle. For this reason, permits for non-UK registered vehicles may only apply for Temporary (3 month permits) residents permits until the vehicle is UK registered.

Vehicles over 3.5 tonnes require an Operating Licence, which is dependent on the provision of appropriate off-road parking. These vehicles should not therefore be parked in residential roads other than for operational purposes (e.g., loading and unloading).

Policy Statement RP 4.2

To make most use of the available on-street parking Resident permits will be limited to vehicles as follows:

- Passenger vehicles with a maximum of 8 seats under 5m in length
- Goods vehicles under 3.5 tonnes and under 5m in length

New Developments

The provision of Resident Parking Permits specifically precludes new developments which would be expected to provide suitable parking on site, or not provide parking in highly accessible areas (as determined during the planning application process). There is a need to consider that many Resident Parking Schemes have capacity issues at times of peak demand. New developments create additional demand for parking for which there may be limited available on-street capacity.

Restricting the demand for on-street parking in residential areas supports the approved Local Transport Plan objective to encourage more people to use public transport and active travel in the city. It also supports the wider Joint South Hampshire Strategy, Policy F – to manage parking to support sustainable travel and promote economic development.

For these reasons, residents of newly built properties, or properties that have been recently converted or sub divided, will be subject to restrictions on the number of permits available. Affected properties are those constructed, converted, or extended pursuant to a planning permission granted after 31st March 2001. There are exceptions to this rule, as detailed in Policy Statement RP 4.3 below.

Shared Properties (HMOs)

The entitlement relates to the qualifying property or set of properties, and not to each individual inhabitant. In the case of shared properties, please discuss permit needs with your landlord and / or your fellow occupiers.

Policy Statement RP 4.3

Southampton City Council will exclude properties that were granted planning approval (for build or sub-division or change of use) post to 31st March 2001 from entitlement to resident and visitor permits in resident parking zones, unless agreed on an exceptional basis.

Designing New Residents Permit Schemes:

An exceptional agreement of entitlement for post 31st March 2001 developments may be considered as part of the design phase for a new scheme (or extension of an existing scheme) and agreed before formally consulting on the final scheme proposals. The following factors will be taken into account:

- Whether the scheme is intended to address excess demand arising from residents or from non-residents (e.g., commuters)
- Whether the exclusion from permit entitlement was included within a planning condition or S106 agreement
- Whether use of on-street parking within the scheme areas by residents of the development(s) is long standing
- The anticipated demand for permits from the development(s)
- The availability of parking in the locality
- The availability of on-site parking within the development
- The support and promotion of sustainable travel in the locality

Existing Permit Schemes:

An exceptional agreement of entitlement for post 31st March 2001 developments may be considered on request, for a property within an existing scheme area. The following factors will be taken into account:

- Whether the exclusion from permit entitlement was included within a planning condition or S106 agreement
- The availability of parking in the locality
- The likelihood of demands from similar properties in the locality
- The support and promotion of sustainable travel in the locality
- The availability of on-site parking within the development

Notwithstanding the above, any decision to allow, restrict or remove permit entitlement will remain at the discretion of the Council.

Visitor Permits (for residents' visitors)

In many localities within RPS schemes there is a provision for short stay parking, which together with unrestricted parking outside of hours/days the schemes operate can meet the needs of residents' visitors.

Where the needs for residents' visitor parking cannot be met (e.g., where there is an extensive area of permit holder only parking) the Council provides three types of visitor permit to assist residents. The permits may not be used as an alternative to Resident Permits and are only to be used for the purpose of visiting the permit holder. The same class of vehicle requirement will apply as for resident permits, unless agreed on an exceptional basis.

Visitors permits may only be used by 'genuine' visitors to residential premises (i.e., the dominant purpose of the visit must be to spend time with the resident themselves). Visitor's permits may not be used by those commuting for work or business or 'visiting' but then (before or after such a visit) using the permit whilst working or undertaking business related activity elsewhere.

(Day) Visitor Permits

There is generally an entitlement and allocation of (day) Visitor Permits for households eligible for resident permits. These are currently high quality scratchcards designed to avoid fraudulent reproduction. A charge is applied to offset the cost of printing and issue, and to assist in deterring misuse. The Visitor Permit allows a visitor to park a qualifying vehicle for the day that the permit is required. The Visitor Permit may be used within a maximum distance of the permit holder's property.

Annual Visitor Permits

Where households have a high level of visitors during the restriction period, there is an alternative of an Annual Visitors Permit. A charge for these permits will apply to deter misuse and additional conditions of use will apply including:

- For use within a maximum distance from holders property
- Maximum stay of 4 hours per day
- Maximum continuous period of daily use without prior notification

There will be a limit of one Annual Visitors Permit per household, and the overall number of these permits on issue within a Zone may be limited, if there is a significant shortage of resident parking.

Essential Visitors Permit

As part of a Council policy of supporting care in the community, a permit may be issued to an eligible resident in need of regular essential visits to provide care in the home. The permit will be issued to the person requiring care, and then may be used for visitors providing care and support. There is a limit of one Essential Visitor's Permit per household. There is no charge for the permit, though issue is subject to qualifying criteria and successful application. The permit may be used within 200m of the permit holder's property.

