

Public Document Pack

Cabinet

Wednesday, 29th November,
2023
at 4.00 pm

PLEASE NOTE TIME OF MEETING

Council Chamber, Civic Centre

Members

Leader – Councillor Kaur
Deputy Leader and Cabinet Member for Adults, Health
and Housing – Councillor Fielker
Cabinet Member for Finance and Change – Councillor
Letts
Cabinet Member for Economic Development – Councillor
Bogle
Cabinet Member for Environment and Transport -
Councillor Keogh
Cabinet Member for Children and Learning – Councillor
Winning
Cabinet Member for Communities and Leisure–
Councillor Kataria
Cabinet Member for Safer City – Councillor Renyard

(QUORUM – 3)

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BACKGROUND AND RELEVANT INFORMATION

The Role of the Executive

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

The Forward Plan

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

Implementation of Decisions

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

Mobile Telephones – Please switch your mobile telephones or other IT 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)

2023	2024
13 June	16 January
18 July	6 February
15 August	20 Feb (budget)
19 September	19 March
17 October	16 April
14 November	
19 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 2022-2030 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 17th October, 2023 attached.

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

There are no matters referred for reconsideration.

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

There are no items for consideration

7 **EXECUTIVE APPOINTMENTS**

To deal with any executive appointments, as required.

ITEMS FOR DECISION BY CABINET

8 **CLIMATE CHANGE STRATEGY AND ACTION PLAN.** □ (Pages 5 - 142)

To consider the report of the Cabinet Member for Environment and Transport seeking approval for Southampton city Council to adopt a Climate Change Strategy and Action Plan.

9 **UK100 MEMBERSHIP** □ (Pages 143 - 164)

To consider the report of the Cabinet Member for Environment and Transport seeking approval for Southampton City Council to sign the UK100 Net Zero Pledge and become members of UK100.

10 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 confidential appendices to the following Item.

Appendix 7 is exempt from publication by virtue of category 3 of rule 10.4 of the council's Access to Information Procedure Rules i.e. information relating to the financial or business affairs of any particular person. It is not in the public interest to disclose this information due to an ongoing commercial dispute which is subject to a protected alternative dispute resolution procedure. If the information was disclosed then the council's financial position would be available to other parties to the dispute and prejudice the council's ability to achieve best value.

Appendix 8 is exempt from publication by virtue of categories 3 and 5 of rule 10.4 of the council's Access to Information Procedure Rules i.e. information relating to the financial or business affairs of any particular person and information in respect of which a claim to legal professional privilege could be maintained in legal proceedings. It is not in the public interest to disclose this information due to ongoing legal proceedings. If the information was disclosed, then the council's financial position would be available to other parties to the proceedings and prejudice the council's ability to achieve best value.

11 BUDGET MATTERS - MEDIUM TERM FINANCIAL STRATEGY UPDATE
(Pages 165 - 208)

Report of the Cabinet Member for Finance and Change detailing the Medium Term Financial Strategy and cost control update.

Tuesday, 21 November 2023

Director – Legal, Governance and HR

1 "
2 "

SOUTHAMPTON CITY COUNCIL
EXECUTIVE DECISION MAKING

RECORD OF THE DECISION MAKING HELD ON 17 OCTOBER 2023

Present:

Councillor Kaur	-	Leader
Councillor Fielker	-	Deputy Leader and Cabinet Member for Adults, Health and Housing
Councillor Bogle	-	Cabinet Member for Economic Development
Councillor Keogh	-	Cabinet Member for Environment and Transport
Councillor Letts	-	Cabinet Member for Finance and Change
Councillor Renyard	-	Cabinet Member for Safer City
Councillor Winning	-	Cabinet Member for Children and Learning
	-	

Apologies: Councillor Kataria

14. CHANGE IN CITY CENTRE PARKING CHARGING HOURS

DECISION MADE: (CAB 23/24 39037)

On consideration of the report of the Cabinet Member for Environment and Transport and the recommendations made by Overview and Scrutiny Management Committee at its meeting on 12th October 2023, as set out below:

- i) That, at the earliest opportunity, the Executive seeks to identify solutions that will help to mitigate the impact of the proposals on charitable and community organisations in the city;
- ii) That, at the earliest opportunity, the Executive invites Go South Coast to engage with faith communities and consider additional bus routes and increasing service frequency to enable modal shift to occur.

Cabinet agreed the following:

- (i) To approve the implementation of a single continuous charging period within the City Centre On Street Pay and Display parking locations of Monday to Sunday 8am to 8pm;
- (ii) To approve the implementation of a single continuous charging period within the City Centre Off Street car parks of Monday to Sunday 8am to Midnight;
- (iii) To approve the effective amendment of the existing evening parking charges to the new proposed tariffs that would apply Monday to Sunday 8am to 8pm (On Street) and 8am to Midnight (Off Street);
- (iv) To delegate authority to determine parking tariff charges to the Executive Director Place following consultation with the relevant Cabinet Member(s); and
- (v) To approve in principle the implementation of a single continuous charging period within the Pay and Display bays in Rockstone Place of Monday to

Sunday 8am to 8pm but to defer implementation subject to further consultation on the Zone 18 permit parking hours of operation which run parallel to the Pay and Display restrictions.

15. RESPONSE TO SCRUTINY INQUIRY INTO PROTECTING, PRESERVING & PROMOTING THE RIVER ITCHEN IN SOUTHAMPTON

DECISION MADE: (CAB 23/24 39025)

On consideration of the report of the Cabinet Member for Environment and Transport, Cabinet approved the responses detailed in Appendix 1 of the report.

16. FINANCIAL POSITION UPDATE

DECISION MADE: (CAB 23/24 39084)

On consideration of the report of the Cabinet Member Finance and Change, Cabinet noted the latest forecast financial position as set out in Appendix 1 of the report.

17. MEDIUM TERM FINANCIAL STRATEGY UPDATE

DECISION MADE: (CAB 23/24 39082)

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

General Fund – Revenue

It is recommended that Cabinet:

- i) Notes the updated budget position, progress made on the financial strategy and MTFs forecast.
- ii) Approves the creation of a Transformation Reserve and an Organisational Redesign Reserve as set out in paragraphs 50 to 54.
- iii) Approves the creation of an Investment Risk Reserve as set out in paragraphs 55 to 58.
- iv) Approves the reintroduction of the Social Care Demand Risk Reserve as set out in paragraph 59 to 62.

Housing Revenue Account

It is recommended that Cabinet:

- v) Notes the update on the Housing Revenue Account business plan proposals set out in paragraphs 90 to 99 and Appendix 6.
- vi) Approves the in-year budget adjustments to the Housing Revenue Account capital programme detailed in paragraphs 82 to 89.

Capital Programme

It is recommended that Cabinet:

- vii) Notes the progress on reviewing the General Fund capital programme set out in paragraphs 70 to 72.

- viii) Notes the in-year budget adjustments to the General Fund capital programme, as summarised in paragraph 72 and detailed in Appendix 5.

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Agenda Item 8

DECISION-MAKER:	Cabinet
SUBJECT:	Climate Change Strategy and Action Plan
DATE OF DECISION:	29 November 2023
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT

<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director for Place	
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	E-mail:	Adam.wilkinson@southampton.gov.uk	
Author:	Title	Sustainable Projects Lead/ Officer	
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	E-mail:	Jessica.lewis@southampton.gov.uk ; melanie.robertson@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
n/a	
BRIEF SUMMARY	
<p>Southampton City Council declared a climate emergency in 2019 and soon after set itself the challenge of being a net zero organisation by 2030. More recently, the Southampton City Council Corporate Plan (2022-2030) sets a vision for a zero carbon city by 2035, so that the council can be part of the solution to tackling climate change.</p> <p>This strategy and action plan is Southampton City Council’s response to the climate emergency and provides the framework for the Council’s actions to deliver net zero carbon. It builds upon the actions introduced in the Green City Plan 2030 and explores in more detail; why tackling climate change is important, priorities requiring attention, the outcomes we want to achieve and the wider benefits on offer. Key projects and actions to achieve those outcomes are provided with timescales.</p> <p>Originally named the ‘Net Zero Strategy’ when presented for public consultation in early 2023, the current title reflects the feedback received and the subsequent inclusion of climate adaptation and resilience measures and an Action Plan.</p> <p>The current version has been developed following a thorough process of internal and external engagement to ensure our approach remains ambitious whilst also being achievable in its scale and scope, and strikes the right balance, for SCC and those service areas who have more direct responsibility for delivering the actions.</p>	
RECOMMENDATIONS:	
(i)	Adopt the Climate Change Strategy and Action Plan 2023-2030

	(ii)	To delegate authority to the Executive Director of Place, following consultation with the Leader and Cabinet Member for Environment and Transport, to update the Strategy and Action Plan and make amendments, as long as they do not change its core value or have financial implications, so that all implementation, delivery and management requirements continue to be sufficient and effective.
REASONS FOR REPORT RECOMMENDATIONS		
1		The Climate Change and Action Plan will support the delivery of the Council's existing priority outcomes, refresh existing activities, and deliver new ones. It will ensure that environmental impacts are given due consideration in the delivery of its services and decision making and where possible ensure we maximise the opportunity to deliver benefits. It will seek to encourage council suppliers, partners and city stakeholders to adopt the same set of principles and deliver their own actions. It will encourage all stakeholders including both business, community groups and public sector organisation to work together to deliver a shared outcome, making Southampton a cleaner, greener, healthier and more sustainable environment for all. It will facilitate the delivery of specific actions in response to the ambition for its services and activities to achieve a net zero carbon footprint by 2030, and the Corporate Plan commitment to be a carbon zero city by 2035.
2		To allow officers to make changes as appropriate and update the documents to reflect ongoing changes in government policy
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED		
3		Not adopt the Climate Change Strategy and Action Plan 2023-2030. Southampton City Council made a commitment in its Green City Plan to update its policy concerning its carbon reduction ambitions and how it would tackle climate change. This document fulfils that requirement and in its absence, risks missing its net zero targets and ability take effective action to address the future risks that climate change presents.
4		Delay adoption of the Climate Change Strategy and Action Plan 2023-2030. The document presented has been prepared over a 12-month period and provides an authoritative examination of the opportunities the council currently has available to deliver net zero and address climate change risks. Delaying adoption of the document would leave the council without a clear strategic plan and its ability to progress its ambitions would be hindered.
DETAIL (Including consultation carried out)		
5		The majority scientific consensus is that human induced climate change has already started. Our world is warming causing more extreme weather events, and sea level rise. The consequences include increased flooding, more frequent and severe heat waves, water scarcity, more pollution, and loss of biodiversity. There will be a detrimental impact on people's lives including health, and damage to homes, businesses and the economy. Climate change is already having an impact, with parts of the UK reaching over 40oC in July 2022.
6		Our Climate Change Strategy addresses our aim for the council to be net zero carbon (across scope 1 and 2 emissions) by 2030 to lead by example and contribute to reducing emissions across the city. Scope 3 emissions targets will be set when an adequate reporting method has been established.

7	In order to take action to reduce emissions, we need to understand and measure where they come from in the first place. Scopes are the most widely used method of categorising an organisation's emissions. Scope 1 are direct emissions that the council controls, mainly from fossil fuel use such as heating and our vehicles. Scope 2 indirect emissions generated from energy used in our buildings. This is mainly electricity use.
8	Scope 3 indirect emissions are from sources the council uses but does not own or control, but can influence such as staff travel, all goods and services bought by the council, council building waste disposal and water. While The Council cannot directly control many sources of scope 3 emissions, it can influence them.
9	We are a landlord for nearly 18,000 properties and while we are not in direct control of these emissions, we are responsible for them. The housing stock that we own and manage is a significant source of greenhouse gas (GHG) emissions and the council estimated in 2022 that it was responsible for 42,000 tonnes of carbon dioxide emissions per year.
10	By improving insulation, making our stock more energy efficient and less reliant on fossil fuels, we can significantly reduce the emissions associated with essentials like heating and hot water, plus our tenants' energy bills will be reduced. Due to the timeframes surrounding repair and maintenance of our stock this is a longer-term target which is why we will be measuring and reporting on these emissions separately to this strategy.
11	Some of what needs to be done will happen outside Southampton – for example through the ongoing decarbonisation of electricity or the development of electric vehicles. However, numerous options could also be adopted within Southampton to reduce energy use and carbon emissions in homes, buildings, transport and industry, therefore we are also addressing how we can influence and support wider change in the city outside the Council's direct control.
12	<p>With all the above in mind, we have split out what we want to achieve into four goals:</p> <ul style="list-style-type: none"> • Goal 1: achieve net zero for the council's scope 1 and 2 emissions by 2030. • Goal 2: reduce the council's scope 3 emissions and establish a practical solution to achieving net zero . • Goal 3: social housing stock to be net zero by 2035. • Goal 4: apply authority and use influence to support the city in becoming net zero and climate ready by 2035.
13	<p>DELIVERING OUR STRATEGY:</p> <p>We have previously reported emissions through the Carbon Reduction Commitment to the Environment Agency, but this reporting mechanism has been discontinued. We have developed a toolkit to capture our organisational emissions and going forward we will be using the toolkit which follows industry best practice, has a wider scope and is more comprehensive than its predecessor. The data reported in this strategy is from this toolkit and will offer SCC the opportunity to monitor its progress. We will publish our outputs and reporting methodology via our webpages and explore opportunities to use the CDP's carbon disclosure system to ensure transparency in our progress.</p>

14	Calculating current emissions can be difficult. As part of this Strategy, the Council will need to refine and ensure accuracy in what we report. Accurate emission reporting is critical to measuring progress and knowing if we have been successful and our offsetting needs are accurate and valid.
15	We are further along in some areas (measuring emissions from our council buildings) than others (our housing stock, which is based on modelling and assumptions). As we go forward, the data will change to reflect more and more accurate measurements as well as changes in the actual measurements.
16	We have set 2019 as the baseline year for reporting emissions. This is to ascertain an accurate picture of pre-pandemic conditions as there were significant changes in travel and the use of buildings during the pandemic.
20	We have set a city-wide target to be net zero by 2035 (aligning with the Corporate Plan 2022/23) highlighting the need for action in our city to reduce emissions. Reducing city wide emissions can only be achieved in partnership with communities and business across the city. We are proposing to use a Climate Commission and Citizen's Assembly as tools to facilitate the level of engagement needed to make this happen.
18	The Climate Change Strategy has gone through an internal consultation to key stakeholders in September 2022 and consequently was made available for all employees to view and comment on in November 2022 in anticipation of the external consultation to which began in January 2023 and ran for 10 weeks.
19	The external consultation was supported by the Council's Data, Intelligence & Insight team and the Communications team to ensure all stakeholders were made aware of the opportunity and captured their input effectively. 444 responses were received and assessed. A document setting out the detailed response to categorised comments is included in appendix 3. As a result of the consultation feedback, the scope of the Strategy was expanded to include adaptation to climate change as well as mitigation of emissions, hence the name change from Net Zero Strategy. The consultation also showed a desire for more specific actions, and is why the Strategy is now accompanied by an Action Plan. Over half of respondents (57%) said that they <i>agree</i> with the proposals, with a majority (53%) also saying that they <i>agree</i> with the approach and underlying principles of the strategy.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
20	There are no direct financial implications from adopting the Strategy. It does not establish any new financial commitments in relation to the actions that will subsequently need to be delivered. As part of the delivery process, those actions will be subject to the usual project management and decision-making process and include an assessment of costs, benefits and funding arrangements. The measures being pursued often also lead to potential financial benefits for both the Council and the city. For example, phase 1 of the Council's corporate property decarbonisation scheme reduced annual energy costs by £0.33M whilst reducing carbon emissions by 255 tonnes per year. Whilst estimates suggest that a citywide retrofit programme of buildings could reduce carbon emissions by 40% and reduce the city's total energy bill by £62M per year and create 744 employment years.

<u>Property/Other</u>	
21	N/A
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
22	s.1 Localism Act 2011 allows the Council to do anything deemed necessary or desirable to deliver or support its functions and duties providing that action is not otherwise prohibited by statute (the general power of competence). The preparation and delivery of The Strategy and Action Plan is authorised by virtue of s.1.
<u>Other Legal Implications:</u>	
23	as the 2008 Climate Change Act provides an overall framework for climate mitigation and adaptation and establishes legally binding emissions targets for the UK, including reaching net zero by 2050. Although it places no specific requirements on local authorities they are widely expected to play an important role in delivering net zero in a number of policy areas, including: Implementing enforcing minimum energy efficiency standards for new builds. Delivering funding to retrofit existing homes and improve their energy efficiency. SCC has made a public commitment to align its commitments with the Climate Change Act and set further, more ambitious targets at a local level to support the national ambitions. The contents of a Plan and its subsequent actions may be authorised by a variety of statutory powers and duties, depending on what those actions are. Legal powers to undertake those actions emerging from the Plan will be further investigated as part of the implementation process and be subject to the democratic process as applicable.
24	In preparing this strategy due regard has been had to the provisions of the Equalities Act 2010 and in particular s.149 Public Sector Equality Duty which requires all actions undertaken and proposed by Council's to be designed having regard to the need to reduce and eliminate discrimination, victimisation and harassment as between those who have protected characteristics and those who do not. Additionally , regard must be had to the provisions of the Human Rights Act 1998 to the extent that any proposals within the strategy impact on people's rights to peaceful enjoyment of their property and possessions. A detailed ESIA is attached to this report setting out impacts and mitigations.
RISK MANAGEMENT IMPLICATIONS	

25	<p>The net zero and climate change agenda represent a significant worldwide challenge that is backed by scientific consensus, supported by the general media and across political parties. As such, there is a significant reputational risk to the organisation if it is not seen to be taking actions to satisfy the aspirations or ‘delivering’ the stated goals in the Strategy and/or that the actions are not effective in terms of delivering the required outcomes or within the expected timescale.</p> <p>Many of the actions identified by the Climate Change Strategy and Action Plan present opportunities to introduce efficiencies, reduce future risks and costs. But in some cases the business case for change is less obvious and this will risks creating tensions with other council priorities, most notably in terms of finances. Innovative financing and funding opportunities will need to be explored to overcome these challenges.</p> <p>There is a risk that failure to deliver a minimum level of improvement in the city environment and, the city’s ability to be more sustainable, will disadvantage the local economy and the health and welfare of those who live, work and visit Southampton.</p> <p>The council’s ability to deliver its intended outcomes places certain expectations on city stakeholders and government. This includes ongoing and improved provision of central government funding to support the activities covered within the Strategy. It is also anticipated that local communities and businesses will cooperate and support us in delivering specific activities. If this support is not forthcoming at the anticipated level delivery of the Strategy could be compromised. The support anticipated is considered to be of a “reasonable” level but is exposed to external influences.</p> <p>The delivery of specific lines of activity will require sufficient assessment to ensure there are no unreasonable unintended consequences. This will be managed through SCC existing project management procedures and governance and the decision-making process.</p> <p>The primary aims of the Strategy cannot be achieved by the council in isolation. Although the council recognises it has a key role to play in achieving a cleaner, greener more sustainable city it must be appreciated that the involvement and contribution from city communities and businesses will be crucial. There will need to be an ongoing focus on engagement with all stakeholders to ensure support and encouragement is effective at maintaining participation.</p>
POLICY FRAMEWORK IMPLICATIONS	
26	<p>The Strategy and Action Plan will assist with delivery of the Corporate Plan 2022/30 and satisfy actions identified in the Green City Plan. They will form part of an integrated policy framework that will ultimately replace the Green City Plan and ensure the council is able to demonstrate an ongoing commitment to address the challenges of climate change and ecological decline by creating a cleaner, greener, healthier and more sustainable city.</p>

KEY DECISION?	Yes	
WARDS/COMMUNITIES AFFECTED:	ALL	
<u>SUPPORTING DOCUMENTATION</u>		
Appendices		
1.	Climate Change Strategy and Action Plan	
2.	Consultation Report	
3.	Considerations of Consultation responses	
4.	Equality 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
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: N/A		
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.	N/A	

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Southampton City Council Climate Change Strategy and Action Plan 2023-2030

How we will become a net zero city and tackle the challenges of climate change



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Summary

What

This Strategy is Southampton City Council's response to the climate emergency and provides the framework for the council's actions to deliver net zero carbon.

The Strategy explores why tackling and adaptation to climate change is important, what needs to be considered and the wider benefits which will be achieved, and finally highlights key timescales and projects for delivery. It is accompanied by an action plan in the appendix which will provide more detail and assign actions to lead officers or teams. The action plan will be reviewed on an annual basis, whilst the overarching strategy itself is to be reviewed every three years.

- The council will need to reduce carbon emissions to **mitigate** the effects of global climate change and help ensure cleaner air, improve public health and achieve a green economy. Green economies will be more sustainable and ensure that natural assets continue to provide the resources and environmental services for our continued wellbeing. This involves the commitment to net zero, targets and offsetting/insetting and opportunities to support biodiversity. Nature-based solutions will be sought to contribute to reducing emissions in the first place and offsetting to be last resort with it remaining local, accountable, and long term. However, there will inevitably be the need for some offsetting as an interim solution. We will continue to explore opportunities to achieve true net zero.
- **Adaptation** is a necessary part of this process, and the council will need to put measures in place to influence and adjust the environment, behaviours, and practices to withstand the effects that climate change is likely to present and, benefit from opportunities.
- These outcomes rely on the council in becoming **resilient**, anticipating any shocks that climate change might bring to everyone's daily lives and being prepared to recover from their impacts in a timely and efficient manner. Preserving biodiversity goes hand in hand with tackling climate change as increasing the quality and quantity of green infrastructure will help tackle both the causes and effects of climate change. Climate change will have adverse effects on many species therefore tackling climate change is important for both human and animal health.

Summary

Why

Net zero means reducing emissions as close to zero as possible and to balance any remaining emissions by removing them from the atmosphere. The term net zero is important in terms of reducing global warming. Our world is warming causing more extreme weather events, and sea level rise. The scientific consensus is that human induced climate change has already started. The further warming of the atmosphere threatens our planet including our natural environment, and also human health and wellbeing.

The consequences include increased flooding, more frequent and severe heat waves, water scarcity, more pollution, and loss of biodiversity. There will be a detrimental impact on people's lives including health, and damage to homes and businesses. This could include impact on transport infrastructure from extreme weather events e.g. flooding on roads, buckling rail tracks, and landslips. Climate change is already having an impact, with parts of the UK reaching over 40oC in July 2022.

Southampton is a bustling multi-cultural city with a growing prosperous economy and population. With continually evolving attractive investment opportunities bringing more people and businesses into the region, it is essential that social, economic, and environmental sustainability (sustainable development) is not lost for the sake of economic growth without the consideration of climate risk and sustainable processes, such as the circular economy.

The priority will be on improving outcomes and to focus on actions which will have environmental, social, and economic co-benefits such as job creation, equity and social cohesion, energy independence, health and wellbeing, resilience, and citizen engagement. Without the commitment toward net zero and the pledge to strive toward clean economic growth, not only will Southampton struggle to deliver the net zero goal; climate adverse events will arrive without the preparedness and resilience that is needed to prevent localised climate catastrophe.