Policy Statement RP 4.4

Properties within a Residents Parking Scheme that are eligible for Resident Permits (as per the guidelines outlined in Policy Statements RP 4.2 to 4.3) will in most cases be eligible for a range of visitor permits. A limit may however be placed on the number of visitor permits issued, in order to assist in managing demand for on-street parking within the zone. This will be outlined in the proposal for the Resident Parking Scheme.

Southampton City Council will regularly review Visitor Permits to ensure they are meeting the needs of residents and are not open to abuse.

Southampton City Council will remove the right to Visitor Permits from any property where it is found that Visitor Permits have in the opinion of the Council been misused.

Other Permits

The Council recognises local business, schools and other service providers may provide important support for the communities in which they work. A range of permits are therefore available, subject to meeting the qualifying criteria, and the following general principles:

- The issue or reissue of permits will be at the discretion of Council
- A limit on the number of permits available per provider subject to annual review
- Any appropriate Permit charges may be reduced for non-profit making organisations

- That the permit may not be used for any other purpose including residential parking in place of a resident's permit
- The limit of entitlement to specific classes of vehicle (e.g., passenger vehicles with a maximum of 8 seats, goods vehicles under 3.5 tonnes and motorcycles) or length of vehicle (e.g., 5m in length) appropriate to a residential area.

Policy Statement RP 4.5

Southampton City Council will make a range of permits available, subject to limits on issue, for businesses, services, and community groups to operate in areas where Residential Parking Schemes are in effect including:

- **Business / Temporary Business Permits** – These permits allow Businesses to make deliveries, provide services etc, in a Residential Parking Zone. A charge shall apply to these permits. Business Permits may not be available in zones with a significant shortage of weekday resident parking.
- **School Staff Permits** – These permits allow school staff access to on-street parking where there is no on-site parking provided at a school site. The issuing of school staff permits only applies to school sites with no onsite parking provision and in newly implemented or extended permit zones. The number of permits provided to school staff will be limited and based on the availability of on-street parking within a controlled zone, determined by the council on a case-by-case basis. To promote sustainable workplace travel, a charge will be applied to school staff permits.
- **Medical Permits** – This is a permit that allows eligible medical staff to park in Resident Parking Zones and make health visits to residents in those zones.
- **Community Support Permits** – This is a permit that allows community work to be carried out in within defined Resident Parking Zones. These permits are issued at the discretion of Southampton City Council, without charge.

Southampton City Council will regularly review the charges and conditions of use for these permits to ensure they are meeting the needs of the user groups and are not open to abuse.

Southampton City Council will remove the right to permits from any user where it is found that permits have been misused.

Blue Badge Holder Parking

Under the Council's Inclusion policy and in compliance with The Equality Act (see below) it is Council practice to allow vehicles displaying Blue Badges and being used for the purpose of transporting Blue Badge holders to park in residential permit parking places without the need for a resident's permit.

Policy Statement RP 4.6

Southampton City Council allows Blue Badge Holders to park in Resident Parking Zones free of charge. Parking by Blue Badge Holders in Resident Parking Zones is subject to the normal conditions of use that applies to Blue Badges.

Disabled Persons Parking Bays

In some circumstances, individuals with a disability will require access to a parking space close to their property, particularly if they have restricted mobility. In these circumstances, the Council will consider installing a disabled parking bay close to the Blue Badge Holder's property.

Any blue badge holder can use a disabled parking bay. They cannot be reserved for sole use of the applicant.

Policy Statement RP 4.7

Southampton City Council will consider providing a disabled parking bay, subject to application, where the following criteria is met:

- The applicant holds a valid blue badge
- The applicant drives or is driven on a regular basis in a vehicle which is registered and kept at their home address
- There is no suitable off-road parking, such as a driveway or garage, at the applicant's home address.
- There are significant and on-going issues in finding available on-street parking close to the applicant's home address.

The Council will carry out periodic reviews to ensure that the above requirements continue to be met. When an applicant no longer meets the above criteria, the bay may be removed.

The location of a disabled parking bay will be determined by the Council. Consideration will be given to any location requested by the applicant; however, a bay will not be provided in the following locations:

- Anywhere which is considered unsafe either for the bay user or other road users.
- Opposite or within 10 metres (32 feet) of a junction.
- Within the turning head of a cul-de-sac.
- Where a clearway, no stopping restriction or no waiting restriction applies.
- On the pavement or a verge, unless the area has been specifically adapted to accommodate parking.
- Any non-highway road or off-street car park (Southampton City Council Housing may provide bays in their Car Park's subject to separate policy considerations).

Provisional permit provision

The Council has the discretion to issue an exceptional provisional permit subject to review. Any assessment of a request will generally take into account;

- The individual merits of the request;
- The availability of on-street parking in the locality and time when parking is most likely to occur;
- Whether other similar requests would be expected to be fulfilled (e.g., from households in the same development);
- The support and promotion of sustainable travel in the locality.

Policy Statement RP 4.8

Where an exceptional circumstance is not met by an existing permit provision, a provisional permit to meet this need may be issued at the discretion of Southampton City Council. Requests of this nature will be judged on their own merits and will be subject to review.

Southampton City Council will remove the right to permits from any user where it is found that permits have been misused.

5. Enforcement and Permit Abuse

Enforcement

Whilst the Council encourages all road users to comply with highway regulations, it is accepted that the level of compliance is increased and sustained through enforcement. The aims of the Council's parking enforcement team are therefore to:

- Enforce parking restrictions in a fair and consistent manner for the benefit of all parking users
- Provide safe parking places with clear markings and signage
- Keep streets clear to enable smooth traffic flow and protect public safety

In order to cover the parking regulations across the city, patrols are organised to provide both geographical coverage as well as relating the frequency of coverage to the level of contravention. The Council publishes an Annual Report covering the operation and performance of its Civil Parking Enforcement.

Policy Statement RP 5.1

Southampton City Council will carry out regular enforcement of parking restrictions in residential areas and have powers to issue a Penalty Charge Notice to any vehicle in breach of the parking restrictions.

If evidence of a persistent/recurring parking offence is received, Southampton City Council will allocate resources accordingly to resolve the issue.

Permit Abuse and Cancellation

It is recognised that a minority of residents and other permit holders may misuse the permits that they have been allocated. The Council will actively investigate any reported instances of permit abuse and will subsequently take appropriate action.

Policy Statement RP 5.2

Southampton City Council will cancel and/or withdraw permits in a range of circumstances including;

- if the qualifying criteria is no longer met;
- permits are misused by the permit holder or their visitors;
- permits are given to other non-qualifying drivers;
- permits are expired;
- payment is not cleared;
- Enforcement or other Council staff are subject to any form of intimidation, verbal abuse, or violent behaviour.

Further access to resident/visitor permits may be blocked to those properties/users/groups where misuse has occurred. The length of the ban will be at the discretion of Southampton City Council.

6. Sustainable Transport Initiatives

Sustainable transport initiatives which change the restrictions/allocation of kerbside space will be supported, such as replacing on-street car parking space with bike share docking stations or community parklets which provide on-street seating and planting for community use. This is in line with the goals of the Local Transport Plan (LTP4) to make Southampton an attractive and liveable place to improve people's quality of life, so that travel is safe, and everyone has inclusive access to transport regardless of their circumstances. It also supports the goal of helping people in changing the way they move around the city, by widening their travel choices so they can get around actively and healthily.

Requests for such schemes will be considered as with any requests for changes to parking / waiting restrictions in residential areas, as detailed in this document. Funding for such schemes would usually need to be funded independently, e.g., Bike Share docking station infrastructure would need to be funded by the bike share provider, or through a separate agreement with the council. Community Parklet projects would need to be funded by the community requesting them or considered as part of a separately funded transport scheme (such as an Active Travel Zone) through engagement with the local community.

Policy Statement RP 6.1

Southampton City Council will support the reallocation of kerbside space in favour of sustainable transport initiatives, such as shared mobility schemes (e.g., for Bike/ E-scooter hire docking stations), community parklets or car club schemes.

All schemes would be subject to available funding and to the requisite Traffic Regulation Order and consultation.

Example

Bike Share Schemes – Vehicle parking replaced with bike share docking bays (London)



7. Other Issues

Unadopted Highway

Certain roads are “unadopted”, which means that they are not maintained at the public expense (the landowners are therefore responsible for maintenance). Current Council practice is not to propose parking regulations on roads that are unadopted. Parking in a private road without permission or a legal right to do so may be trespassing and is a civil wrong for which redress may be obtained. Residents are advised to take their own legal advice in these circumstances.

Vehicle crossovers

With increasing demand for on-street parking residents may wish to create or extend an area of off-road parking on their property, for which a vehicle crossover is required. This means that the kerbs are dropped from their normal height and the pavement or verge is strengthened to take the weight of the vehicle crossing it. It is not legal for vehicles to drive over a pavement or verge unless a vehicle crossover has been authorised and installed. This is because vehicles may otherwise damage the pavement or any pipes or cables that are buried underneath it. Planning permission is required if the vehicle crossover is to be installed on a Classified Road and may be required for creating an extensive area of hard standing over a garden area. The removal of garden walls and gardens in conservations areas may also be restricted. Otherwise, further details and costs are available through the application process outlined on the council website... <https://www.southampton.gov.uk/travel-transport/apply-pay/licences/dropped-kerbs/>

8. Related Documentation

The legal regulations, permit charges and rules applying to resident parking schemes will be stipulated in a Traffic Order(s), available on request from the Council.

The required documentation and any other relevant terms and conditions are stipulated in the relevant application forms for permits, dropping crossing, bar markings and disabled person’s parking bays.

A guide for residents on how permit parking schemes operate, current scheme criteria, and how communities may request such schemes will also be available from the Council.

The Parking Standards Supplementary Planning Document (SPD) provides more detail on how the Council will apply the contents of existing Core Strategy policies and other policies in the determination of planning applications for residential and non-residential developments.

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Residents Parking Policy 2022

The key policy changes and the reasons given are provided in the table below.