Summary

When

The UK Government has set a legally binding target to reach net zero by 2050. This is enshrined in the Climate Change Act 2008. To avoid the worst damages of climate change, most of the carbon emissions reduction needs to happen within the next 10 years.

Southampton City Council declared a climate emergency in 2019 and soon after set itself the challenge of being a net zero organisation by 2030. More recently, the Southampton City Council Corporate Plan (2022-2030) sets a vision for a zero carbon city by 2035, so that the city can be part of the solution to tackling climate change.

2030

Southampton City Council buildings and fleet

2035

Southampton City Council inc. tenants emissions

2050

National Target

Summary

How

The council has identified four goals to achieve this target:

- Goal 1: achieve net zero for the council's scope 1 and 2 emissions
- Goal 2: reduce the council's scope 3 emissions and establish a practical solution to achieving net zero
- Goal 3: social housing stock to be net zero by 2035
- Goal 4: apply authority and use influence to support the city in becoming net zero and climate change ready by 2035.

When the word 'emissions', is used we're talking about greenhouse gas emissions (GHG) which increase climate warming. Greenhouse gases are mostly carbon dioxide (also known as CO₂) and methane (CH₄) from burning fossil fuels for energy and refrigerants. Throughout the Strategy carbon dioxide equivalent (CO₂e) is referred to when talking about tonnes which account for all greenhouse gasses in a single unit

- Scope 1 direct emissions that the council controls, mainly from fossil fuel use such as for heating or our vehicles
- Scope 2 indirect emissions generated from producing the energy used in our buildings. This is mainly electricity use
- Scope 3 indirect emissions from sources the council uses but does not own or control, but can influence such as staff travel, all goods and services bought by the council, council building waste disposal and water.

Summary

Who

Strong collaborative partnerships with key stakeholders and organisations to achieve climate adaptation and make climate-risk related financial decisions will be key to safeguarding Southampton's future and green economic growth.

To achieve the 2035 city goal, it is acknowledged that as an influential key stakeholder and service provider, and as an individual corporate body, Southampton City Council also has a crucial part to play; a duty to lead by example, to influence and enable positive change, to guarantee that net zero is driven forward and delivered across the Southampton area. In response to this crucial need, Southampton City Council has developed this Climate Change Strategy with a vision to create a truly sustainable and climate resilient city.

The majority of respondents of the Net Zero Strategy Consultation said that all of the groups listed in the survey (National Government, businesses, organisations & industry, regional & local authorities and individuals) have a responsibility to achieve net zero targets. The Net Zero Strategy has now been renamed the 'Climate Change Strategy' following consultation due to change in scope of the document and to aid understanding.

Context

2.1 Climate Change

The climate crisis is the most significant global issue to face humanity for hundreds, if not thousands, of years. Scientific evidence, gathered over many years, shows that the planet is warming, and that human activity is the main contributor to this warming. Carbon dioxide levels have increased by about 45% since before the industrial revolution. All evidence shows that this increase in greenhouse gases is almost entirely due to human activity and our reliance on fossil fuels.

The UK is already affected by long-term rising temperatures, the most recent decade (2008-2017) has been on average 1-1.2 °C warmer than the 1961-1990 average. All ten of the warmest years in the UK have occurred since 1990 with the nine warmest occurring since 2002. Along with warming at the Earth's surface, many other changes in the climate are occurring including rising sea levels and more extreme weather events.

Southampton is impacted by different types of flooding including tidal, fluvial, surface water and groundwater. Every type of flooding is being impacted by climate change, and with sea level rise and more intense rainfall we will likely to see incidents of flooding grow. To date the city has been impacted by all types of flooding:

- Tidal - Large areas of the city centre are located within Flood Zones 2 and 3 and are therefore vulnerable to tidal flooding. Impacts from tidal flood risk have been recorded in areas of St Denys, Northam, St Marys and Weston.
- Surface water - Southampton is over 80% urbanised meaning there is a significant coverage of impermeable surfaces across the city which limits infiltration, and increases the reliance on underground and aging infrastructure. Surface water flooding can occur anywhere and is dependent on the volume, intensity and location of rainfall, with significant impacts seen at Millbrook Road West, Thomas Lewis Way and Central Station to name a few.
- Fluvial - Fluvial flood risk can occur from any of the city's waterways, including the River Itchen, Test, Tanners Brook and Monks Brook. Areas vulnerable to fluvial flooding and have experienced flooding frequently include Woodmill and Mansbridge.

At the UN Climate Change conference (COP21) in December 2015, 195 countries adopted the first-ever universal global climate deal. The agreement sets out a global action plan to put the world on track to avoid dangerous climate change by limiting global warming to well below 2°C above pre-industrial levels and pursue efforts towards limiting to 1.5°C. To do this we need to reach net zero carbon emissions by 2050 globally to have chance at limiting temperature increase and avoiding the worst effects of climate change. The UK government was the first nation to set a legally binding target to be net zero by 2050. The council recognises the urgency of the climate change crisis, and the benefit of action as soon as possible.

Context

2.1 Climate Change

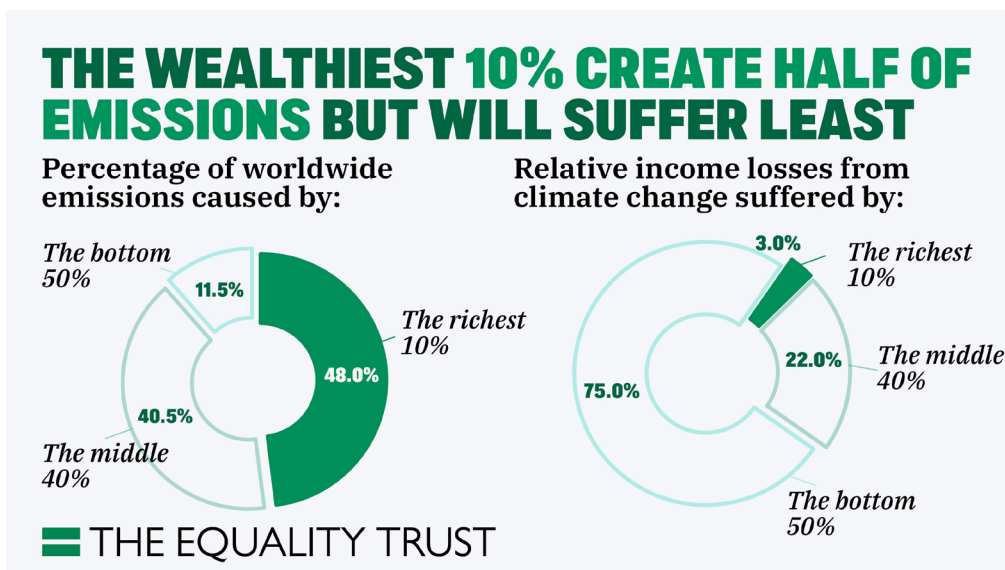
Net zero means reducing emissions as close to zero as possible and to balance any remaining emissions by removing them from the atmosphere, and 'offsetting' residual emissions with carbon sequestration nature-based actions such as planting trees, or technology-based actions such as carbon capture.

When the word 'emissions', is used we are talking about greenhouse gas emissions (GHG) which increase climate warming. Greenhouse gases are mostly carbon dioxide (also known as CO₂) and methane (CH₄) from burning fossil fuels for energy (in 2018, 89% of global CO₂ emissions came from fossil fuels and industry) and refrigerants (cooling and fridges account for 10% of global emissions). Throughout the Strategy carbon dioxide equivalent (CO₂e) is referred to when talking about tonnes which account for all greenhouse gasses in a single unit.

The further warming of the atmosphere threatens our planet including our natural environment, but also human health and wellbeing. Net zero will have many environmental, social, and economic benefits such as job creation, equity and social cohesion, health and wellbeing, resilience, and citizen engagement.

In addition to reducing emissions to mitigate climate change as far as possible, we need to be prepared to adapt and be resilient to the inevitable changes that climate change will bring. This will include being prepared for increased frequency of heat risk, flooding, water stress and extreme weather events, through measures such as increased green infrastructure, flood defences, water efficiency, better building design, and communication.

Within the strategic approach it is important to highlight the inequalities angle of climate change - that the most disadvantaged and who often have the lowest emissions will be the most impacted by climate change. We will need a more proportionate focus on the most vulnerable to ensure they are ready for the impacts of climate change. The – Council's fuel poverty agenda is a good example of this proportionate focus on those most in need. This issue captured in the infographic below from The Equality Trust.



Source:
The Equality Trust

Context

2.2 Southampton City & Council

The council delivers a wide range of services, e.g., planning, economic development, investment, waste services, and procurement, and has statutory duties and powers that can be used to directly change and influence the city environment. **The council has a significant influence in the decision making of how the city operates, and therefore it has a public duty to become an enabler for positive change and a responsibility to set an example for other businesses and organisations.** Working with other key influencers and organisations is key to making the net zero target in becoming a reality.

Southampton City Council's 2022-2030 Corporate Plan outlines the council's key values and ambitions for a cleaner, healthier, and prosperous city.

These are:



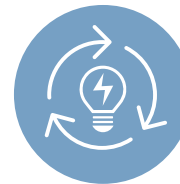
STRONG
FOUNDATIONS
FOR LIFE



A PROUD AND
RESILIENT CITY



A PROSPEROUS
CITY



A SUCCESSFUL,
SUSTAINABLE
ORGANISATION

It is through this policy that Southampton City Council has committed to being a sustainable city and organisation, promoting social value, environmental enhancement, and clean economic growth. To boost sustainable development implementation throughout the city the council will need to address the direct effects of climate change and put measures in place to become more resilient and adaptive.

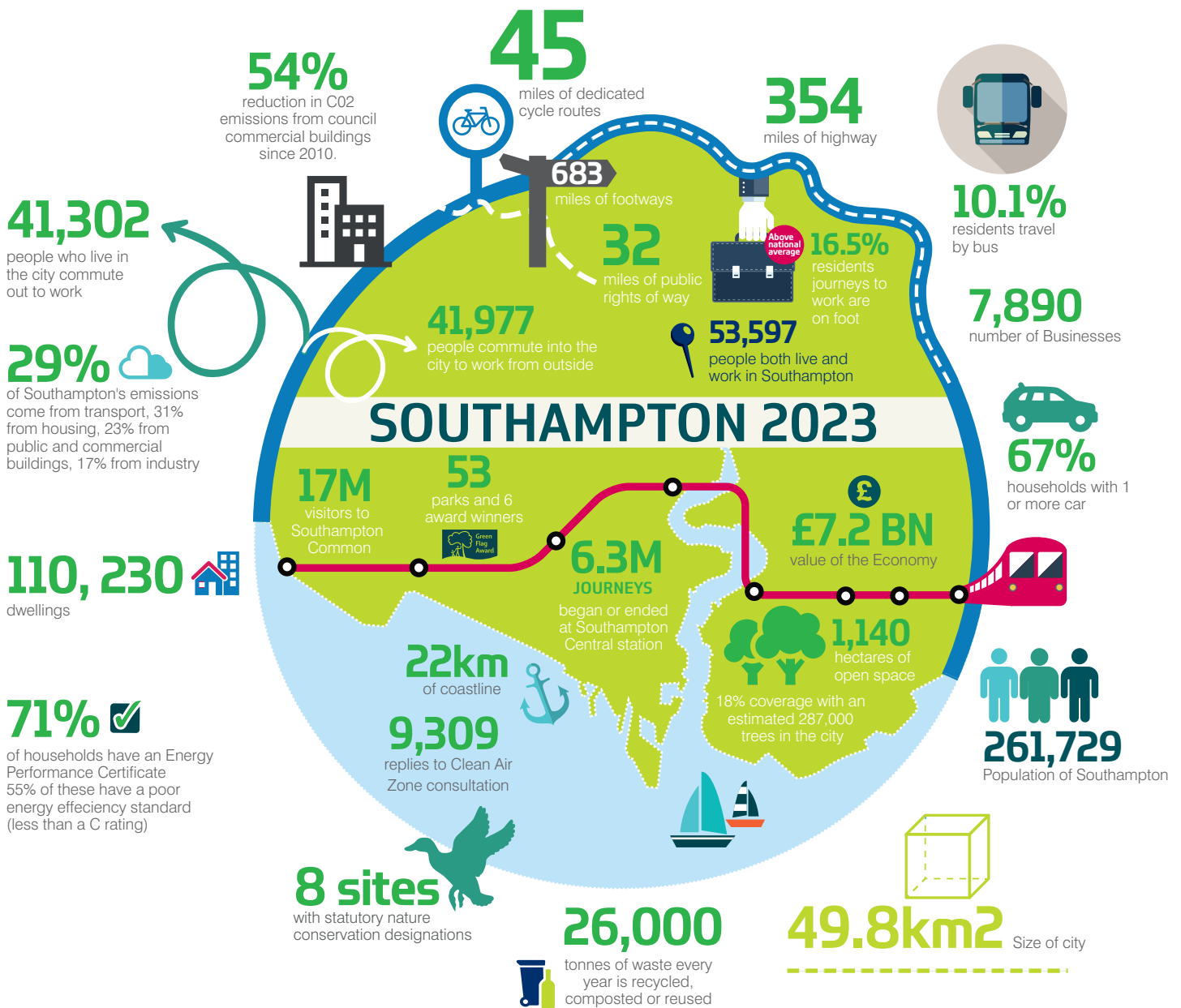
In autumn 2022, the government commissioned an [Independent Review of Net Zero](#). The review was tasked with assessing the government's approach to net zero, to ensure it was pursuing the most economically efficient path to meeting its climate change commitments, given the changed economic context. It acknowledged that in order to achieve net zero, there will need to be significant investment across the board, whilst stating that the benefits of decarbonisation will outweigh the costs, both for the economy and wider society.

The report underlines the huge ambition from local authorities, highlighting the fact that over 300 local authorities have set net zero targets and/or declared climate emergencies. The role of local authorities is referred to as being extremely important and a locally led approach is outlined as being the most cost-effective way of delivering net zero, this is because all local areas are different with their own priorities, meaning that what works well in one area will not necessarily be the best approach for another area. The report demonstrated how a place-specific approach to net-zero results in significantly larger financial benefits, whilst making up just a fraction over the overall investment costs.

Context

2.2 Southampton City & Council

Southampton City Council is responsible for the delivery of a wide range of services dedicated to the Southampton community and is responsible for a large portfolio of buildings for with mixed use. These buildings include housing, leisure centres, schools, libraries, children’s centres, the Civic Centre and the council offices. The council is also responsible for several car parks, street lighting and parks. Southampton has a key part to play and a crucial responsibility to manage these buildings sustainably. Improvements to the building fabric and efficiency is likely to have a dramatic impact alongside behaviour change programmes, such as My Journey.



Approach

3.1 Underlying Principles

1. **Lead by example**

The focus of this Strategy is for Southampton City Council to lead by example, setting themselves challenging goals and influencing others to act.

2. **Visibility**

The council will routinely provide information on efforts being made and progress achieved in a clear, transparent, and accessible manner, including participation in the Carbon Disclosure Project (CPD).

3. **Prioritise front loading emissions reduction** seek a net zero approach of reducing emissions as much as possible rather than a carbon neutrality approach that may rely on offsetting. Where offsetting is necessary local solutions will be prioritised.

4. **Seek out and prioritise actions with co-benefits**

Actions that deliver co-benefits will be prioritised. Many actions to reduce emissions and build resilience if carried out well can deliver multiple benefits for our communities such as reducing congestion, improving air quality, improved health, and economic growth.

5. **Flexible and Reactive**

It is important to state that any opportunity to accelerate delivery will be taken in line with the other key principles set out in The Strategy, in particular the availability of resources and funding.

6. **Proportionate, affordable, and equitable**

As a local authority it is important to recognise the wider role to society in delivering public services for the public good. Any actions taken on climate change must be in line with this and would therefore have to adhere to the principles of proportionality, affordability and be equitable. We recognise our actions can have unforeseen and unintended consequences and we will assess these and take measures to address any harmful outcomes.

Approach

3.1 Underlying Principles

7. **Support the green economy, innovation, and green finance solutions**

The council has identified digital transformation as a key driver for change in Southampton. Technology is an enabler that could deliver a significant step change towards a low carbon, resilient Southampton. It is therefore recognised as a key principle in this Strategy and that the council will actively prioritise the development and delivery of technology and innovation to support the climate change agenda.

8. **Embed in Policy**

The council will recognise the need to embed principles across all Council functions and services. Ensure policy frameworks, decision making processes and funding mechanisms support their goals. It is recognised that there are significant challenges to Southampton achieving its targets. Achieving these targets will require national government action and changes to the national policy landscape. It will require a clear funded roadmap to support action at local level.

9. **Awareness and Collaboration**

We will ensure that staff, businesses, and communities understand the role they can play and how to support our goals.

10. **Research and customer insight is used to inform decisions and service planning**

We will make best use of the available research and local research capabilities to inform decisions, interventions and evaluations. We will achieve this by applying for external funding to build in-house research capability and building closer links with research and educational institutions to build better understanding of the research available and make best use of local researchers and students.

Governance

To support the council's vision, it is crucial that processes and mechanisms are put in place to ensure that there is democratic support from the current administration and the employees of the council. Below are key pieces of policy that will support the vision for net zero and how we will tackle climate change. The council will establish an internal board that will include senior representatives from across all service areas responsible for delivering our climate change actions and will report to elected members. The board will be provided with evidence of progress and given the opportunity to scrutinise progress.

City Strategy

This [Green City Plan 2030](#) refers to the council's own operations, buildings, and services. However, the council also have an important role to play in leading by example across the city and further afield, working together with others, and sharing approaches to reducing emissions. The council has proposed setting a climate commission, an independent forum that will develop and deliver coordinated action to reduce emissions in Southampton. The council is committed to developing the right communications and activities to support residents and local organisations and businesses to reduce emissions.

Homes

In July 2021, the council published energy requirements for [new build developments between 2021-2025](#). This will highlight the appropriate specifications for energy conservation, carbon reduction and use of renewables. The council is leading by example in council new builds, using their preferred approach of LETI (Low Energy Transformation Initiative) to achieve energy efficient homes. [Healthy Homes](#) is an established partnership for delivering efficiencies in homes to address fuel poverty and reducing carbon emissions.

Transport

The [Local Transport Plan](#) outlines the strategic direction for local transport infrastructure to make it fairer, better and more sustainable.

Governance

Business

Businesses to have training and advice on energy efficiency through the 360 programme the [Green Growth Economic Development Strategy](#) ensures we have the skills and jobs locally for the green economy. As we tackle climate change, we have the chance to create a new generation of decent, secure jobs in clean industries like electric cars, home insulation and renewable energy.

Energy

The council are working with partners across the city to produce a Local Area Energy Plan (LAEP) to help balance supply and demand and increase locally generated energy. A LAEP sets out the change required to transition an area's energy system to net zero in a given timeframe. This is achieved by exploring potential pathways that consider a range of technologies and scenarios, and when combined with stakeholder engagement leads to the identification of the most cost-effective preferred pathway and a sequenced plan of proposed actions to achieving an area's net zero goal. The council also took part in the Department of Business, Energy and Industrial Strategy's (BEIS) [Heat Network Zones pilot](#) which will inform future use of heat networks (heat from a central system that goes to more than one user), including expanding and de-carbonising the network in Southampton.

Air Quality

The council's [Clean Air Strategy](#) and [Air Quality Action Plan 2023-2028](#) set out how we will improve air quality in the city and address the negative impacts it has on the health of our citizens. The Clean Air Strategy prioritises measures which can deliver on both air quality and climate change agendas. The Air Quality Action Plan offer then details 60 measures the council is pursuing to achieve these goals.

Health

The [Health and Wellbeing Strategy](#) (southampton.gov.uk) establishes how improving health outcomes and reducing health inequalities in Southampton requires action across a wide range of determinants of health. Considering health within related wider policy making can help enable cities to have a powerful positive influence on the places and conditions in which people are born, grow, work and live, impacting on mental, physical and social health and, in turn, on the city's development and growth. The [We Can Be Active Strategy](#), which is the physical activity strategy for Hampshire & Isle of Wight including Southampton, includes actions which support more people to use active travel which has co-benefits for health and the environment.

Governance

Biodiversity and Green Infrastructure

The Biodiversity and Green Infrastructure Strategies are currently in development and expected to be published in 2023.

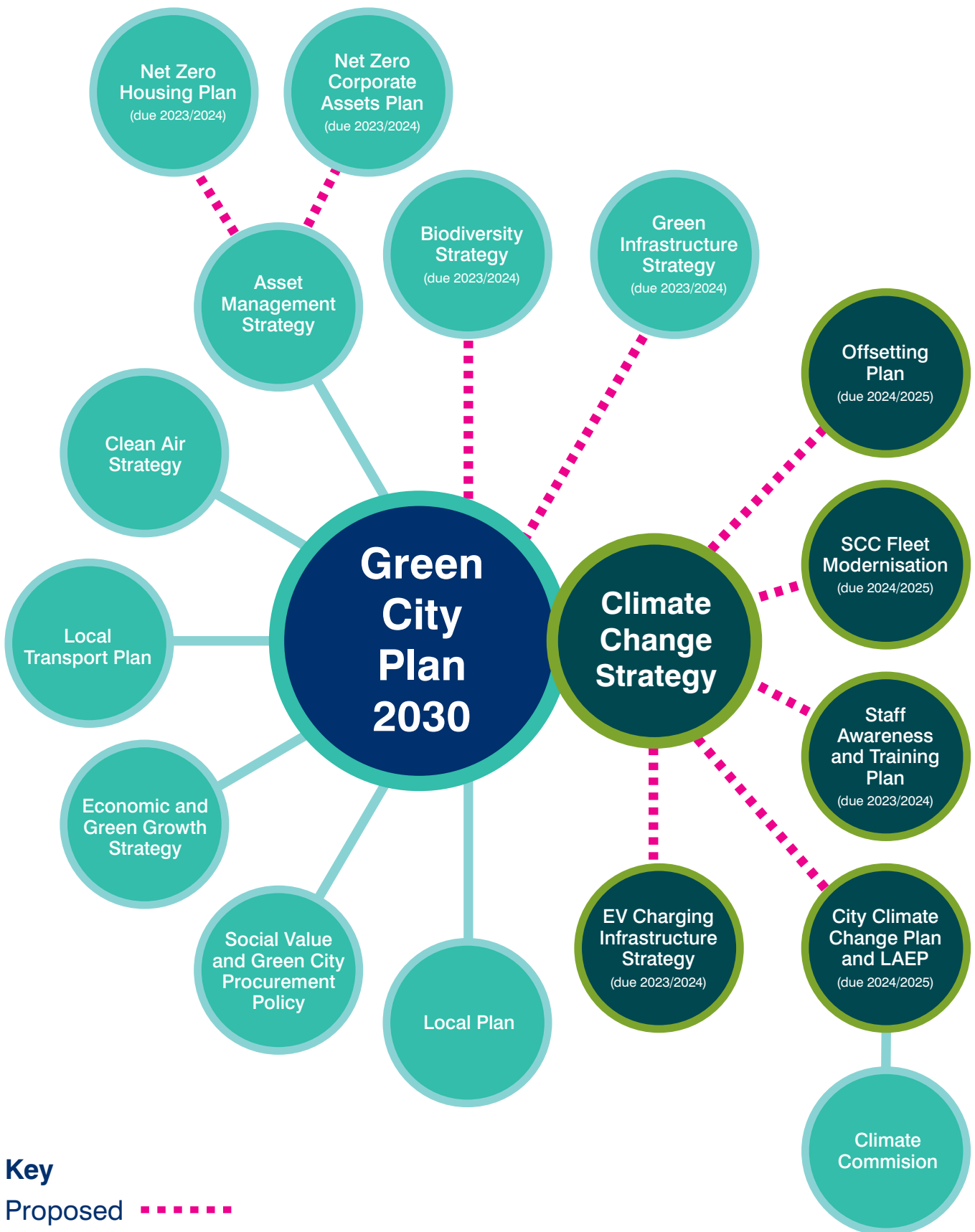
Our vision for biodiversity is to halt the decline of biodiversity in Southampton, protect and reconnect our habitats and restore species populations. We need to protect, enhance and connect our habitat. We need to improve the condition of those habitats. In turn, species diversity and species abundance will increase, ensuring that the entire city ecosystem is healthier and more resilient to future challenges such as climate change and increases in our population.