Table 1 - Summary of key policy changes:

2022 Policy Update (Section / Policy Statement)	Change & Reason
Section 2 – Statement RP 2.1 – Obstructive Parking	Considerations for proposing waiting restrictions: Added allowance for community support - where there is no overriding reason for not doing so (i.e., to cover Member Minor Schemes/Works submissions which don't meet these criteria but there is still a desire to address a minor concern around obstructive parking)
Section 3 – Excess Resident Parking	Added note that the council will consider excess resident demand for parking in areas of high HMOs. Reason – to address shortages of resident on-street parking and better manage the demand for parking for the benefit of all residents.
Section 3 – Policy Statement RP 3.1	<p>Added limit to permit entitlement and authority to set and amend permit charges.</p> <p>Reason – to clarify existing policy that can assist in managing access to parking in areas of high resident demand.</p> <p>Removed note on surveying residents in neighbouring streets outside the proposed permit zone, during the informal online survey stage. Reason – the council needs to determine support from residents living within the proposed zone. The proposed zone needs to have a clearly defined boundary. All residents in the locality, including in areas outside the proposed zone can respond to the formal consultation which is noted in the formal consultation section of the policy document.</p>
Section 3 – Non-Resident Parking	Added clarification that non-resident parking extends to areas of high HMOs. Reason – to address shortages of resident on-street parking and better manage the demand for the benefit of all residents. Supported by existing policy to support and promote sustainable modes.

	Supports UoS policy to deter students from bringing cars to the city whilst studying and promoting sustainable modes.
Section 3 – Determining Community Support – Policy Statement RP 3.5	<p>Added paragraph on areas of high HMOs to allow for lower level of support. Reason – to remove the 60% guide where it’s clear high rates of HMO properties can result in low return and / or support rates to a survey. To better manage the highway and access to parking for all residents in areas of high demand.</p> <p>Removed - "<i>will consult all affected residents</i>" and changed to "<i>will consult residents within the prospective scheme area</i>"</p> <p>Reason – to clarify support needs to be demonstrated from within the proposed zone. Residents outside the proposed zone can respond to the final design of a scheme at the TRO formal consultation stage, as referenced in the formal consultation section of the policy document.</p>
Section 3 – Request to Implementation Process Chart	New process chart added to clearly show the different stages of the process involved from requesting a residents permit scheme to implementation. Reason – for the benefit of members and residents in understanding the length of process involved.
Section 4 – Permit Charges	Added note that up to date permit charging structures are available on the council parking webpage.
Section 4 – New Developments	Updated to remove reference to outdated PPG13 and other outdated policy. Focus on policy supporting local strategy of encouraging public and active transport. Clearer explanation of need to restrict new developments impact on availability of residents on-street parking.
Section 4 – New Developments – Policy Statement 4.3	<p>Small clarification added that the 31st March 2001 date relates to when planning permission was granted, not when application made.</p> <p>Added paragraph to clarify that exceptional provision is based on when the zone was introduced. So greater consideration is given if</p>

	<p>the zone was introduced after the development, but still assessed by taking into account the listed considerations.</p> <p>Split considerations on entitlement into the designing of new schemes and considerations to do with existing schemes.</p> <p>Reason – Same policy for what has been in place for existing schemes. Fairer policy to allow for established resident parking to be taken into account when designing and proposing a new scheme.</p>
<p>Section 4 – Other Permits – Policy Statement RP 4.5</p>	<p>Added School Staff Permits and level of charge. Reason – to provide clearer policy to assist school staff when a new permit scheme is introduced to an area in close proximity to a school.</p>
<p>Section 4.7 – Disabled Bay Applications</p>	<p>Revised Policy Statement to provide clarity that there are criteria for the applicant to meet (at the moment they are referenced as both considerations and criteria). Provided more descriptive criteria about the location we won't provide a bay due to safety reasons.</p>
<p>Section 6 – Sustainable Transport Initiatives</p>	<p>New section which details support for alternative allocation of kerbside parking spaces. Initiatives which change the restrictions/allocation of kerbside space will be supported, such as replacing on-street car parking space with bike share docking stations or community parklets which provide on-street seating and planting for community use.</p> <p>Reason – This is in line with the goals of the Local Transport Plan (LTP4) to make Southampton an attractive and liveable place to improve people's quality of life, so that everyone is safe, and has inclusive access to transport regardless of their circumstances. It also supports the goal of helping people in changing the way they move around the city, by widening their travel choices so they can get around actively and healthily.</p>

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DECISION-MAKER:	CABINET
SUBJECT:	COLLEGE STREET CAR PARK – LEASE TO COLLEGE STREET YARD LIMITED
DATE OF DECISION:	18 October 2022
REPORT OF:	COUNCILLOR BOGLE CABINET MEMBER FOR ECONOMIC DEVELOPMENT

<u>CONTACT DETAILS</u>			
AUTHOR:	Title	City Development Manager	
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STATEMENT OF CONFIDENTIALITY		
<p>Appendix 3 contains information deemed to be exempt from general publication based on Category 3 (financial and business affairs) of paragraph 10.4 of the Council's Access to Information Procedure Rules. In applying the public interest test this information has been deemed exempt from publication due to confidential sensitivity. It is not considered to be in the public interest to disclose this information as it would prejudice the Council's ability to operate in a commercial environment.</p>		
BRIEF SUMMARY		
<p>A report seeking approval to enter into a lease for part of College Street car park (Appendix 1: Site Plan) with College Street Yard Limited (CSYL) for use as a 'box park'. The box park scheme will comprise an arrangement of shipping containers adapted to be used to provide food and drink, office space, retail and entertainment; for visuals see Appendix 2: Scheme Plan. The container box park was granted a conditional temporary planning permission for 10 years by the Council's Planning and Rights of Way Panel in October 2021. A lease of 7 years less than 1 day is proposed as this is defined as a Short Tenancy with regard to S123 of the Local Government Act 1972.</p>		
RECOMMENDATIONS:		
	(i)	To approve the proposal in principle.
	(ii)	To delegate authority to the Head of Property, following consultation with the Cabinet Member for Economic Development to approve the preparation and granting of a lease once final details are agreed to College Street Yard Limited (CSYL) for a lease of seven years less one day for the use of part of College Street car park as a box park, as described in the report.
	(iii)	To authorise the Head of Property, following consultation with the Cabinet Member for Economic Development to negotiate and agree

		the final details of the lease as required to facilitate the letting of the site.
REASONS FOR REPORT RECOMMENDATIONS		
1.	To facilitate the provision of a temporary “box park” development on part of College Street car park in accordance with the planning permission granted for the scheme which will include the following uses:	
	A1 Retail (net tradeable area)	132 m2
	A3 Restaurants and Café	106m2
	A4 Drinking Establishments	160m2
	B1(a) office	160m2
2.	To generate the benefits to SCC set out in Appendix 3.	
3.	To support the wider benefits from the scheme, such as increasing footfall in the area, providing opportunities for start up business space and diversification of the retail, food, beverage and entertainment offer in the City.	
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED		
4.	Reject proposal	
	This would mean the development with planning permission cannot be delivered and the Council would not receive the benefits identified in Appendix 3.	
DETAIL (Including consultation carried out)		
5.	College Street Yard Limited (CSYL) is a new company with an interest in setting up a box park (shipping container village) on part of the College Street car park. The directors of the company are local to the area and are involved with various property projects in Southampton.	
6	CSYL has designed the scheme in accordance with the requirements of their business. A resolution to grant a temporary five year planning permission was approved by the Local Planning Authority in 2020 and the Company subsequently re-submitted for a temporary 10 year planning permission and approval was granted subject to conditions on 15 th October 2021 (ref: 21/01199/FUL). The scheme will include retail, places to eat and drink, entertainment and also offices.	
7.	Direct benefits from the scheme to SCC will be the generation of revenue through rent and business rates. Wider benefits include the opportunities for small businesses to use the space, creation of a new venue and attraction in the area leading to increased local spend from visitors to the scheme.	
8.	It is noted that the proposal is generally supported by the community including the current Business Improvement District. When the original planning application was considered, 20 comments were received in support with seven local objections. The objections were from local residents and referred to issues in relation to noise, traffic and loss of parking. There are conditions attached to the recent planning permission to address these objections.	

9.	The scheme had been in abeyance as CSYL needed to seek a funder which they now confirm is in place and meetings have recently taken place with SCC officers to discuss the steps that will be required to bring the scheme to fruition. The next steps are to prepare and agree the lease, this will allow CSYL to then proceed with detailed design and construction. CSYL expect opening would be either summer 2023 or spring 2024.
RESOURCE IMPLICATIONS	
<u>Revenue</u>	
10.	The scheme will be delivered by CSYL. SCC will not be contributing towards the cost of the development.
11.	CSYL have agreed to cover SCC legal costs estimated at £1,500, Traffic Regulation Order costs up to £5,000 and car park reconfigurations up to £3,000.
12.	There will be minimal officer administration time required from the City Development Team in monitoring the progress of the development with CSYL and negotiating a rent review for after the 4 th year. The payment of any external valuation costs associated with the rent review will be set out within the lease, it is expected these would be paid by CSYL.
13.	The full financial implications are set out at Appendix 3. SCC will benefit from lease income from CSYL for use of the car park. Car park income is expected to reduce slightly however SCC will also benefit from a reduced business rate liability from the reduced size of the car park. Business rate income is expected to increase overall from additional rates payable by the development.
<u>Property/Other</u>	
14.	The indicative redline site boundary (Appendix 1) indicates that the proposal would require 67 spaces to be removed from the existing car park use, reflecting circa 40% of the site. Officers have previously consulted with Parking Services to confirm they are in agreement with the loss of the 67 car spaces. Recent discussions have confirmed Parking Services have no objection to the scheme progressing as the car park continues to be underutilised and has not reached pre-pandemic use.
15.	The terms of the agreement will require CSYL to be responsible for all maintenance of the shipping containers and to reinstate the land at the end of agreement.
16.	A tenancy of less than 7 years is considered a Short Tenancy with regard to Section 123 of the Local Government Act 1972. This means that Secretary of State approval is not required to agree the lease. A lease of over 7 years would need to demonstrate 'best consideration', which in some circumstances may require a marketing exercise to have been undertaken. CSYL approached SCC directly about the proposal and therefore in the absence of a marketing period to test 'best consideration', officers considered it would be prudent to only agree to a Short Tenancy of less than 7 years.
LEGAL IMPLICATIONS	