Our vision for Green Infrastructure is to create a greener, better linked city, delivering improvements for our residents' wellbeing, ensuring resilient green infrastructure that can continue to deliver ecosystem service benefits. The Green Infrastructure Strategy will set out how the council will ensure that the city is greener and better linked, benefitting both people and nature, has been drafted, setting out why we need green and blue infrastructure, what our priorities are and how the Strategy will be implemented.

Local governments are well placed to affect positive change in biodiversity management as they regulate interactions between land management and services for local communities. Policies for biodiversity and green infrastructure are closely aligned with other sustainability topics as they help mitigate both causes and effects of climate change, as well as providing places which contribute to people's wellbeing.

Strategy links diagram

This diagram shows where there are relevant links with other strategies and plans:



Emissions Calculations

4.1 Historic Emissions

This graph shows the historic emissions of Southampton City Council using Government methodology for the CRC (Carbon Reduction Commitment), which was discontinued in 2019, and was based on a business year April to March because of energy billing. We introduced a new calculation methodology in 2019/2020 to ensure we captured the full scope of our emissions and the new tool provides a more accurate and transparent method for calculations. However, the use of this new methodology means that there is some discrepancy between the historic calculations and more recent calculations we have taken from the new 2019/2020 baseline as a wider scope of emission is included.

Southampton City Council Gas and Electricity CO₂ emissions vs target

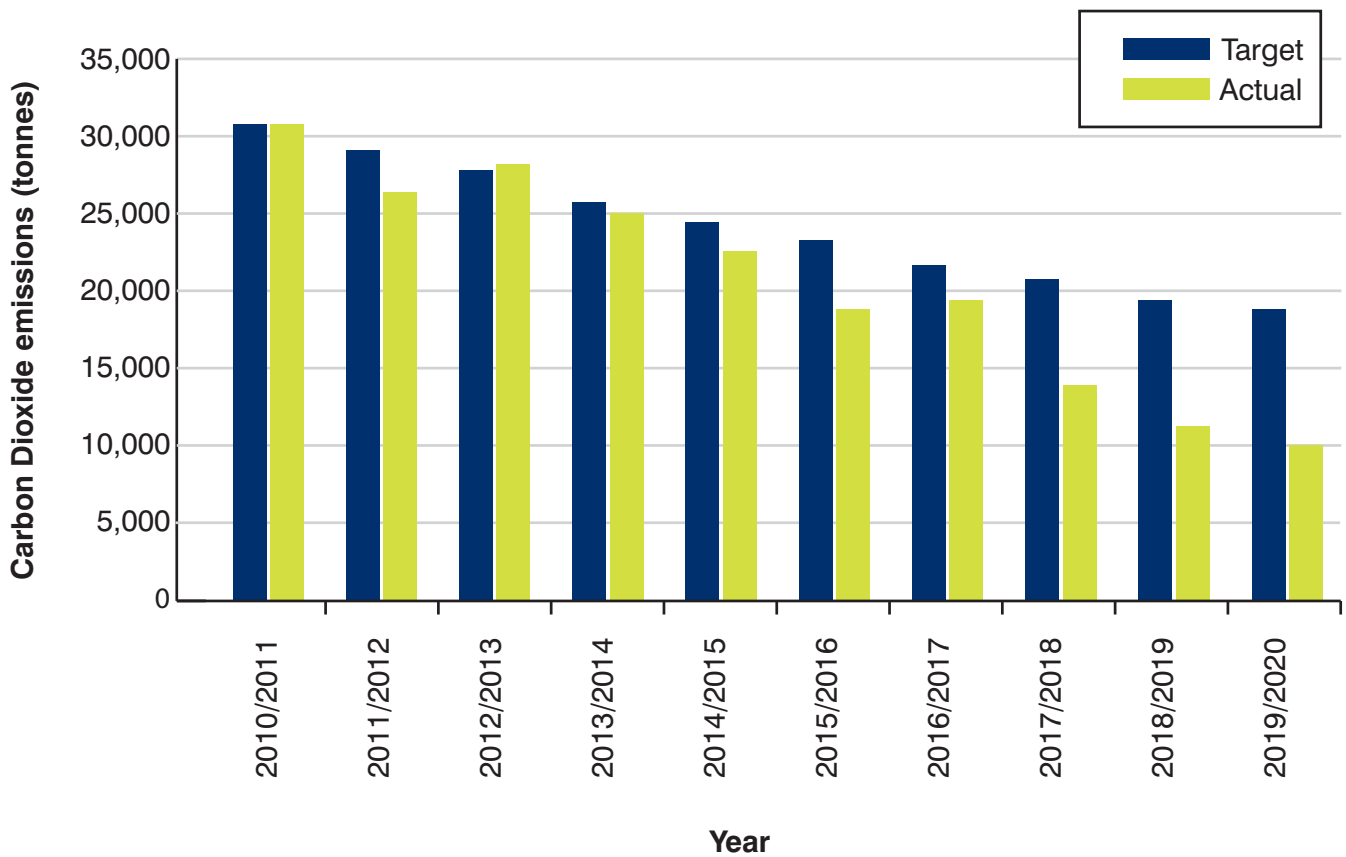


Fig. 1: Historic emissions based on CRC methodology

Emissions Calculations

4.2 Current Emissions

The council gathered a baseline of its carbon emissions data for the new 2019/2020 baseline. This new methodology uses the greenhouse gas reporting conversion factors from the UK Government to calculate the activity data supplied. Scopes 1 & 2 have only been included at this stage, with an estimate of those emissions being scope 3 at 70% of the overall total. With the council's heavy portfolio of housing stock scope 3 emissions are key to an accurate baseline.

To set ambitious carbon reduction targets the council must develop an accurate methodology of measuring all scope 3 emissions. Although some scope 3 emissions are measurable with the UK Government's GHG conversion factors, others based particularly around procurement are more difficult to quantify and we can at present only estimate this total. However best estimates are inaccurate and unlikely to reflect local action or progress, therefore a tool for scope 3 emissions is currently in development. The council has not measured or devised a baseline of the whole city's emissions at this stage but will endeavour to include this as the programme of carbon management work develops.

It is acknowledged that reduction measures alone will not reduce emissions to zero by our target dates. The process of offsetting residual emissions will be a necessary to reach our net zero goals as there will be emissions that cannot be reduced or mitigated despite our best efforts. The council's priority is to create an offsetting scheme that ensures that the benefits are retained in Southampton. These activities could include enhancing the city's biodiversity and green space to sequester carbon e.g., tree planting or enhancing existing buildings with green roofs. To understand how much offsetting will need to take place the council will need to monitor and report carbon emissions accurately and closely and budget and plan accordingly. Council carbon emissions data and the methodologies behind them will be published on a routine basis to ensure the council's progress is visible and will use the CPD scheme to ensure transparency across our activities.

Emissions Calculations

4.2 Current Emissions

A baseline from the year 2019 was chosen to gain a realistic grasp on the council's average 'business as usual' emissions instead of a 2020 or 2021 baseline due to the pandemic. See Appendix 2 for further information. Amongst the data sets that were generated, it was identified that energy and the use of council owned fleet vehicles were among the biggest polluters with controlled energy emissions totalling at 9697.21 tonnes of CO₂e, with fleet emissions emitting a total of 1,688.41 of CO₂e.

The biggest polluter was procurement activity, at an estimate of 30.846.71 tonnes of CO₂e. Current carbon calculations are based on spend rather than the emissions and the lifecycle of the product or service purchased. Spend based calculations do not take into consideration the carbon emissions generated because of the purchase of that product, the activity that takes place to produce the product, or how a service is delivered e.g., supply chain. To reduce emissions, the council needs to adopt sustainable procurement practices, and needs to understand how to measure its impact. Steps have already been taken to make this reality with a [Social Value Procurement and Green City Policy](#) now in place. However, the council has greater control over council scope 1 and 2 emissions which is why we have formed the first goal to lead by example.

Emissions Calculations

Council emissions 2019-2020 (baseline year)

Source	Scope	Total Emissions (tonnes CO2e)	% of Total GHG Emissions
Natural Gas - Corporate	Scope 1	4,069.93	8.5%
Vehicles - Council fleet	Scope 1	1,688.41	3.5%
Fugitive GHG Emissions - Refrigerants	Scope 1	0.00	0.0%
Scope 1 sub-total		5,758.34	
Electricity - Corporate	Scope 2	5,627.28	11.8%
District Heating - Corporate	Scope 2	732.90	1.5%
District Cooling - Corporate Portfolio	Scope 2	406.48	0.9%
Scope 2 sub-total		6,766.66	
Council Procurement - Goods & Services	Scope 3	30,846.71	64.6%
Well-to-Tank - Utilities	Scope 3	1,520.52	3.2%
Employee Commuting	Scope 3	1,133.17	2.4%
Electricity T&D - Corporate Portfolio	Scope 3	477.75	1.0%
Well-to-Tank - Council Vehicles	Scope 3	401.93	0.8%
Well-to-Tank - Employee Commuting	Scope 3	422.87	0.9%
Business Travel	Scope 3	201.00	0.4%
Water (Supply & Treatment) - Corporate Portfolio	Scope 3	66.61	0.1%
Waste (SCC only)	Scope 3	41.26	0.1%
District Heating Distribution - Corporate Portfolio	Scope 3	36.64	0.1%
Well-to-Tank - Business Travel	Scope 3	48.94	0.1%
District Cooling Distribution - Corporate Portfolio	Scope 3	20.32	0.0%
Scope 3 sub-total		35,217.72	
Total GHG Emissions (tonnes CO2e)		47,742.73	

Emissions Calculations

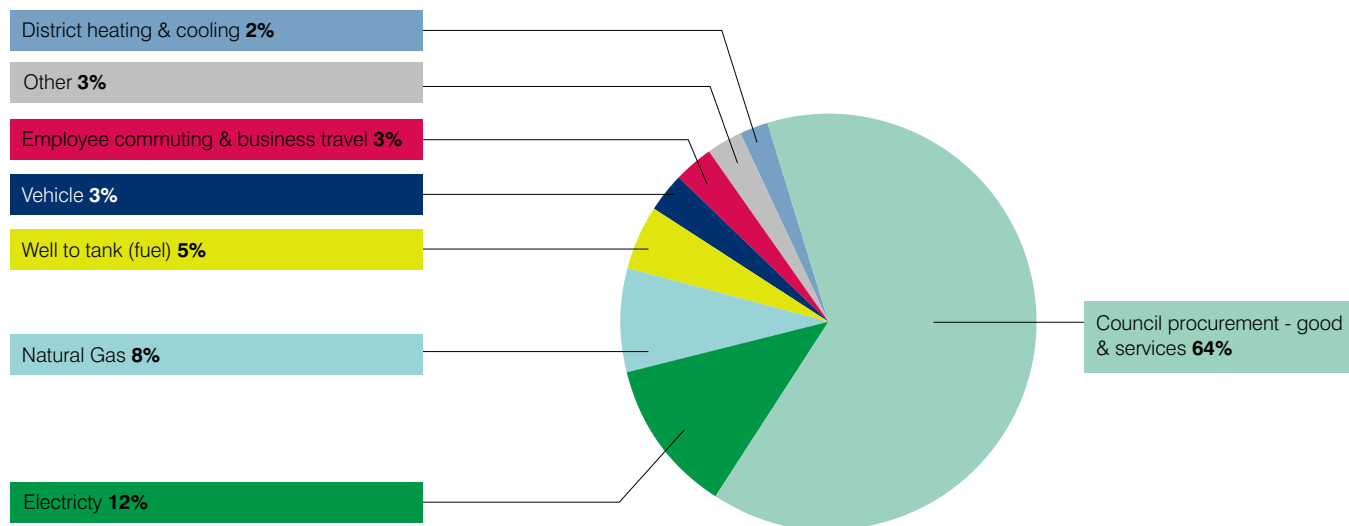
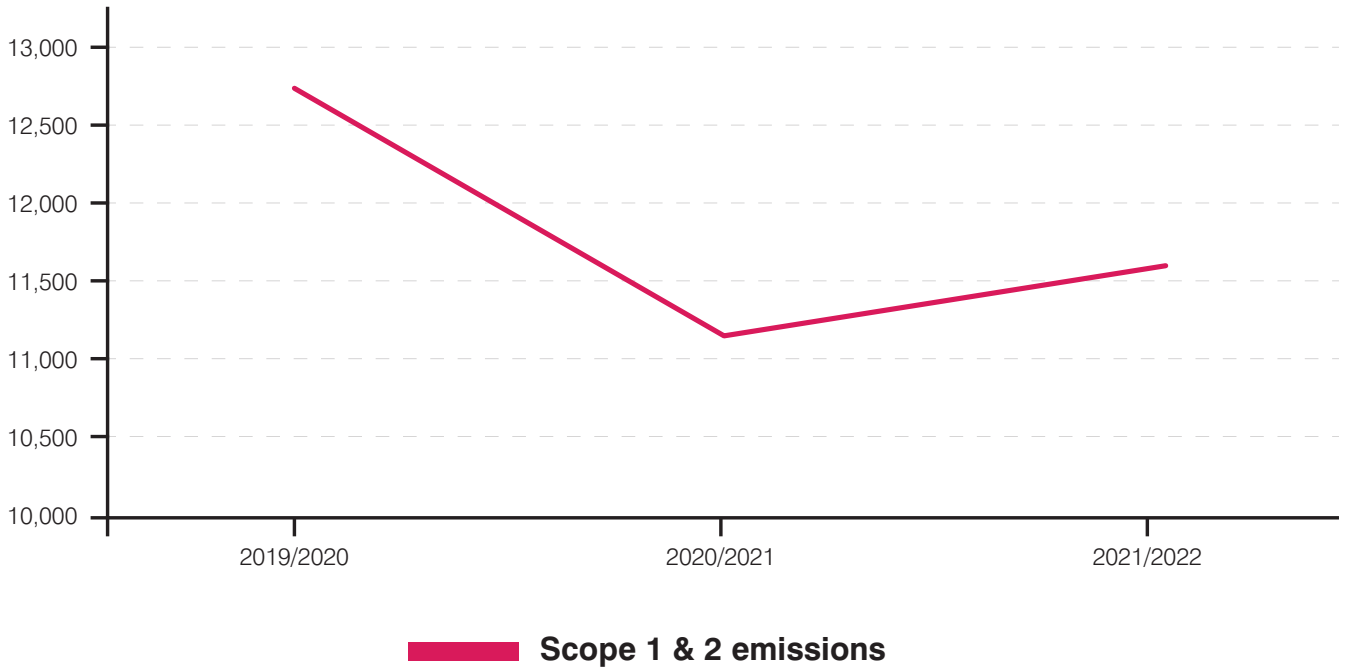


Fig. 1: SCC Emission sources by % 2019 baseline year

Emissions Calculations

Scope 1 and 2 emissions since baseline year



Year	Scope 1 & 2 emissions
2019/2020	12740.11
2020/2021	11122.65
2021/2022	11574.06

Scope 1 and 2 emissions since the baseline year 2019. Emissions fell by 1617 tCO₂ in 2020 however there was a slight rise in emissions in 2021/2022 due to the unusual circumstances in 2020/2021 owing to the coronavirus pandemic. This is why 2019/2020 has been taken as a baseline to show a more business as usual scenario. Overall emissions have fallen by 1166 tCO₂ since the baseline year.

Trajectory

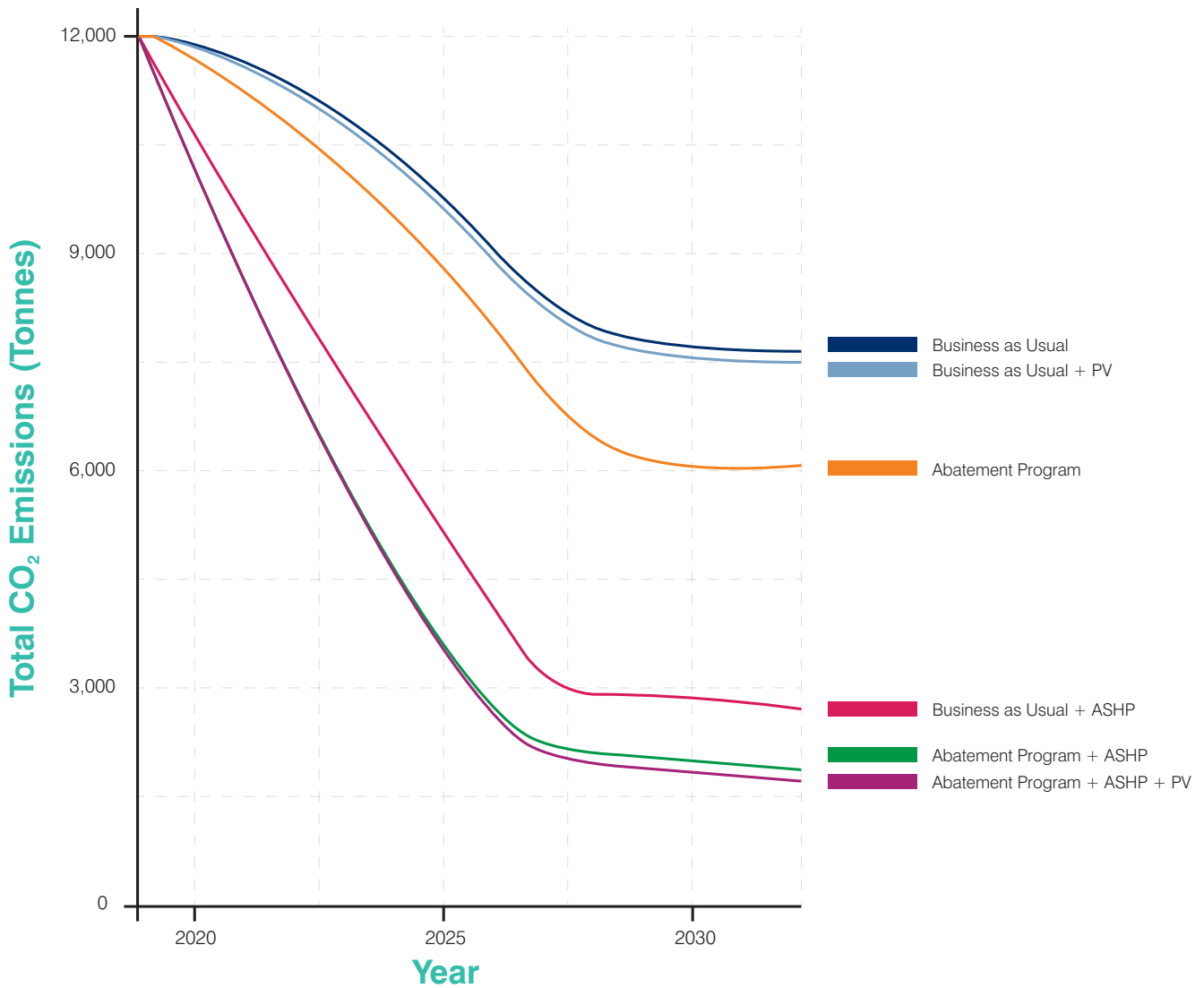
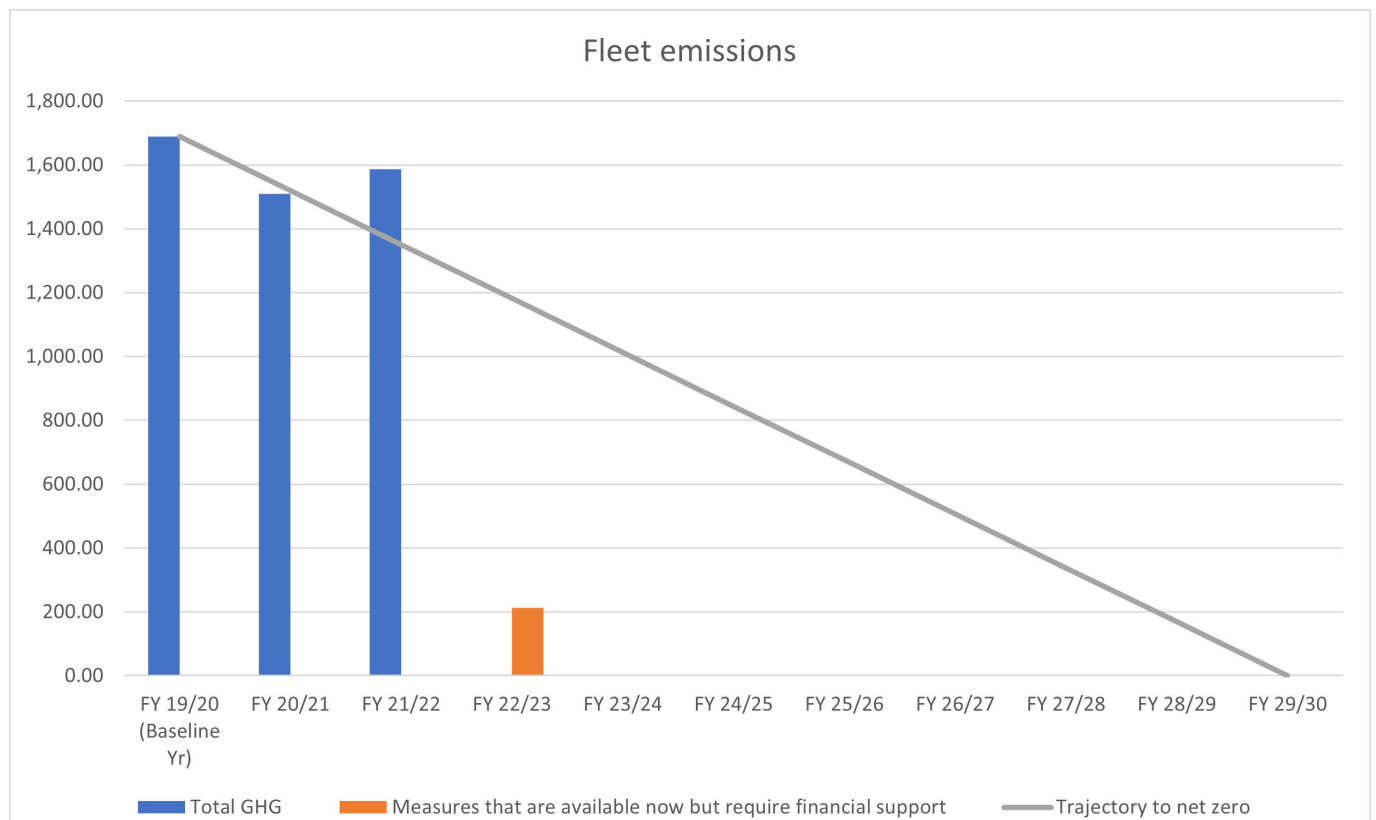


Fig 4a emissions trajectory for corporate assets (PV = photovoltaic solar panels, HTHP= high temperature heat pump, LTHP = low temperature heat pump)

Trajectory



4b emissions trajectory for fleet

Figures 4a and 4b illustrates the basic trajectory the council's most significant sources of scope 1 and scope 2 emissions could follow to achieve net zero by 2030. Ideally the council should prioritise actions that deliver the largest reductions and realise the greatest benefits first.