<u>Statutory power to undertake proposals in the report:</u>	
17.	Section 123 Local Government Act 1972: States that local authorities shall not dispose of land otherwise than by way of a short tenancy (i.e. less than seven years) for a consideration less than best unless the Secretary of State's consent is obtained. This is subject to specific consents issued from time to time in the form of Government Circulars.
<u>Other Legal Implications:</u>	
18.	The planning permission for the scheme is subject to a s.106 (Town and Country Planning Act, 1990) agreement requiring: <ul style="list-style-type: none"> (i) CSYL to enter into an agreement with the Council under s.278 of the Highways Act to either undertake a scheme of works or provide a financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site. (ii) Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer. (iii) Submission, approval and implementation of a CCTV network that can be linked into and/or accessed by the Council and its partners, with contributions towards community safety facilities
19.	Public Sector Equality Duty: the council is required, in carrying out its functions, to have due regard to the need to achieve the objectives set out under s149 of the Equality Act 2010 to: <ul style="list-style-type: none"> (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. <p>Accordingly, an Equality and Safety Impact Assessment is appended at Appendix 4.</p>
RISK MANAGEMENT IMPLICATIONS	
20.	There is no guarantee from this decision that the development will be undertaken as the CSYL may not sign the lease or proceed with the development.
21.	Officers will engage with CSYL and identify any risks to delivery of the scheme, supporting where necessary.
POLICY FRAMEWORK IMPLICATIONS	
22.	The proposals are in accordance with the Policy Framework, notably Southampton Economic & Green Growth Strategy 2020 – 2030. This document sets out objectives for Business Innovation and Growth, including supporting <i>“local businesses to grow, encourage start-ups in growing markets and aid business expansion. Southampton should be seen by the business</i>

	<i>community as a supportive place to test, develop and scale-up new and innovative business models.”</i>
23.	In terms of Planning, the scheme was judged to meet the policies and proposals of the Development Plan through determination of application 21/01199/FUL. The proposal was considered to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and planning permission was granted.

KEY DECISION?	no
WARDS/COMMUNITIES AFFECTED:	Bargate Ward
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Site Location Plan
2.	Scheme Plan
3.	Financial Information -exempt
4.	Equality and Safety Impact Assessment

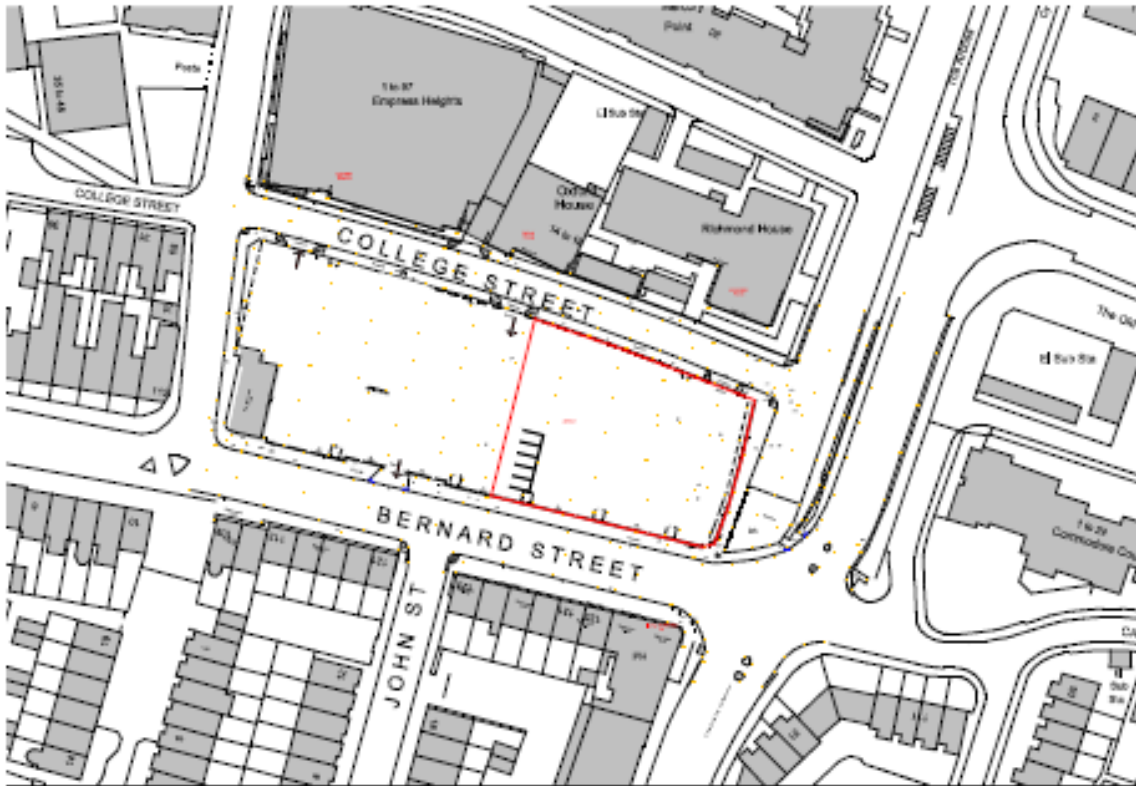
Documents In Members’ Rooms

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
See Appendix 4.	
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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Appendix 1: Site Location Plan