Figure 4a illustrates that a business-as-usual scenario will see a reduction in our emissions due to expected changes in technology and decarbonisation of the electricity grid, but this alone will not get the council to net zero by 2030. This Strategy demonstrates how the council will overcome these challenges.

Figure 4b shows a rise in fleet emissions in the last financial year. This is believed to be due to a reduction in outsourcing of maintenance activities across Housing Services and the need to increase the Council fleet to facilitate these direct works. This has resulted in emissions moving from scope 3 (supplier emissions) shifting to scope 1&2 (our own direct and indirect emissions). This trend highlights an urgent need to address fleet emissions in order to realise the desired trajectory. Whilst switching existing diesel vehicles to HVO (hydrogenated vegetable oil) could present an immediate solution, as it stands there are significant cost implications and the wider benefits will need to be explored in order to support a business case. Alternative fuels like HVO still generate residual emissions and will not offer the same benefits to local air quality that vehicles with zero tailpipe emissions can offer. So, although a quick solution, the medium to long term answer for a large proportion of the fleet will still need to be aligned with national policy and the phasing out of ICE (Internal combustion engine) and growth of the electric vehicle sector. This challenge will be addressed as part of the Fleet Modernisation Programme.

Our Priorities

As a council it is appreciated that there will be challenges on the road to net zero. In response to this the council have highlighted several priorities with actions to coincide with their four goals within this document.

Goal 1: achieve net zero for the council’s scope 1 & 2 emissions

The council has identified two main priorities that will help us to achieve Goal 1:

- Mitigate emissions from all council owned buildings and infrastructure. This includes all buildings, schools, libraries, depots, the Civic Centre, other council offices, leisure centres, children’s centres, parks, car parks, and street lighting (a total of 130 sites). These emissions are currently responsible for an estimated 10,836.59 CO₂e tonnes (per year).
- Minimise fleet emissions. There are currently 465 vehicles in the council’s fleet, plus 500 pieces of small plant and horticultural machines from strimmer, blowers to tractors. These are responsible for an estimated 1,668.41 tonnes of CO₂e annually. This is approximately 13% of all scope 1 and 2 emissions.

Together, these emissions are responsible for a total of 12,505 CO₂e tonnes (per year).

Priority	What will the council do?
To minimise emissions from all council owned buildings and infrastructure.	<ul style="list-style-type: none"> • Review how we use and manage our buildings to find attainable, non-technical solution that will deliver reductions in carbon and energy costs. Aim to employ fabric first approach (insulation, repairs, draught proofing, ventilation) to reduce demand for energy and heating and to maximise energy efficiency. • Define delivery needs to 2030 by identifying measures (such as high efficiency LED lighting, solar electricity generation, heat pumps, insulation and improving the control of equipment) that can be installed to enable the council to minimise demand for energy. • Continue to drive forward with the Corporate Asset Decarbonisation Scheme (CADS) and ‘invest to save’ finance model to deliver reduced carbon emissions and to develop the businesses cases to secure investment as needed, while also securing grants where possible, particularly through central government’s Public Sector Decarbonisation Scheme (PSDS). • Develop and deliver Phase 2 of CADS to reduce emissions and energy cost savings within financial year 2023/24. • Set up an annual CO₂ and cost reporting process managed under a transparent measurement and verification process. • Continued assessment of council assets and new technical information so that CADS work programme has the right priorities. • Develop the right approach for the disposal of assets, to prioritise resources in the CADS work programme. • Continue effective procurement and management of energy contracts to ensure best value renewable energy is purchased and billing is accurate. • Looking at microgeneration and complex sites as a pilot with SW Energy Hub and Elexon. Complex sites allow export of electricity from one of our assets to another through the national grid, utilising the excess electricity we generate from solar panels on one building, in other buildings across the city.

Our Priorities

Priority	What will the council do?
To minimise fleet and staff travel emissions.	<p>Electrification – medium to long term</p> <ul style="list-style-type: none"> • Develop a financial model that makes the savings visible and drives the opportunity for investment in high capital costs that deliver revenue savings. The finance model will need to accommodate the cost of providing and maintaining an EV charging infrastructure to meet the needs of service areas. • Balance home base and workplace EV charging with appropriate infrastructure across the city and a solution for those vehicles without a base. • Ensure appropriate HR policies are able to facilitate the use of vehicle telematics and EV charging infrastructure <p>Transitional approach -short term</p> <ul style="list-style-type: none"> • Introduce a corporate wide telematics scheme (data on vehicle location and mileage) to ensure council fleet is being used appropriately to contribute to council outcomes and provide information for EV transition. • Introduce eco-safe driver training to ensure staff have the right education and awareness for driving in a way to minimise emissions as much as possible, during the transition to an all-electric fleet • Develop a transition plan covering immediate opportunities and a strategic programme for fully transitioning the council fleet to electric. There are more immediate opportunities to switch our smaller, return to base vehicles to electric. Tackling larger vehicles and specific service areas presents significant challenges for us to address. As part of the transition, we will continue to explore affordable and more sustainable “drop-in” fuels that will deliver emission reductions. This could also include use of e-bikes and e-cargo bikes.

Our Priorities

Goal 2 – Set targets and reduce scope 3 emissions and establish a practical solution to achieving net zero

The council has identified three priorities that will help them to achieve this goal:

- Embed sustainability into the council's procurement processes. Based on spend and national carbon conversion factors, it is estimated that carbon emissions from procurement are currently 30,846.71 CO₂e tonnes (per year)
- Minimise emissions from waste. Emissions from the disposal of waste from Council buildings is responsible for an estimated 40.15 tonnes of CO₂e (per year)
- Reduce emissions from business travel. The council has over 3,000 employees. Emissions from staff and business travel is estimated at 2,207.91 tonnes of CO₂e (per year)

Together, these are responsible for a total of 33,094.77 CO₂e tonnes (per year)

Priority	What will the council do?
Embed sustainability into the council's procurement processes.	<ul style="list-style-type: none"> • Review, adopt and enforce the Social Value and Green City Procurement Policy The default should support the net zero agenda unless a business case can demonstrate a zero emission route is not a viable option. • Effectively measure through standard questions to suppliers on emissions, waste and air quality in tendering and contract monitoring with strategic and current suppliers and continue to monitor with annual updates. • Minimise demand by ensuring that existing assets are used effectively and question if buying is necessary, ensure volumes requested are accurate to avoid waste. • Embed sustainable outcomes as key consideration into the procurement process. • Seek goods and services that are designed to be reused and recycled, reduce and reuse resources, use sustainable materials, demonstrate a high standard of energy efficiency, use renewable energy, minimise use of single use plastics, minimise unnecessary resource use, protect and enhance ecosystems and the natural environment and minimise emissions of greenhouse gases and other pollutants. • Encourage innovative solutions to sustainability issues. • Forward plan for changes to Procurement Bill and align processes with embedding sustainability into how we procure. • Carbon Literacy Training sessions for staff to help decision making. • Work with partners to make progress on becoming a sustainable food city.

Our Priorities

Priority	What will the council do?
Minimise emissions from waste.	<ul style="list-style-type: none"> • Improve how we measure emissions from waste across council operations and buildings, so it is more accurate and can monitor progress. • Adopt Single Use Plastic guidance to remove and reduce across council building and services. • Utilise Social Value and Green City Procurement Policy to reduce waste through suppliers. • Follow the waste hierarchy of reduce, reuse, recycle to ensure we manage our waste, and look to develop circular economy. • Provide information, including bin labelling, to staff on best environmental practice through guidance, education sessions and communications so staff are engaged and knowledgeable. • Review contacts with waste partners to help ensure unnecessary emissions from refuse collection vehicles and waste recovery are minimised as far as is feasible.
To reduce emissions from business travel.	<ul style="list-style-type: none"> • The results from the 2022 staff travel survey will be used to identify priorities and develop proposals for renewing the Staff Travel Plan. <ul style="list-style-type: none"> • Continue to offer a range of options for sustainable staff travel including walking, cycling, and public transport. Look into ways to finance a dedicated travel officer role (or part role) to look at driving this work forward. • Continue to support the development of school travel plans looking at pupil, staff and visitor's trips. School travel commuting will fall under both the corporate Staff Travel Plan and individual school travel plans. • Encourage staff to consider a travel decision hierarchy, i.e. Do you need to travel? What are the travel options? And have you considered more sustainable options first?... before using your own car. • Encourage staff who need a car to undertake their work to travel by sustainable travel modes into Southampton and use Car Club vehicles where practical based in the city centre, reducing the need for private car use and drop off/collection fees when using car hire suppliers. • The council will ensure that employees will only get charged for the miles they travel and this will result in cost savings to the business. • Continue to develop MAAS platform, the Breeze Journey Planner to enable people to plan journeys in real time and buy all tickets in one app for seamless travel options. • Explore more options for encouraging sustainable travel through salary sacrifice schemes, Solent Go and rail discounts. • Pilot an internal Lift Share Scheme for council staff, for those where public transport is not an alternative option. • The council are investing in smart working. Genuine carbon savings for the increase in home working need to be measured, considering reduced commuting but also electricity and heating costs in the home. • Encourage active or more sustainable travel in communities such as council housing estates.

Our Priorities

Goal 3 – Social housing stock to be net zero by 2035

The council has identified one main priority that will help us to achieve this goal:

Minimise emissions from housing stock and communal areas. The council is a landlord for nearly 18,000 homes, 17% of all dwellings in the city. We estimate these homes are currently responsible for emitting 42,000 CO₂e tonnes (per year).

The definition of net zero for housing covers regulated energy (heating, hot water, and fixed lighting).

Priority	What will the council do?
To minimise emissions from housing stock and communal areas.	<ul style="list-style-type: none"> • Complete a data assessment which will assign Energy Performance Certificate (EPC) rating bands to all properties and identify properties of concern. A detailed retrofit strategy for council housing stock will be developed to prioritise properties and measures to identify the best opportunities and timescales. • The council will achieve an average EPC rating of C by 2030 (the current average EPC rating is D). There will be an ambition to go further than this where possible with targets of space heating demand for 25 kWh/m²/yr for existing stock and 15 kWh/m²/yr for new housing (building to Passivhaus levels). Two of the council's architects are Passivhaus certified. • Use a fabric first approach to reduce energy demand to address fuel poverty and future proof against low renewable energy capacity in the electricity network. • Will adopt zero carbon technologies that will be phased in where there are appropriate opportunities, with a need to identify a target date for no new gas installations, to ensure net zero by 2035 is achievable. • Will explore and determine a model for solar electricity generation and how this works for tenants. Use CAPT and Absolar to identify opportunities and develop a scheme for delivering the energy to households, using any surplus to cover investment by selling back to the grid. The council will use the export tariffs to share equitably across tenants to ensure those in properties not suitable for solar panels will not be left out of savings on their energy bills. Consideration of a strategic partner to deliver this scheme but will ensure the council benefits of from inseting carbon reductions.

Our Priorities

Priority	What will the council do?
<p>To minimise emissions from housing stock and communal areas.</p>	<ul style="list-style-type: none"> • The council will engage with tenants to agree on the new approach and offer guidance on using new systems. • Properties will be assessed and a hierarchical approach to heating systems applied, using existing heating networks, new heating networks and large-scale Air Source Heat Pump/ Ground Source Heat Pump solutions. • The council will ensure that all net zero carbon works coordinate with ongoing, new or existing repairs and maintenance or new build programmes. This will include, but won't be limited to, roof replacement and boiler replacement programmes. • The council will develop training to help upskill the workforce that will aid the transformation of the local economy at the scale and pace needed • Pursue the Social Housing Decarbonisation Fund and other appropriate grant opportunities to support the Housing Revenue Account and facilitate the delivery of measures at an appropriate scale.

Our Priorities

Goal 3 – Social housing stock to be net zero by 2035

Tackling climate change is important as the most vulnerable groups are often the most affected – this will include actions such as improving insulation for council tenants and assisting other residents to access funding for improving the energy efficiency of their homes. We are a landlord for nearly 18,000 properties and while we are not in direct control of these emissions, we are responsible for them. The council will not always have control over the sources of housing emissions, so it will need to consider carefully what it can account for. There are likely to be certain areas that the local authority has control over, and other tenanted areas where it has limited ability to manage the emissions. The council will be responsible for both the selection of the boiler/fuel and the standard of insulation. Whilst it cannot control the thermostat settings of how electricity is used it does have some control over a significant area of emissions.

Improvements to enhance energy efficiency will include looking at solutions such improving insulation, and also projects focusing on energy generation, for example, solar panels, air source heat pumps, or boiler replacement. Taking responsibility for areas that the council is responsible for, for example communal areas, will also help to reduce emissions if energy management is carried out effectively. Communication with residents surrounding smart energy choices and tips to reduce bills in their homes, or tips on how to be more energy efficient is likely to also have a positive impact.

To achieve the net zero goal, the council must set achievable targets against its services and deliverables. By doing this the council will be able to monitor and track its Net Zero Strategy goals effectively. A renewed programme of energy efficiency and decarbonisation measures will reduce this level over the decade and is currently in redevelopment. This includes an already committed spend of £30M of energy saving measures in social housing stock over the next five years. This will save 3,000 tonnes of carbon emissions and £2.5M off tenants heating bills per year.

Our Priorities

Goal 4: apply authority and use influence to support the city in becoming net zero and climate change ready by 2035

Currently, 29% of Southampton's emissions come from the transport sector, with all city housing then responsible for 31% of emissions, public and commercial buildings for 23% and industry 17%.

Some of what needs to be done will happen outside Southampton – for example through the on-going decarbonisation of electricity or the development of electric vehicles. However, numerous options could also be adopted within Southampton to reduce energy use and carbon emissions in homes, buildings, transport and industry.

All of the evidence suggests that there are unlikely to be many 'silver bullets' that lead to dramatic step changes in a city or area's carbon footprint, but that instead multiple options have to be adopted across all sectors.

We work with the Key Cities network which comprises of 27 similar sized cities across the UK that reflects and represents urban living in the UK. They have developed the figures below and we have based the themes of this goal on their suggested priority areas.

Our Priorities

Priority	Why is this important?	What will the council do?
Buildings (New Build & Planning, Industrial, Commercial & Residential Retrofit)	<ul style="list-style-type: none"> • Currently, in the City of Southampton, housing is responsible for 31% of emissions, with public and commercial buildings 23% • To meet both national and local climate change targets all new buildings must operate at net zero carbon by 2030 and all buildings (i.e., including existing) must operate at net zero carbon by 2050. Carbon neutrality is not going to be achieved in the timelines if new developments which are being designed and approved now are not of the highest possible standards. 	<ul style="list-style-type: none"> • In July 2021 Southampton City council published energy requirements for new build development 2021-2025 to guide appropriate specifications for energy conservation, carbon reduction and use of renewables. This will be developed to be incorporated into the Local Plan (City Vision). • Introduce new policies within the Southampton Local Development Plan to support design and performance of new building stock • Pursue funding to offer local homeowners, low-income households and the fuel poor with financial support to retrofit energy efficiency and decarbonisation measures in their property. • Maintain and enhance the council's Healthy Homes Service and collaboration with the local charity, the Environment Centre (tEC), to offer advice to households and distribute grants to make safer, warmer, more energy efficient, low carbon homes, prioritising the vulnerable and fuel poor. • The Designer's Manual – the Southampton Home requires proposals to be informed by UK Green Building Council's Net Zero Carbon Buildings: A Framework Definition. The council will take this forward. • Improve the performance of properties within the private rental sector by; <ul style="list-style-type: none"> - Assessing the stock to identify priorities and opportunities, - Raising awareness amongst landlords and enforcing standards, - Encouraging and incentivising energy efficient, low carbon homes, - Identifying opportunities for landlords to use grants and other means to support the delivery of retrofit measures. • Recognise our role as a responsible landlord and identify a strategy and business plan for supporting our investment stock through CADS to aid tenants, and meeting of zero carbon city targets. • Explore net zero neighbourhoods – a way of aggregating projects on a geographical basis into a net zero programme. Investable projects e.g. building improvements and less tangible benefits e.g. green infrastructure will be packaged up for net impact. to aid tenants, and meeting of zero carbon city targets.

Our Priorities

Priority	Why is this important?	What will the council do?
Transport & Logistics	<ul style="list-style-type: none"> Nearly a third of the city's carbon emissions come from the transport sector. Transport emissions have remained relatively persistent. Whilst the cities emissions have generally fallen by 50% since 2005, transport emissions have decreased by 25%. By 2040 another 30,000 people are predicted to be living in the city and more homes are planned in the Solent-area. This could generate another 74,000 trips in the city per day. The city is also a maritime hub and the volume of goods and cruise ships passing through the port and city expected to double in the next 20 years. The transport network is already strained and congestion is estimated to cost the economy more than £100M a year. As the city grows congestion could increase. We need to find solutions that deliver co-benefits including reduced emissions, cleaner air, and more active lifestyles. 	<ul style="list-style-type: none"> Continue to deliver the Local Transport Plan, including the Big Ideas to deliver a Southampton Mass Transit System, A 'Liveable' City Centre, Active Travel Zones, Park and Ride Sites, The Southampton Cycle Network and the overarching goals of working towards a zero emission city and improving connectivity. The council will align their Local Transport Plan with emerging government policy and complete a review in 2024 that will offer additional clarity on how the city can achieve net zero targets in relation to transport emissions. Introduce an Electric Vehicle Charging Strategy in 2023 demonstrating how SCC will support EV users with a public charging infrastructure the capable of meeting future demand. Introduce new policies within the Southampton Local Development Plan to support sustainable travel choices and safeguarding land for key transport improvements. Deliver the Air Quality Action Plan, working towards continual improvement in the city's air quality while securing large co-benefits for decarbonisation.

Our Priorities

Priority	Why is this important?	What will the council do?
Energy & Utilities	<ul style="list-style-type: none"> • Heat networks are one of the most cost-effective ways of reducing carbon emissions from heating, and their efficiency and carbon-saving potential increases as they grow and connect to each other. They also offer financial savings for domestic and commercial customers. • It is estimated by the UK Climate Change Committee that around 18% of UK heat will need to come from heat networks by 2050 if the UK is to meet its carbon targets cost effectively. • The city centre has had an operational heat network since 1986, part powered by geothermal heat but currently reliant on gas. This connects many of the large energy users, including the Civic Centre, West Quay Shopping Centre and Ikea. • The city's electric supply infrastructure is constrained. Customers steering away from fossil fuels and seeking additional capacity to charge vehicles and heat buildings may find options limited. • Scope to generate renewable energy within the city is limited by demands on space. • Hydrogen offers a versatile opportunity to replace fossil fuels and reduce emissions but is not readily available and costs are currently high. 	<ul style="list-style-type: none"> • The council will work with energy, heat and fuel suppliers, the Distribution Network Operator, Southern Gas Network and city stakeholders to develop a city-wide Heat and Energy Strategy, seeking to support decarbonisation whilst ensuring a balanced approach to managing supply. • The council will work with the operating company, the Government Department of Business, Energy and Industrial Strategy (BEIS) and other large energy consumers in the city to look at options for expanding and decarbonising the heat network. • The council will explore opportunities to work with property owners and suppliers on solar energy panels to maximise the cities roof top capacity. • Efforts will be increased to maximise energy efficiency measures across all city sectors. • Explore opportunities to improve the efficiency of the Heat Network by working with the operator and the council's own buildings, utilising the Government's Heat Network Efficiency Scheme where appropriate. • The council will support the Solent Cluster in pursuing opportunities to introduce low carbon fuel, so that we are involved in the conversations in exploring technologies and options.

Our Priorities

Priority	Why is this important?	What will the council do?
Public Sector Operations & Supply Chain	<ul style="list-style-type: none"> Southampton is a city of opportunity, a regional hub of economic activity and a global gateway. Together with our vibrant, diverse population we are a city of many cultures and a leading hub of research and innovation. However, despite being an economic centre for the region, Southampton has high levels of deprivation, inequality, and disadvantage. 	<ul style="list-style-type: none"> Review The Southampton Economic & Green Growth Strategy 2020 – 2030 which aims to build the economy for and with communities so that everyone benefits from improved opportunities and outcomes. This Strategy builds on Southampton’s ongoing economic growth and Green City agendas and sets out the plan to restore and renew our economy as a greener, fairer, and healthier city. Net Zero 360 support for businesses to reduce emissions. Explore decarbonising own investments – pensions and banking. Explore financial models for supporting communities & businesses in decarbonisation measures such as Climate Bond, Community Municipal Investment or equivalent. Make financial case for decarbonisation and explore opportunities to monetise by seeking external investment for insetting or social value opportunities.

Our Priorities

Priority	Why is this important?	What will the council do?
Waste & Circular Economy	<ul style="list-style-type: none"> • Government's Resources and Waste Strategy (2018) aims to eliminate avoidable wastes of all types by 2050 in England. • Reducing waste would help to prevent the need for the manufacture of new products. This is key to achieving net zero. • Furthermore, efficient recycling of waste places less demands on natural and virgin resources, thereby conserving environments. • A circular economy is defined as materials that are retained in use at their highest value for as long as possible and are then reused or repurposed, leaving a minimum of residual waste. 	<ul style="list-style-type: none"> • Introduce a new policy 'Waste and the Circular Economy' into the new Local Plan. • Promote initiatives to reduce consumption of materials and products. • Promote local production of materials and products to reduce transport distances. • Promote measures to increase re-use or recycle of materials and reduce waste. • The council will seek to understand the climate change risks to the waste service industry and work to reduce their overall consumption. • Local Plan Policy on Reuse of buildings and adaptive design - much of the carbon emissions from buildings are from the materials used in their construction and the building process. The use of many buildings in Southampton has changed over time, for example with large Regency homes converted to smaller flats or offices. The upgrading and reuse of existing buildings, instead of their demolition and replacement with new buildings, can significantly improve a building's energy efficiency and make substantial energy savings. The reuse of foundations where possible can also reduce the amount of archaeological work required. The policy supports the reuse of existing buildings and materials to extend the lifespan of the building. • To support recycling, a requirement for new build to include dedicated internal space with fixed units to store recyclable waste. Requirement for all new homes to be provided with composting facilities. • Work with Climate Commission on Consumption & the Circular Economy topic to advocate for improvements in this area throughout the city.

Our Priorities

Priority	Why is this important?	What will the council do?
Land Use & Natural Capital	<ul style="list-style-type: none"> • Southampton is a city with a large amount of green space, with 49 parks and 1,140 hectares of open space, including Southampton Common which host over 17 million visitors a year. • Although Southampton appears to have a lot of public green space, the high population density means that there is a significant deficit of accessible green space per person, particularly in the West of the City where there are no Local Nature Reserves (green spaces for people and nature). • Despite best efforts there will be a need to 'offset' some of our current carbon emissions and there is an opportunity to achieve this at a local level through habitat creation. • Southampton is a densely developed city with little opportunity to create new green space. The council therefore need to adopt a broader approach to green infrastructure by trying to green up built development using landscape planting, street trees, green roofs, and green walls. This has been incorporated into the existing City Centre Action Plan which requires all developments, and especially the key sites, to assess the potential of the site for appropriate green infrastructure and provide suitable qualitative improvements. 	<ul style="list-style-type: none"> • Include policies covering biodiversity, green infrastructure and open space in the Local Plan Review and any Supplementary Planning Documents. • Develop a Biodiversity Strategy that sets out how the council will halt the decline of biodiversity, protect, and re-connect Southampton habitats, restore species populations, and plan to undertake an external consultation on this in 2023. • A Green Grid Map has already been drafted, and already features in the new draft Local Plan. The Council is now working on a Green Grid Delivery Plan to accompany this. The Plan will outline how the council will extend and connect the green and blue infrastructure across the city, including linking into neighbouring land, with combined actions and effort from the council, residents, businesses, and developers • Formal partnership with the Hampshire & Isle of Wight Wildlife Trust has been established and the council is supporting the Trust to introduce a City Wilder Officer project to help households and businesses bring nature into the city and to also support the Waste of Space campaign alongside the Green Grid Action Plan. • The target of introducing 25 new urban meadows (by 2025) will be achieved and the council will continue to increase the extent and quality of their wildflower grasslands. • In the last two years the council has planted nearly 4,000 trees This year the council will employ the findings of the Tree Capacity Study to ensure the urban canopy continues to grow at pace and enhances every part of the city. • The council are also supporting the Southampton National Park City Project, working with the community-based project team to build and deliver a plan to achieve National Park City status by 2025.

Our Priorities

Priority	Why is this important?	What will the council do?
Climate Resilience & Adaptation	<ul style="list-style-type: none"> • Adapt – Look to adjust our environment, behaviours, and practices to withstand the effects that climate change is likely to present and, even benefit from opportunities. • Be resilient – anticipate those shocks that climate change might bring to our daily lives and prepared to recover from their impacts in a timely and efficient manner. • Water supply in the south-east is a major issue. The area is one of the driest regions in the UK and has the highest (and increasing) level of demand on water resources. • Southampton is a low-lying coastal city and is therefore susceptible to flood risk not only from tidal inundation, but also surface water, groundwater, and possible wastewater infrastructure overflows during extreme weather events. In addition, there is a risk of fluvial flooding from the city's Main Rivers which are the River Itchen, River Test, Holly Brook, Tanners Brook, Rolles Brook and Monks Brook, along with several other unnamed open channel and culverted watercourses. 	<ul style="list-style-type: none"> • Water Resource & Quality, Flood Risk and Sustainable Drainage policies in the new Local Plan. • Continue to work with Southern Water to promote their 'Target 100' campaign to reduce water use across the city. • Flood defence infrastructure is critical to achieving sustainable growth in Southampton. The council will work with the Government, Environment Agency, developers, and individual landowners to manage the risk of flooding. • Where there is present day or future tidal flood risk, this will include implementation of a strategic flood defence as set out within the Southampton Coastal Flood and Erosion Risk Management Strategy (2012) or any future reiterations of this Strategy. This defence will be designed to integrate successfully into the wider cityscape, including improved public access to and along the waterfront. • Flood defence search zones will be mapped to support delivery of the city's flood defence needs. <p>Weston Shore Coastal Erosion Scheme (completed 2022) – The scheme delivered 140m of rock armour revetment to reduce coastal erosion at Weston Shore. The scheme provides better protection to the site for the next 50 years, preventing the loss of a footpath, ensuring the safety of gas and sewage infrastructure, and lowering the risk of a former landfill site being exposed.</p> <p>River Itchen Flood Alleviation Scheme (in progress, construction from 2027) – The scheme will deliver 3.6km of flood risk infrastructure to reduce tidal flood risk over the next 100 years to communities in Northam, St Marys and Crosshouse (over 2200 properties by 2120), including roads, rail, critical infrastructure and pedestrian and cycle infrastructure.</p> <p>School SuDS Project (in progress, construction 2024) – The scheme will deliver SuDS in five schools that are classified as having a high surface water flood risk and have experienced frequent flooding. The implementation of SuDS in schools will educate younger generations on the importance of water, promote water reuse, and be used as a case study to improve implementation of SuDS across council schemes.</p>

Our Priorities

Priority	Why is this important?	What will the council do?
Climate Resilience & Adaptation	<ul style="list-style-type: none"> The impact of climate change will mean more areas of the city become at risk of flooding. Rising sea levels will increase both the extent of tidal flooding, with the changing climate increasing the likelihood of surface water flooding where water is either unable to soak into the dry ground, or through in exceedance of capacity provided by watercourses or underground sewer infrastructure due to increased rate of runoff. The summer of 2022 saw unprecedented high temperature, exceeding 40 degrees in some parts of the UK, leading the Government to issue heat health warnings equating to a national emergency for the first time. As well as placing a burden on the healthcare system, the heatwaves disrupted transport infrastructure and the utility sectors, and caused economic losses at the local, regional and national levels. 	<p>Daisy Dip Flood Alleviation Scheme (in progress, construction TBC) – The scheme aim is to daylight a culvert through the Daisy Dip recreation ground to reduce surface water flood risk to properties downstream, and to improve biodiversity and amenity through creating new habitat.</p> <ul style="list-style-type: none"> Installation of Green Infrastructure (GI), including trees and on buildings (such as green roofs) across the city, and protection and maintenance of existing GI assets. Improving the quality and quantity of GI will increase the volume of carbon that can be stored and ultimately sequestered whilst also helping to reduce flooding and heat stress. Co-benefits of action include biodiversity uplift, increased citizen health and wellbeing from time spent in nature and economic gains for example uplifted house prices or revenue generated from events in green spaces. Property measures such as passive building cooling and retrofitting will aid adaptation and resilience. Preparedness and response through behaviour change, heatwave plans, targeted public communication and messaging, and overheating assessments for new builds. Urban measures such physical shading in public spaces, indoor and outdoor cool spaces and streets, and heat resistant infrastructure (e.g. sustainable drainage systems). There is a need to avoid maladaptation/ malmitigation where response to climate change effects exacerbate climate change (e.g. air conditioning in response to heat) or where mitigation measures reduce the ability to adapt to the effects of climate change. The council needs to undertake a Climate and Vulnerability Risk Assessment for the City. As per underlying principle 1 Lead by example we need to do this for our own services and responsibilities and facilitate other key organisations across the city to do the same. The assessment is used to determine the nature and extent of risks posed by climate change. This is done by analysing potential future climate hazards and evaluating existing vulnerabilities to understand the seriousness of the potential impacts on people, assets, services, livelihoods and the environment. The Assessment should consider: vulnerable populations; water security; nature; transition risks and include a high-emissions scenario. Identified hazards should be incorporated into overall risk management frameworks, with a process established for prioritising identified hazards. The Climate and Vulnerability risk assessment should include addressing climate anxiety.

Our Priorities

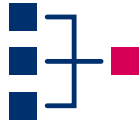






Priority	Why is this important?	What will the council do?
<p>Communication & Community Engagement</p>	<ul style="list-style-type: none"> The first meeting of the Southampton Climate Commission took place in November 2022, with key representatives from public sector, businesses, and residents' groups. The Commission will help build capacity in the city to address the challenges of climate change and provide a platform for deliberation and democracy. The Commission will seek to: <ul style="list-style-type: none"> Create shared responsibility and mobilise local action with meaningful representation of different groups. Demonstrate how climate action can be an opportunity to deliver co-benefits. Strengthen the evidence base and promote the adoption and delivery of appropriate climate action plans across sectors. Inform, guide, support, and track progress towards appropriate local climate targets, promote transparency and encourage the replication/scaling up of best practice. Develop business cases in collaboration with a range of partners to support successful delivery of emission reductions. 	<ul style="list-style-type: none"> Southampton Climate Commission, could help in achieving our goals. It is a model other UK cities have introduced, bringing together representation from a range of stakeholders to develop ownership and oversight and establish agreed targets and positive action. <p>Progress to Date</p> <ul style="list-style-type: none"> 2021: High level assessment of emissions in Southampton was undertaken by Leeds University using projections based on a carbon budget assigned by population Jan – June 2022: Consultation with the Chamber of Commerce, Local Enterprise Partnership (LEP), Workplace Travel Network, key partners and a survey open to the public with overall support for a climate commission July 2022: Workshop on Climate Commission development including review of Terms of Reference Nov 2022: First meeting of Commission 2023: Quarterly meetings <p>Citizens Climate Assembly – The University of Southampton are currently engaged in setting up a Citizens Assembly focussed on climate change. It is expected to be launched this year (2023). www.rebootingdemocracy.ac.uk/scca</p> <ul style="list-style-type: none"> We are collaborating with the University of Southampton on a number of projects including Pioneering Places – exploring the non-technical barriers to achieving net zero. These projects have the potential to attract significant funding to help the city on its journey to net zero.

Our Priorities










Priority	Why is this important?	What will the council do?
<p>Socially Inclusive & Healthy Communities</p>	<p>Southampton City has a diverse population of over 250,000, many of whom are living in deprived areas and experiencing poor health. As a relatively deprived coastal city, Southampton ranks 55th out of 317 local authorities (where 1 is the most deprived), making it more deprived than our ONS 'most similar' authorities of Bristol (82nd) and Leeds (92nd). In the 2021 Census, 32% of residents described their ethnicity as non-white British.</p> <p>Southampton has significant health inequalities: people living in the most deprived parts of the city are almost twice as likely to die prematurely than those in the most affluent areas. Men living in the most deprived areas in Southampton live on average 6.6 years less than those in the most affluent areas; for women this difference is 3.1 years. There is an inequality gap in terms of pay between those working in the city and those resident in the city (£680 median gross weekly pay for workers compared to £643 for residents in 2022).</p> <p>Southampton often has more challenges than the national average in terms of the wider determinants of health including housing (with 13.6% of households being overcrowded in 2011), crime (crime rate of 136 crimes per 1k population in 2021/22) and child poverty (22.2% of Southampton children in low-income families in 2020/21).</p>	<ul style="list-style-type: none"> • Improvements in public health will be delivered as co-benefits of many of the actions listed above including more active travel and more green space. It is vital that any plans include public health as a key component across its different action themes. • Air Pollution is addressed through the Air Quality Strategy & Action Plan • Creating sustainable, accessible neighbourhoods can help people better access services and facilities by active travel modes incorporating physical activity into everyday life and lowering emissions. They also increase opportunities for residents to meet and engage with each other fostering a greater sense of community and belonging. • Heat and Extreme weather. Impacts of heat events are widespread, and especially severe for at-risk groups and vulnerable communities. This means working closely with health colleagues as well as sustainable design policies in the Local Plan. • Socially Inclusive includes the needs of disabled people, which includes involvement in debates and in shaping solutions. Disabled representatives must be at the table when environmental solutions are developed and plans implemented, to ensure that societal barriers to inclusion are reduced not increased.

Appendix











Appendix – Climate Change Action Plan setting out how and when we intend to achieve the Strategy aims and objectives

SCC Climate Change Action Plan - Key Themes	
Overarching theme – Governance	
Monitoring & Measuring	
Involving Communities of All Sorts	
Maintain, Enhance & Protect	
Expertise, Skills & Development	
Finance Mechanisms	
Policy & Regulation	

Appendix

<p>Governance – Governance is the process of making and enforcing decisions within an organisation or society. We need to make sure the decisions we take as a council and a city have a positive effect on climate change mitigation and adaptation.</p>							
<p>Our vision is to create a cleaner, greener, healthier and more sustainable city. Southampton will be a better place for present and future generations that is prepared for the challenges presented by climate change. We will achieve this by ensuring we are ambitious, lead by example and set ourselves challenging goals.</p>						<p>Timeline</p>	
Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
	Planning	Develop content for The Local Plan Review including priorities and guidance to support Green City priorities.	Sustainability		x		
		Undertake Climate Risk & Vulnerability Assessment	Emergency planning with support from other teams		x		
	Communications	Deliver a communications campaign to promote Green City principles to communities and businesses in the city including our internet presence/ content.	Communications team		x	x	x
	Decision making	Introduce a toolkit to ensure that green city priorities are given appropriate consideration are integrated into policies, projects and decisions.	Sustainability		x	x	
	Training	Continue to deliver and develop our internal staff awareness programme, including one step greener campaign and staff training and dedicated online resources/ sustainability hub.	Sustainability, Organisational Development, Internal Communications		x	x	x





Appendix

Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
1.5 	Schools	Empower young people to drive change and improve their environmental awareness through our Healthy and Sustainable Schools Project.	Sustainable Schools Officer, Healthy Schools Co-ordinator		x	x	x
1.6 	Measuring and Monitoring	Publish regular reports on council and city emissions performance.	Sustainability		x		
1.7 	Champions	Introduce Green City Champions across council services to promote to uptake of good, sustainable practice in the workplace and monitor progress	Sustainability	  	x		
1.8 	Finance	Assessing opportunities presented by financial tools for building investment into climate action	Sustainability/ Finance		x	x	




The following actions are divided into:

- Sustainable energy and carbon reduction
- Air Quality
- Natural Environment
- Resources, waste and water management
- Sustainable Transport





Appendix

Sustainable energy and carbon reduction - We will use energy that is generated from renewable sources and support the generation of sustainable energy that does not compromise local air quality							
The council has been monitoring emissions related to its direct operations and the energy it consumes since 2010 and has delivered similar reductions in this period. But it accepts a significant effort is required to satisfy its commitments and it will need to play a key role in ensuring the city community can do the same in a way that benefits to the economy and wellbeing of the whole population.						Timeline	
Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
2.1 Measuring & Monitoring 	Baselining whole city emissions and setting priorities for action.	Establish a city-wide climate change strategy working in partnership with key city stakeholders including the Climate Commission and Climate Assembly.	Sustainability team, stakeholders		x		
2.2 Involving Communities of All Sorts 	Communicating with our tenants	Using a new Asset Management Group, we will consult our housing tenants on a programme of further measures to achieve our net zero target by 2035 and reduce tenants energy costs.	Property Services, Housing Assets		x		
	Support to all households	Provide all Southampton households with support and advice on property energy performance by -Ensuring Healthy Homes service is available to support those in fuel poverty - Identify opportunities for the improvement of stock in the able to pay sector including solar schemes and ECO plus.	Sustainability team, Housing Management		x	x	x



Appendix

Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
2.3 Maintain, Enhance & Protect 	Council projects	SCC projects including estates regeneration must be net zero ready including adopting passivhaus principles.	Energy team, Design Services, Estate Regeneration Projects, Sustainability team, Housing Decarbonisation Group		x	x	
	Influencing citywide action	Support the development of Southampton Climate Commission to become a driver for citywide action.	Sustainability team		x		
		We will seek a partner to deliver a step change in the roll out of electric vehicle charging infrastructure across our streets, car parks and estates	Sustainable Projects Lead (Electric Vehicles)		x		
		Continue to investigate and take action in relation to poorly performing private rental properties in terms of energy efficiency, excess cold, damp and mould related issues.	Housing Management		x	x	x
		Identify opportunities to introduce energy efficiency measures through the Disabled Facilities Grant Programme, Better Care fund and similar	Disabled facilities team		x	x	x




Appendix

Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
2.4 Expertise, Skills & Development	Internal knowledge & training	The council's staff travel plan will be updated considering changes to commuting patterns resulting from the pandemic. The Plan will support staff who want to commute using sustainable transport.	Sustainable Transport Project Lead - Workplaces		x		
	External knowledge & training	Launch of Net Zero 360 workshops to help increase knowledge on practical steps and support available for businesses to become Net Zero. 2 SCC staff to be trained up to deliver to SMEs.	Economic Development		x		
		Retrofit skills <ul style="list-style-type: none"> • Complete feasibility for delivering Net Zero Training Hub in city to provide adequate training for upskilling and new leavers in retrofit technology. • Work with partners to offer Retrofit Assessor qualification. • Bringing together relevant stakeholders around whole retrofit agenda including assessing and understanding needs of supply chains. 	Economic Development		x	x	
2.5 Finance Mechanisms	Corporate Assets	Appoint a delivery partner for Corporate Assets Decarbonisation Scheme. Deliver the next phase of CADS. Establish an outline delivery programme and forecast outcomes to align with our net zero ambitions	Energy team (Energy Manager)		x		
	Housing	Existing housing stock – Continue with ongoing programme delivered through Housing Revenue Account (HRA)	Property Services, Housing Assets		x	x	x
		Existing housing stock – Secure additional funding from the Social Housing Decarbonisation Fund (SHDF)	Property Services, Housing Assets		x		


Appendix

Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
2.6 Policy & Regulation 	Climate Strategy & Action Plan	We will publish our Climate Strategy and Action Plan setting out how we will achieve our target of net zero carbon emissions.	Sustainability team		x	x	
	Net Zero housing Plan	Existing housing stock – Produce a strategy with the capability to set out a pathway as stated in s.4.3 of the Housing Environmental & Sustainability Strategy, which aligns with the Corporate Plan (2022-2030) vision for a zero-carbon city by 2035	Property Services, Housing Assets		x		
	Fleet Decarbonisation	Our council Fleet Modernisation plan will; <ul style="list-style-type: none"> • Further increase the number of electric vehicles in our fleet and improve our charging infrastructure • Complete a full business case for the introduction of telematics and Eco driver training • Seek a supplier for a more sustainable drop-in replacement for diesel fuel • Undertake a strategic assessment of our electric vehicle charging needs and opportunities. 	Sustainability team		x		
	Whole City Energy	Look to lead on the development of a Local Area Energy Plan (LAEP) with partners across the city looking at issues and opportunities associated with energy grids including the potential for local renewable generation or other investment.	Energy Team		x		







Appendix

<p>Air Quality– We will take actions that will improve the quality of life in our city. We want the Healthy Life Expectancy Indicator to be the best amongst our peers and to remove the difference cities like Southampton experience with rural areas in terms of deaths attributed to air pollution.</p>							
<p>Clean air is essential for good quality of life, yet everyday people living in our urban centres can be exposed to potentially harmful levels of pollutants. In the UK alone, between 28,000 and 36,000 deaths per year can be attributed to air pollution. Poor air quality is now considered the largest environmental health risk in the UK and there is a growing body of evidence which links poor air quality to health issues including heart and respiratory diseases. These impacts are felt more by the most vulnerable in our society. In Southampton, road transport is the most significant contributor to poor air quality while contributions from background and industry sources are also significant. The council recognise that despite improvements made in air quality, pollution still has a large effect on the health of residents and visitors and that any improvement in air quality will benefit public health.</p>						<p>Timeline</p>	
Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
3.1 Monitoring & Measuring 	Monitoring air quality	We will continue to monitor and evaluate the impact of The Local NO2 Plan and compliance with air quality limits.	Sustainable Projects Lead (Air Quality)		x	x	x
		We will continue to develop and extend our air quality monitoring network consisting of diffusion tubes, automatic stations and new innovative low-cost monitors and develop ways to improve public visibility of air quality across the city.	Sustainable Projects Lead (Air Quality)		x	x	x
3.2 Involving Communities of All Sorts 	Engagement programme	We will deliver a new Air Quality Engagement Programme consisting of wood burning, schools, and healthcare-based engagement projects to reduce the impact of air quality on health through positive behaviour change.	Sustainable Projects Lead (Air Quality) Sustainable Schools Officer		x	x	x
3.3 Maintain, Enhance & Protect 	Incentivise cleaner public transport	We will complete the 'Hants 2025' try before you buy scheme for taxis, create a marketing campaign to promote the benefits of EV taxis, and explore opportunities to continue delivering further incentive schemes. We will work in partnership with transport providers, such as bus operators, to decarbonise the public transport system.	Sustainable Projects Lead (Air Quality)/ Transport Policy		x	x	x





Appendix

Natural Environment – Improving resilience of habitats to a changing climate and developing our natural capital to ensure it continues to deliver ecosystems services.							
<p>Natural capital is stocks of natural assets which include geology, soil, air, water and all living things. It is from this natural capital that a wide range of ecosystem services are derived, for human wellbeing and quality of life. This includes services such as provision of food and water, regulating the climate through carbon storage and natural flood defences, as well as cultural aspects such as reducing stress and anxiety.</p> <p>Natural capital is a concept that is becoming increasingly relevant, with the Government’s 25 year plan for the environment offering new policies that recognise the monetary value of the natural environment and the services that it gives us every day. These assets are extremely valuable - the UK’s nature, landscapes and waterways and the services and benefits they provide are worth almost £1 trillion to the UK economy (according to the Office of National Statistics). For example, on hot days in 2017, the cooling effect of trees and bodies of water helped to save the UK £248m by maintaining productivity and lowering air conditioning costs.</p> <p>Therefore it is essential for Southampton to invest in natural capital for sustainable business and to tackle climate change, reduce pollution, manage flood risk and build stronger, more sustainable natural resources. This includes Nature-based solutions which are proven ways of storing and reducing carbon emissions in, and better stewardship of the land which has other critical environmental, social and economic benefits.</p>						Timeline	
Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
4.1 Monitoring & Measuring	Rolling programme of biodiversity monitoring	With the help of Southampton Natural History Society and other local groups, we will continue with a rolling programme of species-specific projects to support important wildlife including bats, hedgehogs, amphibians, dormice and swifts, entering data from monitoring surveys/casual sightings onto Living Record and I-Record	Ecologist		x	x	x
	Habitat monitoring	Continue with meadow surveys of areas of grassland where we are changing mowing regimes (with help from SNHS, Rangers and Volunteers) to monitor how the grassland is responding to the changes of management and are improving in terms of species diversity to encourage more pollinators.	Ecologist		x	x	x