Appendix 1



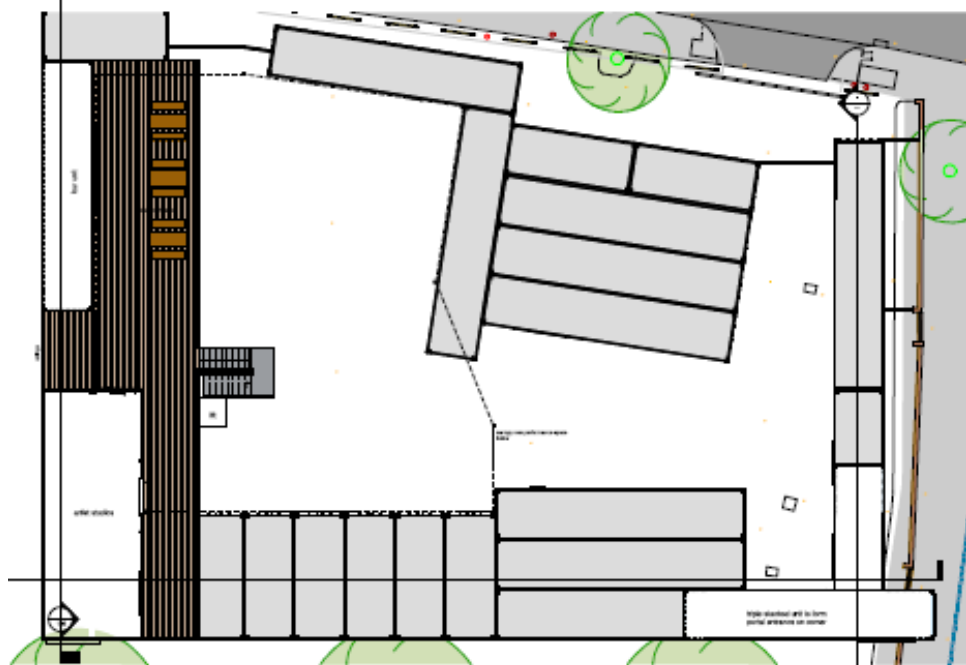
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Red line indicative. Plan not to scale

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0 ground floor level
1 : 100



1 upper floor level
1 : 100

PLANNING
studio four
architects ltd

College Street Yard, Southampton

author	10/02
designer	10/02
architect	10/02
planner	10/02
engineer	10/02
contractor	10/02
client	10/02
date	10/02

Project: College Street Yard, Southampton

Scale: As indicated A1 GJ H

Date: 06/08/18 20205 100 H

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DECISION-MAKER:	CABINET
SUBJECT:	NORTHERN ABOVE BAR PROPERTIES
DATE OF DECISION:	18 TH OCTOBER 2022
REPORT OF:	COUNCILLOR BOGLE CABINET MEMBER FOR ECONOMIC DEVELOPMENT

<u>CONTACT DETAILS</u>			
Executive Director	Title	Interim Executive Director of Growth	
	Name:	Adam Wilkinson	Tel: 023 8254 5853
	E-mail	Adam.wilkinson@southampton.gov.uk	
Author:	Title	Team Manager Valuation and Estates	
	Name:	Joanna Rust	Tel: 023 8083 4813
	E-mail	Joanna.rust@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
Appendix 2 contains confidential information based on Categories 3 and 7(A) of paragraph 10.4 of the Council's Access to Information Procedure Rules. It contains valuation advice and details of proposed transactions which could put the council or other parties at a commercial disadvantage.	
BRIEF SUMMARY	
The purpose of this report is to review the strategy relating to the council properties located at the northern end of Above Bar Street and agree a new approach.	
RECOMMENDATIONS:	
Having complied with paragraph 15 of the Council's Access to Information Procedure Rules.	
	(i) Agree to cease the sales of nos.186, 188, 190-192 and 194-196A Above Bar Street.
	(ii) Authorise the Executive Director of Growth to carry out a soft market testing exercise of the site (shown edged in red on Appendix 1) to identify the level of developer interest and to help inform masterplanning of the area.
	(iii) Delegate to the Executive Director of Growth to determine whether the adjacent 164-174 Above Bar Street should be included in the soft market testing.
	(iiii) Subject to completion of the masterplan, the Executive Director of Growth will bring forward a further report to Cabinet to update on the strategy for the area.
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. This is being presented under the General Exception due to an administrative error resulting in the item not appearing on the Forward Plan and the statutory 28 day's notice was therefore not complied with.
2.	The Council owns a significant area at the northern end of Above Bar Street, this report states that before decisions are taken regarding the future of this site (in Appendix 1) a vision and strategy will be developed through a master planning process and this will form a development brief. Once completed this will be reported back to Cabinet but in the meantime the sales of the properties on this site that were proceeding will cease. This will ensure that the long term interests of the city and its economic development are best served.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
3.	Continue with the sales of the freeholds to the long leasehold tenants where terms have been agreed. This will make site assembly for comprehensive development of this area in the future more difficult to achieve in terms of cost, staff resource and timescale. This is because the tenant's interest will have increased in value as a result of the purchase and they may be less interested in the option of redevelopment due to their improved security of tenure. This could result in the need to use compulsory purchase powers to bring forward re-development in the future.
4.	Do Nothing. The buildings will require significant investment in the future so the council will need to either divest itself of these properties or promote re-development, doing nothing in the longer term is not a viable option.
DETAIL (Including consultation carried out)	
5.	The council owns the majority of the freehold of properties on the northern end of Above Bar Street (176-202) as outlined in Appendix 1 together with the depot to the rear. The properties form a parade of shops together with other uses above in many cases. Please see a list of the properties together with the length and expiry date of the leases and rental details in Appendix 2.
6.	The properties are identified in the City Centre Action Plan (Adopted 2015) as a major development site within the Cultural Quarter (See Policy AP31 and Appendix 1). The emerging Strategic Land Availability Assessment (SLAA) which will be used to guide the allocations for the new Southampton City Vision also identifies this site as appropriate for future housing development. https://www.southampton.gov.uk/planning/planning-policy/adopted-plans/city-centre-action-plan.aspx . https://www.southampton.gov.uk/planning/planning-policy/emerging-plans/cityvision/documentslibrary/
7.	Prior to May 2021 these properties were being retained in line with the Action Plan with a view to a long-term development proposal when the leases either neared or reached their end. On this basis requests to extend leases in this parade or acquire freeholds from tenants in this parade had been resisted.
8.	In October 2021 Cabinet considered a report which set out two options, to either extend leases or freehold disposal of the properties to individual tenants or to continue not to extend leases or dispose to individual tenants on the basis that this will remain a redevelopment area as outlined in the City