Appendix

Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
4.2 Involving Communities of All Sorts 	Increase participation by communities across the city support existing volunteers and encourage wider participation	We will build upon our internet presence to create practical space to support existing volunteers and encourage wider participation.	Ecologist		x	x	x
		Continue our city-wide conservation task volunteer programme, including delivering conservation tasks.	Community Campaigns Officer and Lead Ranger		x	x	x
4.3 Maintain, Enhance & Protect	Partnerships	Continue with the partnership with Hants and Isle of Wight Wildlife Trust, maintain a Wilder Southampton project, engaging with them on Green Grid project delivery on private land, SCC housing land and highways	Service Manager – Sustainability		x	x	x
	Deliver habitats improvements in the semi natural greenspaces	Work towards renovating priority ponds to benefit both wildlife and visitors. Ranger service to engage with local residents and volunteers to implement management of semi-natural green space (ie. Greenways). Team of 6 Rangers in place May 2023.	Ecologist, Natural Environment Manager Lead Ranger		x	x	x
4.4 Expertise, Skills & Development 	Wildlife Awareness training for all staff in relevant services areas	Wildlife Awareness training for all staff in relevant services areas (such as Trees, Property, Land Management and Maintenance) to ensure all our activities and statutory duties are in line with wildlife legislation	Ecologist		x	x	x
4.5 Finance Mechanisms 	Finance	Explore Mechanisms for assigning value to natural capital and nature-based solutions to offer a carbon offset scheme which will benefit the people of Southampton.	Sustainability team		x	x	



Appendix

Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
4.6 Policy & Regulation 	Review and progress Natural Environment Strategies and Plans	Develop and publish Biodiversity Strategy and Green Infrastructure Strategy and Delivery Plans offering a framework for the strategic improvement of our outside spaces, priority projects and detailing how we will response to the 2021 Environment Act and making sure addressing challenges to climate change are realised.	Ecologist, Natural Environment Manager		x		
		Recognising multiple benefits that Trees can offer in terms of mitigation of and adaptation to climate change. Our Tree Protection Team will complete a review of our most at risk trees to ensure they are afforded the utmost protection. Tree Management Plan to ensure adequate protection of existing trees. Identify capacity and priorities for additional tree planting.	Arboriculture Manager	 	x	x	
	Planning Guidance	Start to develop Biodiversity and Green Infrastructure Planning Guidance for integration into Local Plan as a Supplementary Planning Document. Link with all relevant other guidance e.g. Public Realm toolkit	Ecologist, Natural Environment Manager		x		





Appendix

Resources, Waste and Water Management – In order to tackle climate change we need to consider the best use of our resources including energy and water conservation and implementing a circular economy.							
<p>In our current economy, we take materials from the Earth, make products from them, and eventually throw them away as waste – the process is linear. In a circular economy, by contrast, we stop waste being produced in the first place.</p> <p>We must transform every element of our take-make-waste system: how we manage resources, how we make and use products, and what we do with the materials afterwards. Only then can we create a thriving circular economy that can benefit everyone within the limits of our planet.</p> <p>The circular economy gives us the tools to tackle climate change and biodiversity loss together, while addressing important social needs.</p> <p>It gives us the power to grow prosperity, jobs, and resilience while cutting greenhouse gas emissions, waste, and pollution.</p>						Timeline	
Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
5.1 Monitoring & Measuring	We will strengthen the effectiveness of our Social Value and Green City Procurement Policy Framework.	<p>Transition Plan for phased improvement of coverage of sustainability questions in tenders.</p> <p>Carry out carbon emissions analysis on procurement system to identify highest emitting suppliers and products and priorities for action.</p> <p>Assign carbon budgets to departments from analysis of suppliers.</p>	Sustainability and Procurement teams		x	x	
5.2 Involving Communities of All Sorts	Involving Communities of all sorts in waste reduction and recycling	<p>Working with young people including cub scouts</p> <p>Working with targeted residential areas</p> <p>Working with businesses</p>	Waste Disposal & Development Team		x	x	x
		Promoting free use of litter pickers and tying into national campaign	Waste Disposal and Development Team		x		


Appendix

Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
5.3 Maintain, Enhance & Protect 	Water resources	We will continue to support Southern Water's Target 100 water conservation campaign to deliver an enhanced scheme within the city.	Sustainability team		x	x	x
	Sustainable Drainage	We will continue to seek opportunities to introduce and integrate urban drainage systems, grey water management and green infrastructure. The implementation by Government of Schedule 3 of the Flood and Water Management Act 2010 by 2024 will assist in securing SUDS for new development schemes.	Sustainability, Flood Risk,		x	x	x
	Waste Management Infrastructure	Waste Management Infrastructure is designed and implemented to enable and facilitate effective segregation and collection of appropriate waste stream.	Head of City Services			x	x
	Sustainable Food	Work with partners to make progress on becoming a sustainable food city.	Public Health				



Appendix

Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
5.4 Expertise, Skills & Development 	Behaviour change programme	Internal and external behaviour change programmes to reduce waste and improve rates of recycling in: <ul style="list-style-type: none"> • council services and sites • non-domestic premises Evaluate progress and associated emissions reductions.	Sustainability, Waste Disposal and Development Team, Communications Team		x	x	x
5.5 Finance Mechanisms 	Water Conservation Plan Delivery Model	Identify a delivery model for producing a water conservation plan to council services and premises including the use of rainwater and greywater.	Sustainability team, Property services			x	
5.6 Policy & Regulation 	Waste Improvement and Transformation Plan	To minimise waste produced by residents and businesses, increase recycling rates, reduce contamination rates and to trial the introduction of new services.	Waste Disposal and Development team			x	



Appendix

Sustainable Transport– We will encourage, promote and incentivise the use of sustainable and active travel.							
We want to use transport improvements to support the sustainable economic growth of Southampton by preparing, investing and maximising how an already congested transport system operates, so it becomes more connected, innovative, and resilient. By doing this we will make Southampton an attractive place to live which promotes our residents quality of life, improves safety, with inclusive access to transport regardless of their circumstances. By widening peoples travel choices they can get around actively, healthily and, at the same time, improve air quality and reduce carbon emissions.					Timeline		
Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
6.1 Monitoring & Measuring 	Baseline staff travel and lead by example	We will deliver staff travel planning for council Staff to help officers make more sustainable travel choices to and from work.	Transport Policy & Sustainable Travel Manager		x		
6.2 Involving Communities of All Sorts	Active travel programme	We will maintain the My Journey active travel programme, working with businesses, communities, and schools to help them travel more sustainably through engagement, support, and grants. Sustainable schools' engagement will link with the air quality engagement project to help reduce the impact of pollution on students.	Transport Policy & Sustainable Travel Manager, Sustainable Transport Officer, Sustainable Transport Project Lead - Workplaces		x	x	x

Appendix

Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
6.3 Maintain, Enhance & Protect 	Transport Projects	We will continue to deliver large scale, innovative transport projects alongside the wider Solent region as part of the Future Transport Zones programme including development of the existing e-scooter and bike hire schemes, delivery of macro and micro consolidation options and exploring a freight quality partnership.	Transport Delivery		x	x	x
		We will continue to maintain and extend the 'RIDES' scheme. This will enable organisations and businesses to trial electric cargo bikes to help them make more environmentally friendly choices about deliveries and transportation of goods.	Transport Policy & Sustainable Travel		x		
		Through the Enhanced Bus Partnership we will support bus operators in assessing the feasibility of introducing electric buses into Southampton routes and explore opportunities to further enhance the Park and Ride facility.	Transport Policy & Sustainable Travel, Enhanced Partnership Officer		x	x	x
6.4 	Promoting knowledge of alternative transport options	The Breeze platform will be promoted to residents and visitors helping them plan, book and pay for journeys and trips in the Solent region.	Transport Delivery		x		

Appendix

Main Theme	Action	What will this look like?	Lead team/ officers	Cross cutting Themes	Now (by 2024)	Medium term (2025-2027)	Long Term (2027-2030)
6.5 Finance Mechanisms 	Capital Investment	We will continue to deliver capital investment into active and sustainable transport measures including walking and cycling facilities (including Southampton Cycle Network), bus priority, Active Travel Zones and travel hubs through the Transforming Cities programme.	Transport Delivery, Transforming Cities Fund Programme Manager, TCF Project Lead (ATZ & Travel Hubs)		x	x	x
	EV funding	We will seek a strategic delivery partner and utilise Local Electric Vehicle Infrastructure funding to enable a step change in public EV charging provision across the city, ensuring demand for charging continues to be met.	Sustainable Projects Lead (Electric Vehicles)		x		
6.6 Policy & Regulation 	Travel Plan Guidance	We will publish Travel Plan Guidance, to assist developers introduce effective sustainable transport schemes for their new residents. Guidance for delivery and service vans and lorries which will help developers optimise freight operations to premises.	Planning Policy		x	x x	
	LTP review	We will review the Connected Southampton Transport Strategy and incorporate emerging guidance around ensuring transport decarbonisation to meet our Net Zero targets.	Transport Policy & Sustainable Travel (Strategic Transport Planner)			x	



**To find out more and pledge your support
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Making Southampton a cleaner, greener,
healthier and more sustainable city.



Draft Net Zero Strategy consultation

Full results summary

Introduction & methodology

- [Introduction & methodology](#)
- [Who are the respondents?](#)
- [Summary of key findings](#)

Responses & analysis – general views on proposals

- [To what extent do you agree or disagree with the proposed goals for the Council?](#)
- [To what extent do you agree or disagree with the general approach and underlying principles of the draft Net Zero Strategy?](#)
- [If the draft strategy were to be implemented, what impact do you feel this may have on you, your business, or the wider community overall?](#)
- [In your opinion, who within the UK is most responsible for ensuring net zero targets are achieved?](#)
- [General comments, suggestions, and concerns around the strategy and proposals overall](#)

Responses & analysis – feedback on the goals

- [How effective do you think the proposed approach will be towards achieving Goal \[...\]?
Summary](#)
- [Goal 1](#)
 - [How effective do you think the proposed approach will be towards achieving Goal 1?](#)
 - [If you have any comments, impacts, suggestions or alternatives you feel we should consider, please provide details](#)
- [Goal 2](#)
 - [How effective do you think the proposed approach will be towards achieving Goal 2?](#)
 - [If you have any comments, impacts, suggestions or alternatives you feel we should consider, please provide details](#)
- [Goal 3](#)
 - [How effective do you think the proposed approach will be towards achieving Goal 3?](#)
 - [If you have any comments, impacts, suggestions or alternatives you feel we should consider, please provide details](#)
- [Goal 4](#)
 - [How effective do you think the proposed approach will be towards achieving Goal 4?](#)
 - [If you have any comments, impacts, suggestions or alternatives you feel we should consider, please provide details](#)

Responses & analysis – reading the draft strategy

- [Have you read the proposed draft strategy?](#)
- [If you have read the proposed draft strategy, to what extent do you agree or disagree with the following statements? “The draft strategy is easy to understand”](#)
- [If you have read the proposed draft strategy, to what extent do you agree or disagree with the following statements? “The draft strategy provides sufficient information”](#)
- [If there were parts of the strategy that you did not understand or you feel you need more information, please provide further details](#)



Introduction & methodology





Southampton City Council undertook public consultation on proposals for a draft Net Zero Strategy.

The consultation was live between **23 January 2023** and **20 March 2023**, and received a total of 440 responses via the online questionnaire and four responses by email, for a total of **444 responses**.

The aim of this consultation was to:

- Communicate to residents and stakeholders the draft Net Zero Strategy.
- Ensure any resident, business or stakeholder who wished to comment on the draft strategy had the opportunity to do so, enabling them to raise any impacts the proposals may have.
- Allow participants to propose alternative suggestions for consideration.

This report summarises the aims, principles, methodology and results of the public consultation. It provides a summary of the consultation responses both for the consideration of decision makers and any interested individuals and stakeholders.

It is important to be mindful that a consultation is not a vote, it is an opportunity for stakeholders to express their views, concerns and alternatives to a proposal. Equally, responses from the consultation should be considered in full before any final decisions are made. This report outlines in detail the representations made during the consultation period so that decision makers can consider what has been said alongside other information.

The agreed approach for this consultation was to use an online questionnaire as the main route for feedback: questionnaires enable an appropriate amount of explanatory and supporting information to be included, helping to ensure respondents are aware of the background and detail of the proposals.

Respondents could also write letters or emails to provide feedback on the proposals. Emails or letters from stakeholders that contained consultation feedback were collated and analysed as a part of the overall consultation.

All questionnaire results have been analysed and presented in graphs within this report. Written responses and questionnaire comments have been read and then assigned to categories based upon sentiment or theme.



Southampton City Council is committed to consultations of the highest standard, which are meaningful and comply with the *Gunning Principles*, considered to be the legal standard for consultations:

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1. Proposals are still at a formative stage (a final decision has not yet been made);
2. There is sufficient information put forward in the proposals to allow 'intelligent consideration';
3. There is adequate time for consideration and response;
4. Conscientious consideration must be given to the consultation responses before a decision is made.



Rules: The Gunning Principles

They were coined by Stephen Sedley QC in a court case in 1985 relating to a school closure consultation (R v London Borough of Brent ex parte Gunning). Prior to this, very little consideration had been given to the laws of consultation. Sedley defined that a consultation is only legitimate when these four principles are met:

1. **proposals are still at a formative stage**
A final decision has not yet been made, or predetermined, by the decision makers
2. **there is sufficient information to give 'intelligent consideration'**
The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response
3. **there is adequate time for consideration and response**
There must be sufficient opportunity for consultees to participate in the consultation. There is no set timeframe for consultation,¹ despite the widely accepted twelve-week consultation period, as the length of time given for consultee to respond can vary depending on the subject and extent of impact of the consultation
4. **'conscientious consideration' must be given to the consultation responses before a decision is made**
Decision-makers should be able to provide evidence that they took consultation responses into account

These principles were reinforced in 2001 in the 'Coughlan Case (R v North and East Devon Health Authority ex parte Coughlan²), which involved a health authority closure and confirmed that they applied to all consultations, and then in a Supreme Court case in 2014 (R ex parte Moseley v LB Haringey³), which endorsed the legal standing of the four principles. Since then, the Gunning Principles have formed a strong legal foundation from which the legitimacy of public consultations is assessed, and are frequently referred to as a legal basis for judicial review decisions.⁴

¹ In some local authorities, their local voluntary Compact agreement with the third sector may specify the length of time they are required to consult for. However, in many cases, the Compact is either inactive or has been cancelled so the consultation timeframe is open to debate

² BAILII, England and Wales Court of Appeal (Civil Division) Decisions, Accessed: 13 December 2016.

³ BAILII, United Kingdom Supreme Court, Accessed: 13 December 2016

⁴ The information used to produce this document has been taken from the Law of Consultation training course provided by The Consultation Institute





Southampton City Council undertook public consultation on a draft Neto Zero Strategy.

The draft strategy explains how Southampton City Council and Southampton as a city will achieve the vision to be net zero carbon. The draft strategy explores:

- Why net zero carbon is important;
- The principles for achieving net zero;
- What needs to be considered to achieve that goal;
- If net zero is reached, what it will achieve, and;
- Highlighting key timescales and projects for delivery.

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The Council has identified four goals to achieve this target:

- Goal 1, to achieve net zero for the Council's scope 1 and 2 emissions;
- Goal 2, to reduce the Council's scope 3 emissions and establish a practical solution to achieving net zero;
- Goal 3, developing social housing stock to be net zero by 2035, and;
- Goal 4, applying authority and using influence to support the city in becoming net zero by 2035.



GOAL 1

Minimise fleet emissions - there are currently 444 vehicles in the Council's fleet, responsible for an estimated 1,668 tonnes of CO2e annually.

Minimise emissions from all Council owned buildings and infrastructure - this includes all buildings, schools, libraries, depots, the Civic Centre, other Council offices, leisure centres, children's centres, parks, car parks, and street lighting (a total of 130 sites). These emissions are currently responsible for an estimated 10,837 tonnes of CO2e per year.

GOAL 2

Embed sustainability into the Council procurement processes - based on spend and national carbon conversion factors, it is estimated that carbon emissions from procurement are currently 30,847 tonnes of CO2e per year.

Minimise emissions from waste - emissions from the disposal of waste from Council buildings is responsible for an estimated 40 tonnes of CO2e per year.

Reduce emissions from business travel - the Council has over 3,000 employees - emissions from staff and business travel is estimated at 2,208 tonnes of CO2e per year.

GOAL 3

Minimise emissions from housing stock and communal areas - the Council is a landlord for nearly 18,000 homes, 17% of all dwellings in the city. We estimate these homes are currently responsible for emitting 42,000 tonnes of CO2e per year.

GOAL 4

Currently, 29% of the city's emissions come from the transport sector, with all city housing responsible for a further 31% of emissions, public and commercial buildings 23%, and industry 17%.

The actions needed to deliver wholesale change won't all come from within the city – for example, the on-going decarbonisation of our energy network or the development of electric vehicles. However, Southampton still has a key role to play to reduce energy use and carbon emissions in homes, buildings, transport and industry.

All of the evidence suggests that there are unlikely to be many 'silver bullets' that lead to dramatic step changes in a city or area's carbon footprint, but that instead multiple options have to be adopted across all sectors.

As a result, our draft strategy details focusing on the following areas: buildings; transport; energy and heat; business and economy; consumption and waste; the natural environment; adaptation and resilience, and; collaboration.



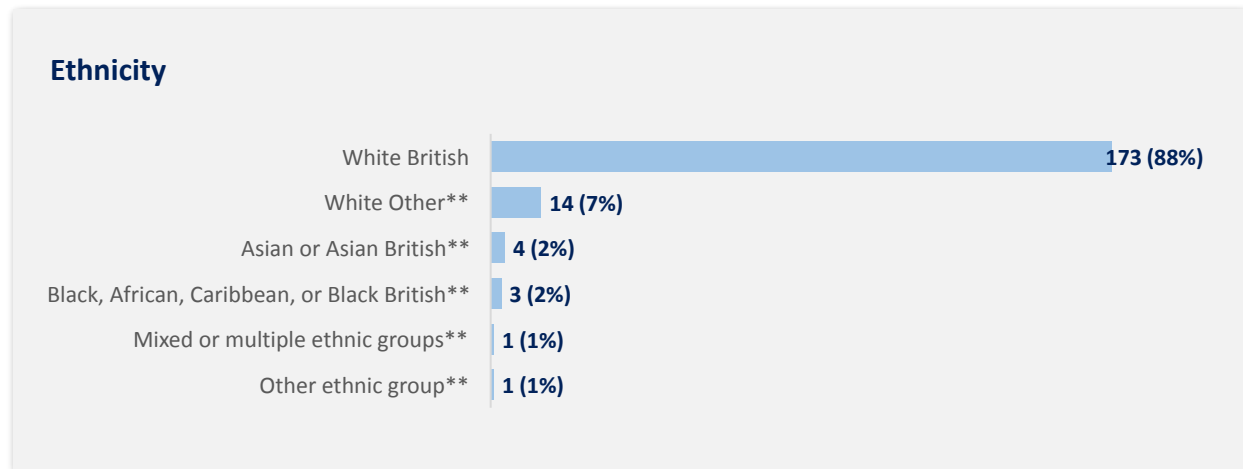
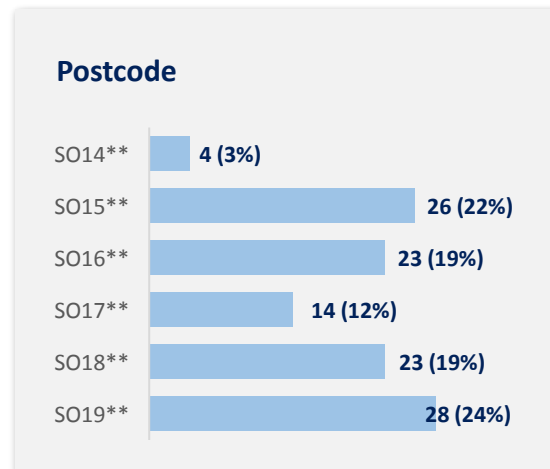
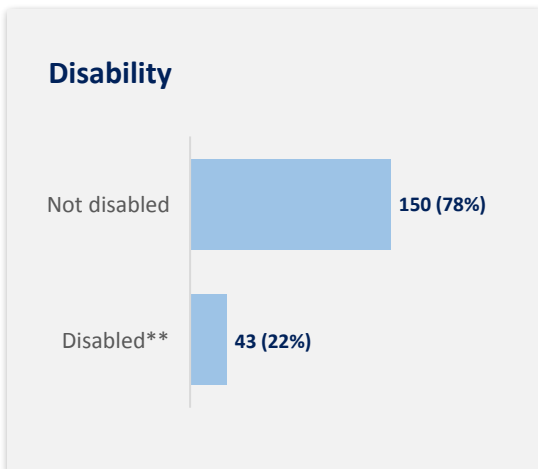
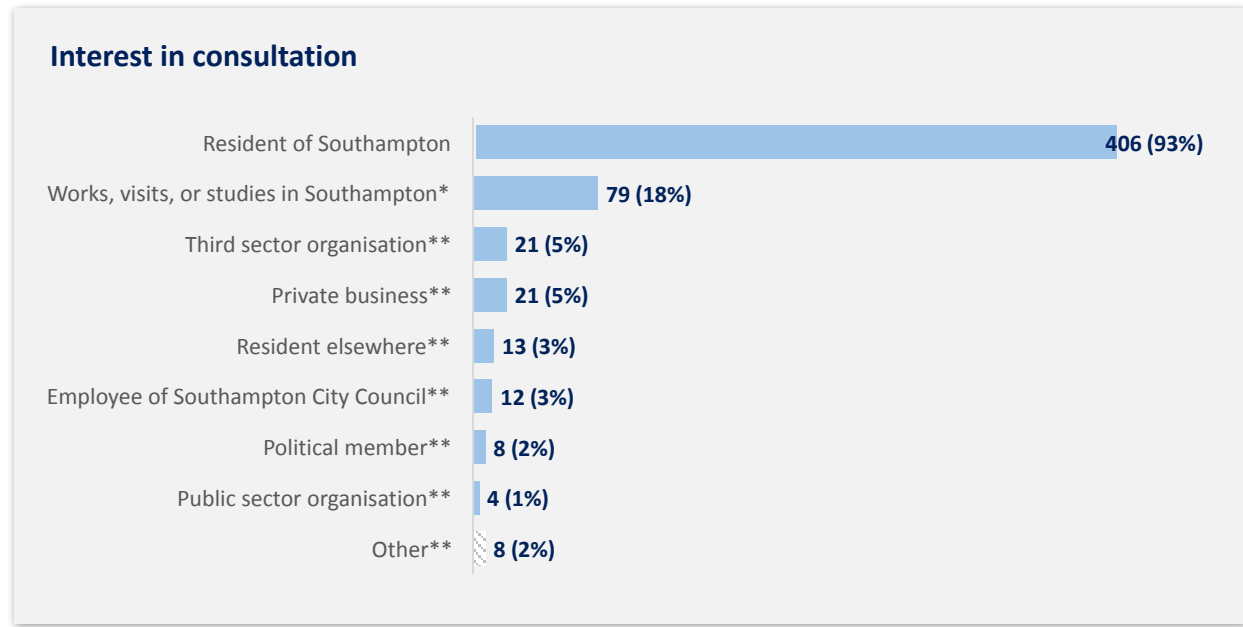
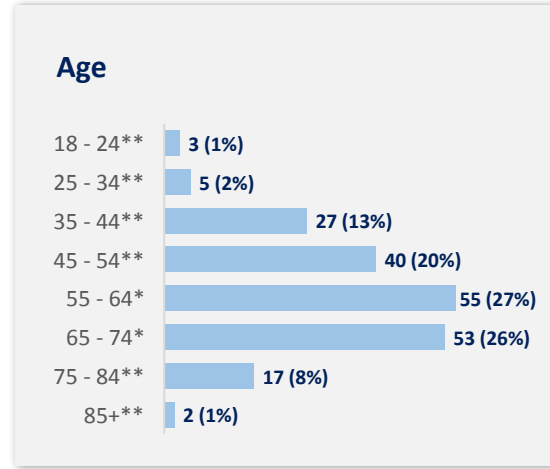
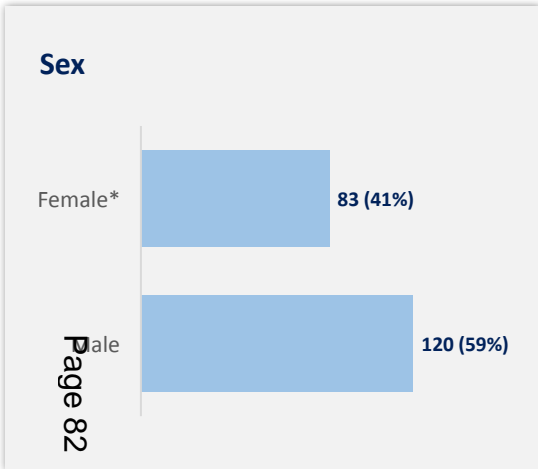
Who are the respondents?



Total responses **444**

Graphs on this page are labelled as count; %.

Demographic breakdowns typical of standard consultation respondent samples.





- Over half of respondents (**57%**) said that they **agree with the proposals**, with a majority (**53%**) also saying that they **agree with the approach and underlying principles** of the strategy
- Over half of respondents (**53%**) said that **all of the individuals/groups listed** in the survey **have a responsibility to achieve net zero targets**; of an individual option, national government was the most cited by respondents at 15%
- All groups responded that everyone has a responsibility to achieve net zero targets by 50% or more, apart from respondents from a business or organisation (38%)
- Respondents said that the strategy would be **effective** in **achieving Goals 1-3 between 58% and 60%**
- Responses for Goal 4 differ**: while many respondents still said the proposals would be **effective** (44%), this is **between 14% and 16% points less** than with the other goals
- Over half of respondents (**52%**) of respondents said that they **agree that the strategy is easy to understand**, with more saying *neither* agree nor disagree (30%) than said that they disagree (18%)
- A minority (**44%**) of respondents said that they **agree that the draft strategy provides sufficient information**, 7% points more than those that said they *disagree*; 25% said that they *neither* agreed or disagreed with the statement, the second-most popular response after *agree*

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Responses & analysis

General views on proposals

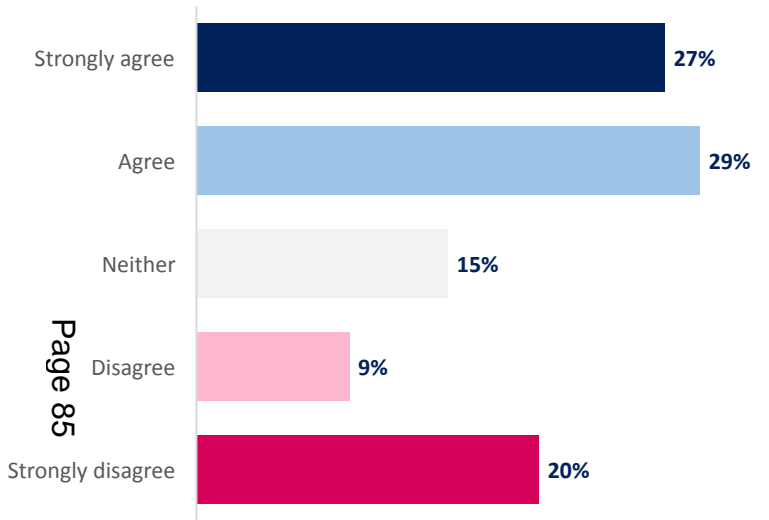




Question 3 | To what extent do you agree or disagree with the proposed goals for the Council?



Total responses **246**



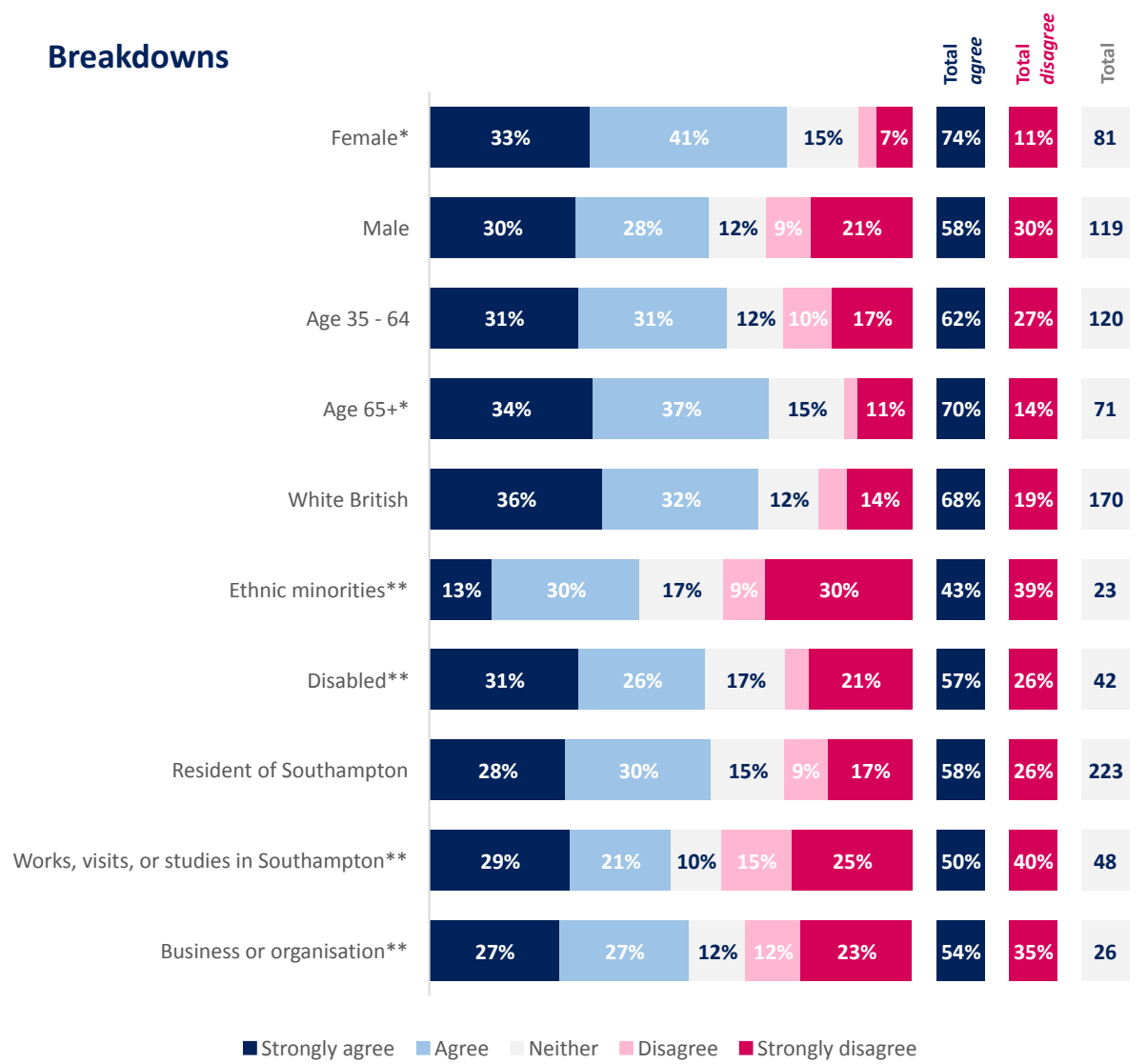
Total agree
57% (139)

Total disagree
29% (71)

Key findings

- A majority (57%) said that they *agree* with the proposals
- Female respondents responded *agree* to a greater extent than male (74% to 58%), with 30% of male respondents saying that they *disagree* with the proposals; women also responded *agree* to a greater extent than respondents as a whole (57%) and had the highest total *agree* of any demographic breakdown
- Respondents aged 35 – 64 responded *agree* to a lesser extent than those aged 65 or older (62% to 70%)

Breakdowns

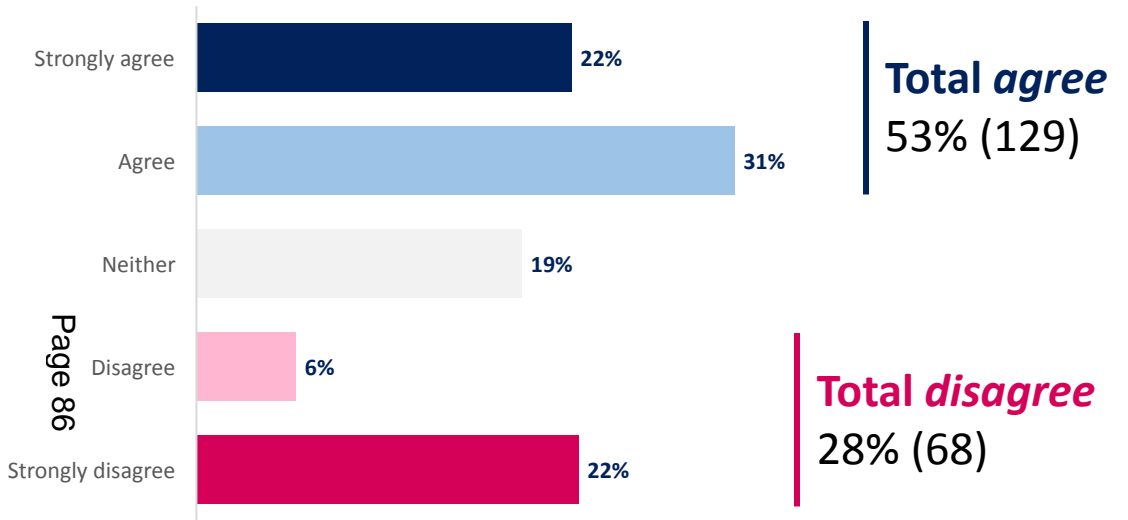




Question 13 | To what extent do you agree or disagree with the general approach and underlying principles of the draft Net Zero Strategy?



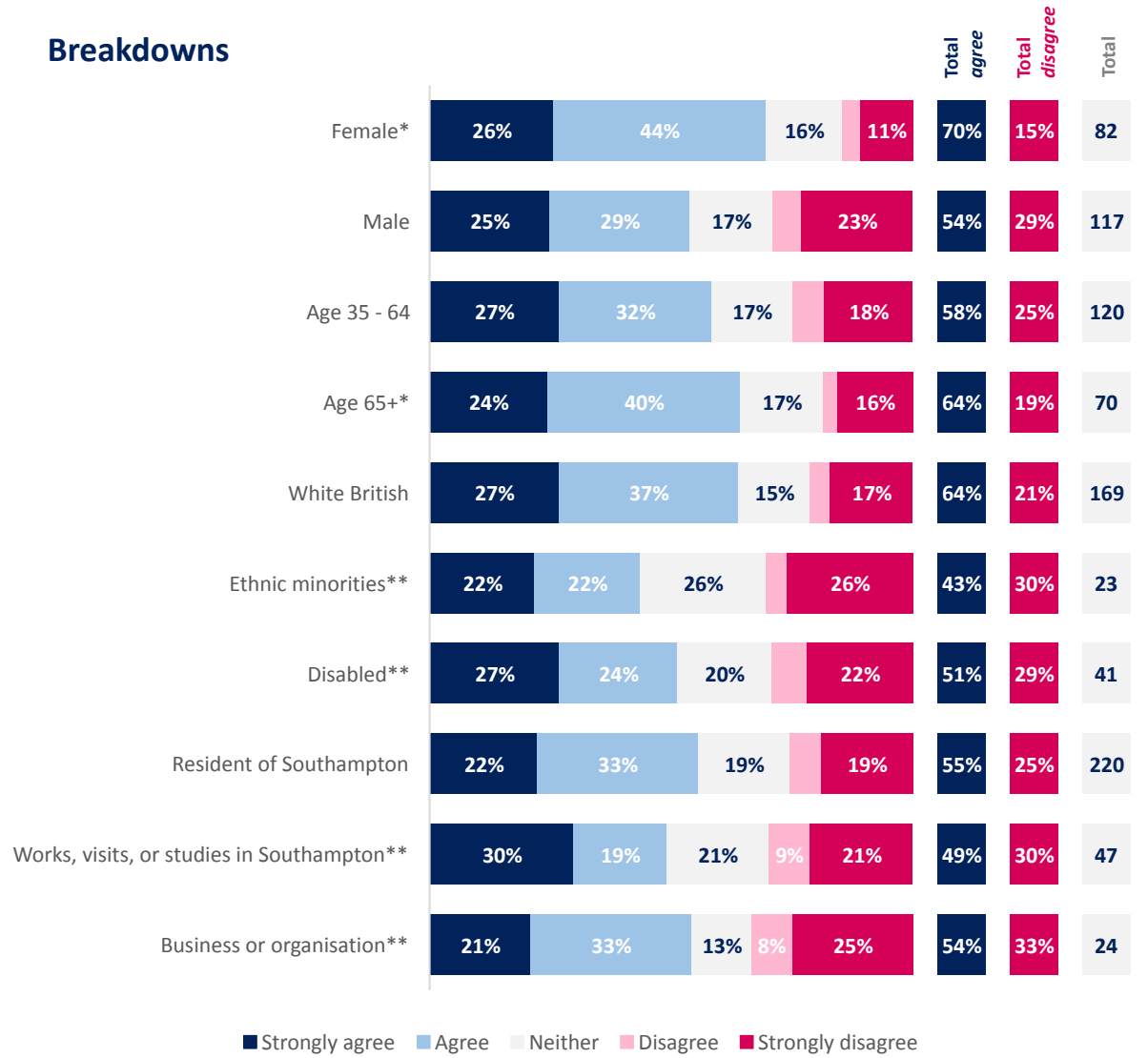
Total responses **243**



Key findings

- A majority (53%) said that they *agree* with the approach and underlying principles of the strategy
- Again, female respondents responded *agree* to a greater extent than male (70% to 54%)
- Respondents aged 35 – 64 responded *agree* to a lesser extent than those aged 65 or older (64% to 58%)

Breakdowns

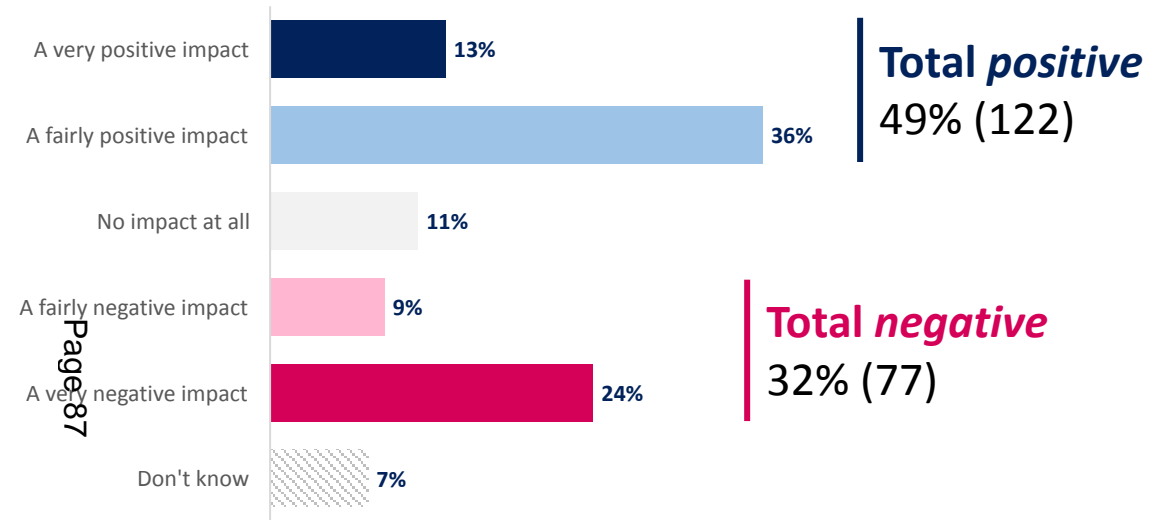




Question 18 | If the draft strategy were to be implemented, what impact do you feel this may have on you, your business, or the wider community overall?



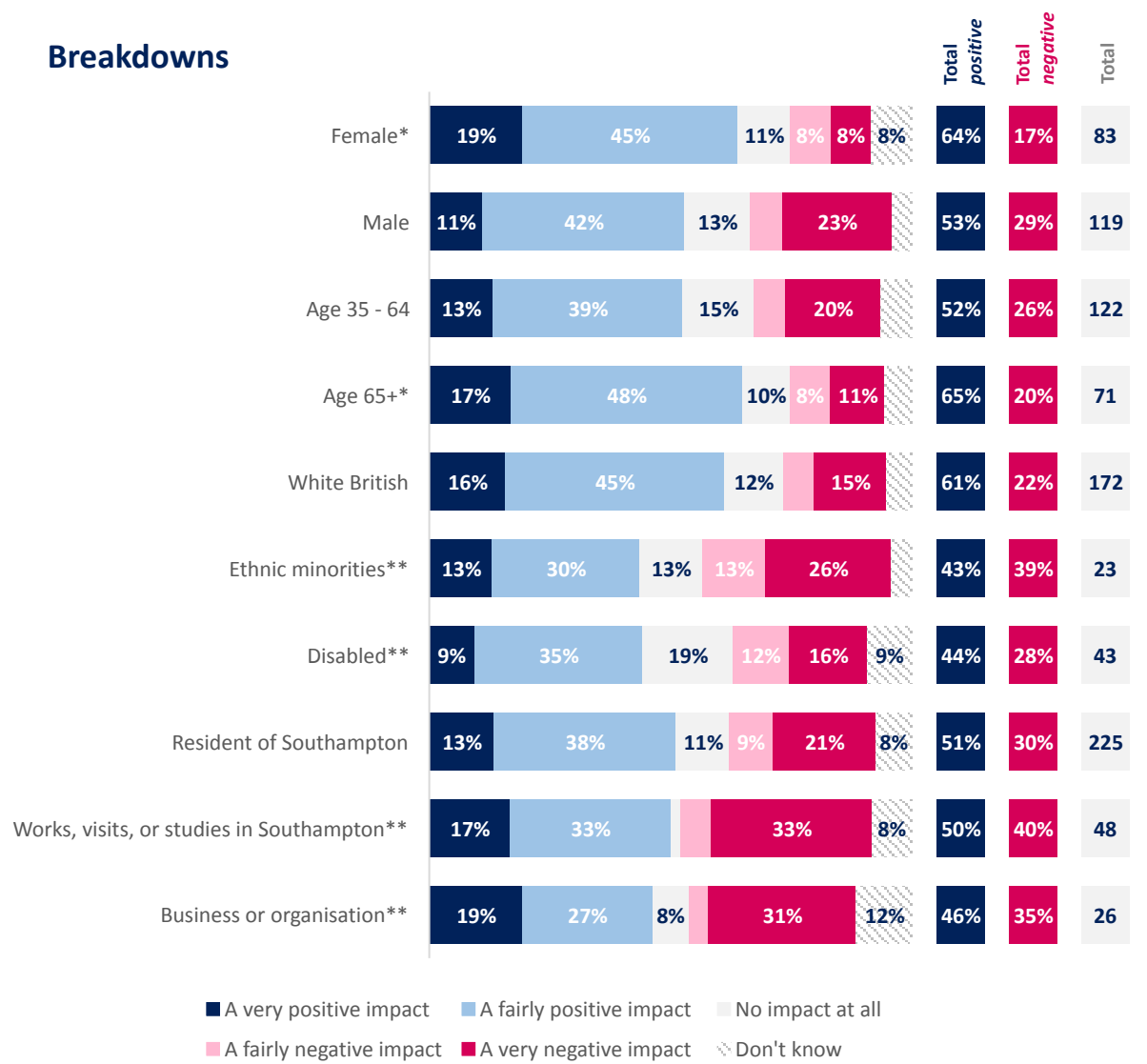
Total responses **247**



Key findings

- 49% of respondents said that the strategy would have a *positive* impact, with more respondents saying it would have a *very negative* impact (24%) than *very positive* (13%)
- Majorities of women, men, both age breakdowns, respondents with White British ethnicity, and residents of Southampton (between 51% and 65%) said that the strategy would have a *positive* impact
- Less than half of disabled respondents and those who work, visit, or study in Southampton said that the strategy would have a *positive* impact (44% and 50% respectively) although in both cases *positive* was still a more popular sentiment than *negative* (28% and 40%)

Breakdowns

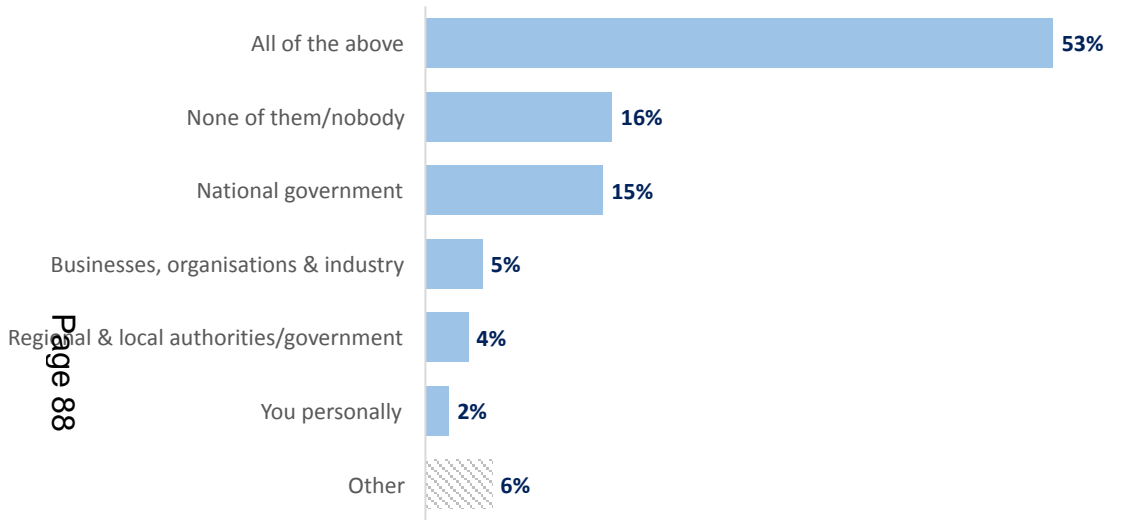




Question 19 | In your opinion, who within the UK is most responsible for ensuring net zero targets are achieved?