	Centre Action Plan. Cabinet resolved to pursue a strategy of disposing of the properties to the existing long leaseholders.
9.	Terms for the sale of the Council's freehold interests were agreed with 5 out of 7 long leaseholders. The sale of one of these properties completed in April 2022 and the remaining sales were advancing. Following the change of administration in May 2022 the new Cabinet Member requested that all current disposals be paused pending a review and leaseholders were subsequently advised. This is a lawful option as landowner.
10.	Council officers will be developing proposals for masterplanning in key areas across the City which will set out the Council's vision and development objectives. The area of northern Above Bar Street where these properties are situated will form part of this process.
11.	Consideration is being given to whether to include 164-174 Above Bar Street in the soft market testing as it is adjacent to those properties listed in recommendation (i).
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
12.	The prices to be paid by the long leaseholders were established by an independent valuation report prepared by Eddisons Chartered Surveyors who were commissioned by the Council to provide valuation advice on the options for disposal. Appendix 2 details the individual valuations of these properties. Ceasing the sales will mean that there will be no capital receipts from these properties in 2022/23. The Council will continue to receive rental income as detailed.
13.	Development of the site has the potential to deliver increased financial returns though this would be in the longer term, particularly from increased council tax and business rate income.
14.	A budget carry forward of £0.20M was approved by Council in July 2022 for carrying out masterplanning activity in 2022/23. It is proposed that the Northern Above Bar masterplanning work is funded from this budget.
15.	A provisional budget of £15,000 is recommended for soft market testing. This will be met from existing resources within the Property team budget.
<u>Property/Other</u>	
16.	The properties at 176-202 Above Bar Street are owned freehold by Southampton City Council. Individual properties are let on a mixture of long ground leases and shorter term occupational leases at market rents. A schedule of these leases is provided at Appendix 2.
17.	The Council has the necessary statutory powers under section 123 of the Local Government Act 1972 to dispose of properties in any manner it wishes. The only constraint is that a disposal must be for the best consideration reasonably obtainable (excluding short tenancies). However, it is recognised that there may be circumstances where a council considers it appropriate to dispose of land at an undervalue. The Local Government Act 1972 General Disposal Consent 2003 permits disposal at less than best consideration where the Council considers it will help it to secure the promotion or improvement of the economic, social or environmental well-being of its area and the undervalue does not exceed two million pounds.



18.	Any future decisions to dispose of any of these properties will be subject to obtaining valuation advice including if there is a return to a strategy of individual disposals.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
19.	S.111 and 123 Local Government Act 1972, S.1 Localism Act 2011. The Council can lawfully hold a commercial property portfolio. There is no obligation to dispose of properties, that is a discretion. Whilst the Council as landlord entered into prospective negotiations with tenants for them to acquire the freehold of their property all negotiations are “subject to contract”. Save for the one property disposed of no sales had proceeded to exchange of contracts and thus bound the Council into a contractual situation. Lawfully the Council as private landowner can withdraw from any prospective sales
20.	The council’s ability to undertake master planning for its area lies in the Town and Country Planning Act 1990
RISK MANAGEMENT IMPLICATIONS	
21.	Bringing forward a further report once the masterplan work is completed will ensure that informed decisions on the future of these properties are made.
22.	There is a risk that until re-development of the properties takes place there will be little investment in them and this can have a negative impact on the attractiveness of the area and businesses.
POLICY FRAMEWORK IMPLICATIONS	
23.	The properties are identified in the City Centre Action Plan (Adopted 2015) as a major development site within the Cultural Quarter. (See Policy AP31 and Appendix 1) https://www.southampton.gov.uk/planning/planning-policy/adopted-plans/city-centre-action-plan.aspx

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	Bargate
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	A plan showing 176-202 Above Bar Street and the depot to the rear.
2.	Lease details and valuations relating to 176 -202 Above Bar Street (Confidential)
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: commercialproperty@southampton.gov.uk		
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.	176 – 202 Above Bar Street & 164 – 174 Above Bar Street – Eddisons Independent Valuation and Disposal Advice January 2022	Categories 3 and 7(A) of paragraph 10.4 of the Council's Access to Information Procedure Rules

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PROPERTIES 176- 202 ABOVE BAR STREET AND PARKS DEPOT

-  Site
-  198 Above Bar Street - Sold



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