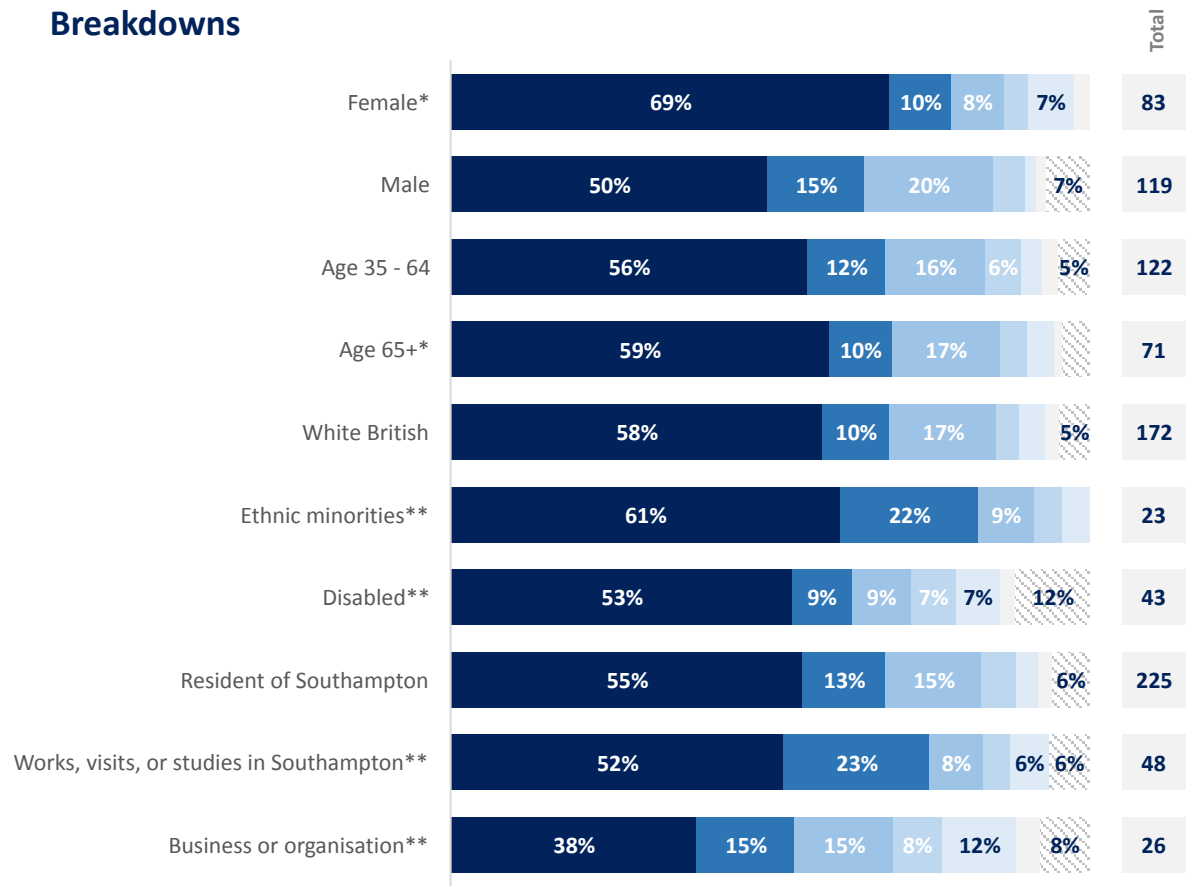
Total responses **247**



Key findings

- A majority of respondents (53%) said that all of the options listed had a responsibility to achieve net zero targets; of an individual option, national government was the most cited by respondents at 15%
- All breakdowns responded 'all of the above' by 50% or more, apart from respondents from a business or organisation (38%)
- Again, female respondents responded 'all of the above' to a greater extent than male (69% and 50% respectively)

Breakdowns



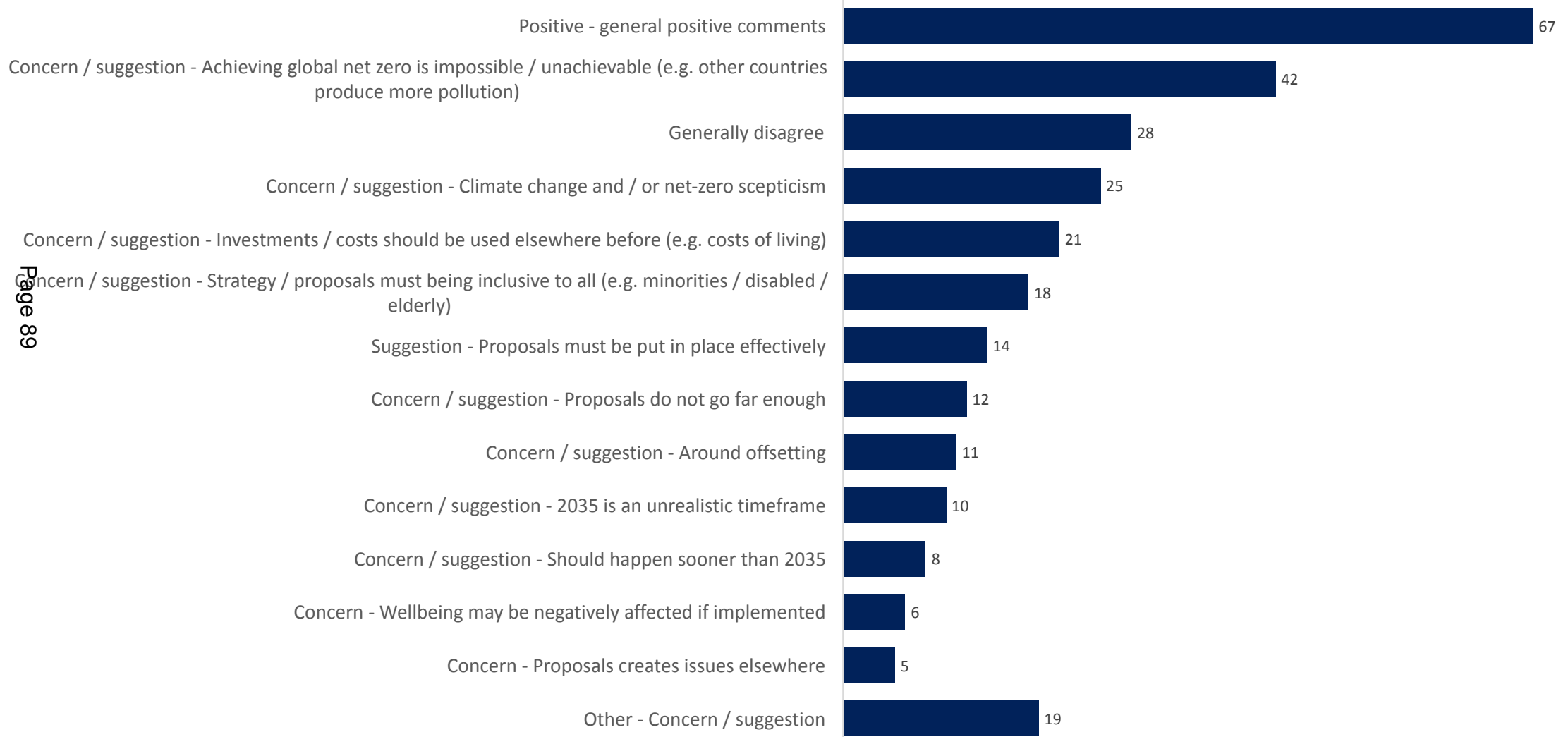
■ All of the above
 ■ None of them/nobody
■ National government
 ■ Businesses, organisations & industry
■ Regional & local authorities/government
 ■ You personally
■ Other



General comments, suggestions, and concerns around the strategy and proposals overall



Throughout the consultation, respondents had an opportunity to provide free text responses on the topics. The following graph shows the total number of respondents by each theme of comment. This graph is presented in respondent count rather than percentage.





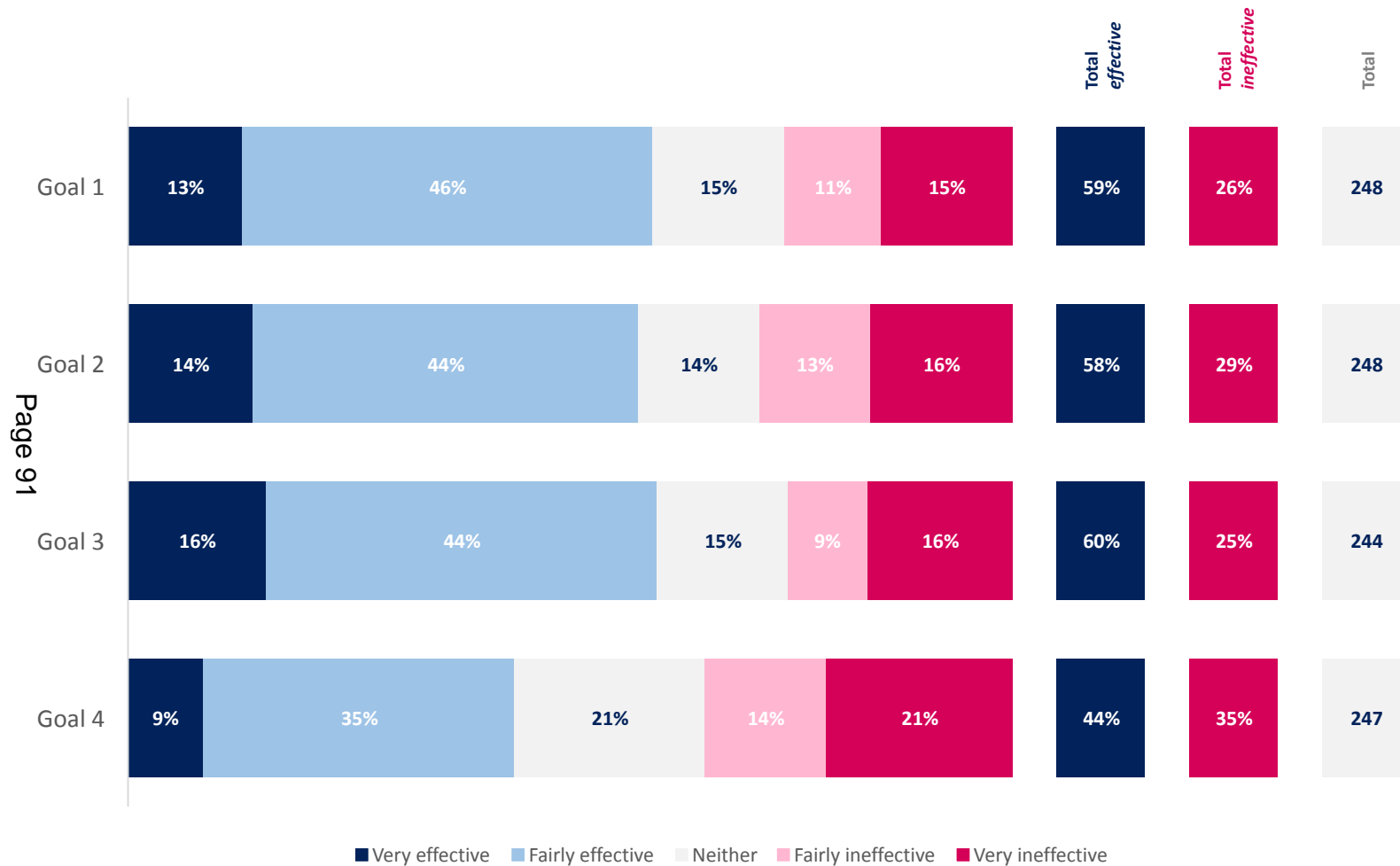
Responses & analysis

Feedback on the goals





Questions 5, 7, 9, 11 | How effective do you think the proposed approach will be towards achieving Goal [...]? Summary



Key findings

- Respondents said that the strategy would be *effective* in achieving Goals 1-3 between 58% and 60%
- Responses for Goal 4 differ: while most respondents still said the proposals would be *effective* (44%), this is between 14% and 16% points less than with the other goals
- Goal 4 had a net *effective* total of 11% points, compared to 33%, 29%, and 35% points for Goals 1-3 respectively

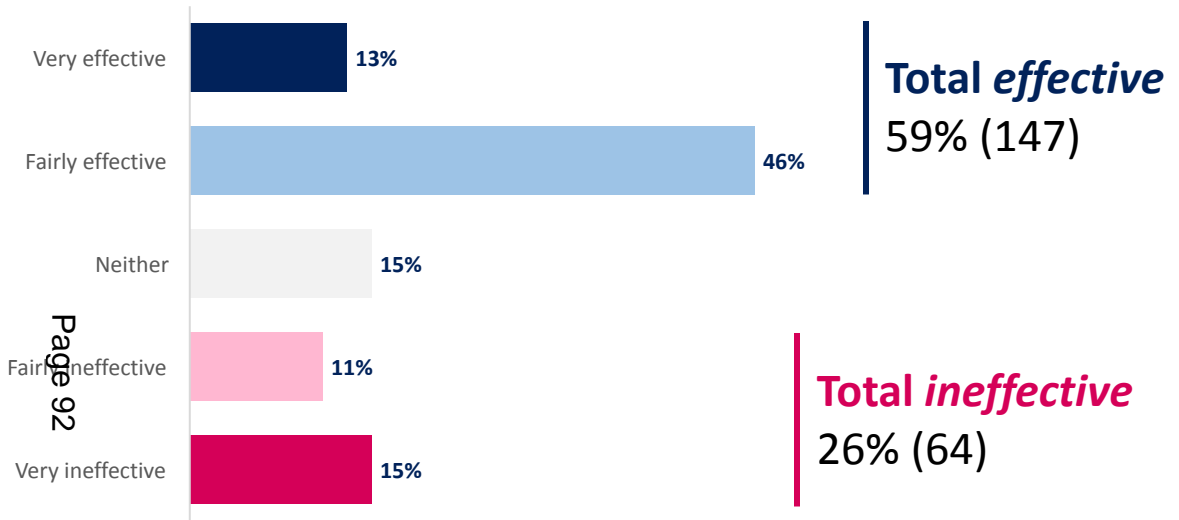
Page 91



Question 5, Goal 1 | How effective do you think the proposed approach will be towards achieving Goal 1?



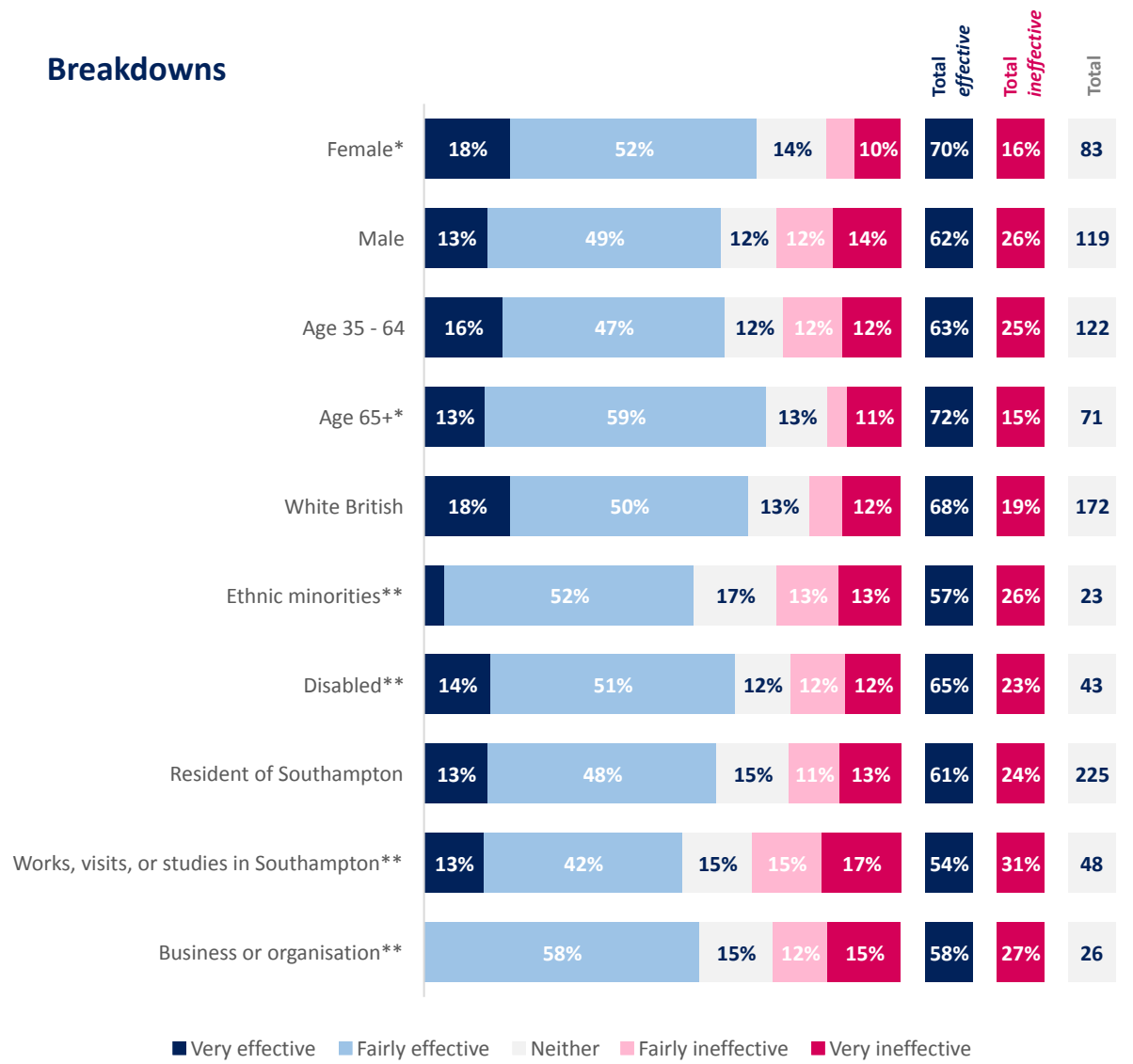
Total responses **248**



Key findings

- A majority of respondents said that the proposals will be *effective* in helping to achieve Goal 1 (59%)
- While 46% of respondents responded *fairly effective*, more said *very ineffective* (15%) than said *very effective* (13%)
- Female respondents and respondents aged 65 or older responded *effective* to the greatest extents at 70% and 72% respectively
- Again, male respondents responded *effective* to a lesser extent than female (62% compared to 70%)

Breakdowns



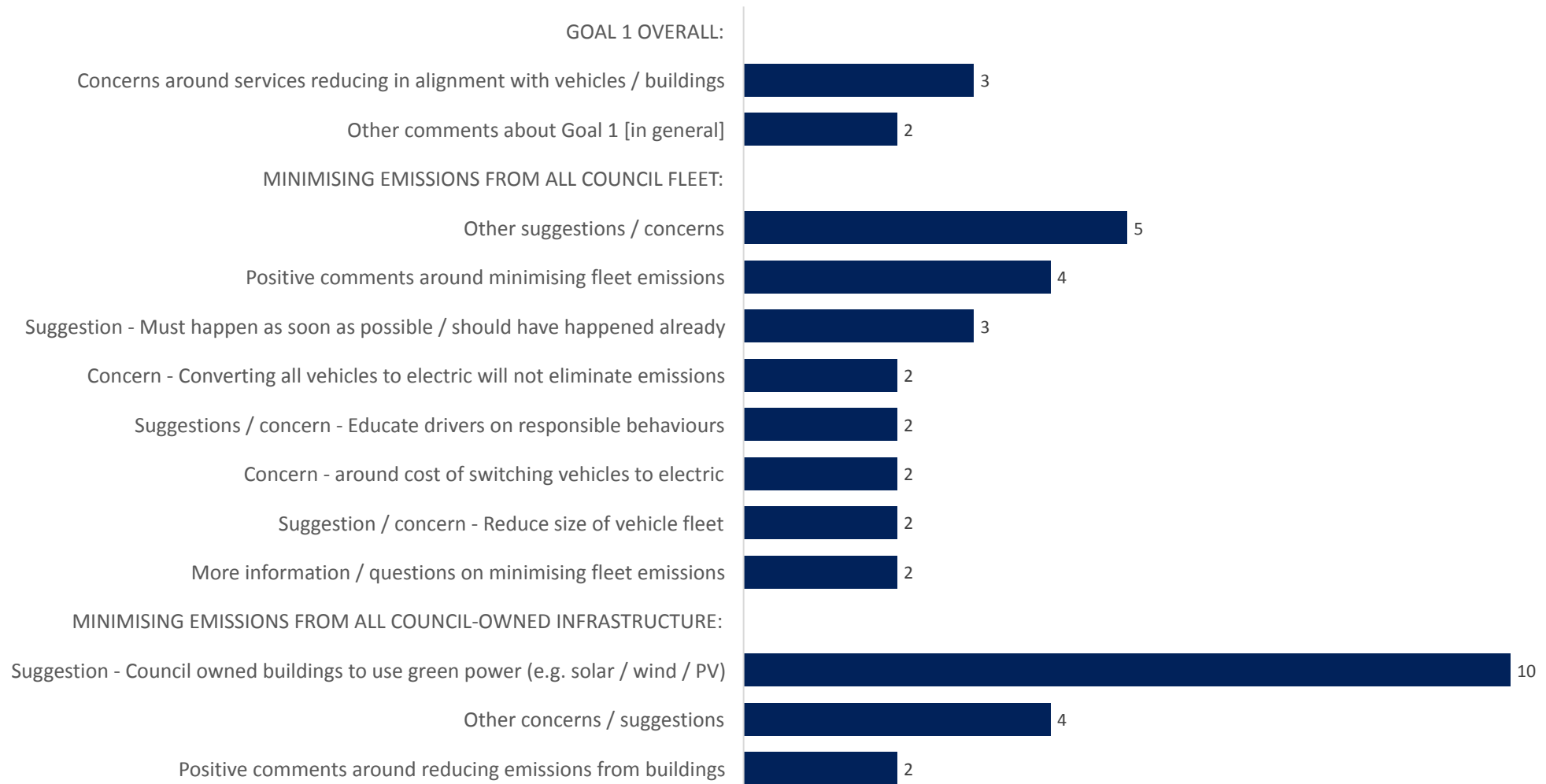


Goal 1 | If you have any comments, impacts, suggestions or alternatives you feel we should consider, please provide details



Throughout the consultation, respondents had an opportunity to provide free text responses on the topics. The following graph shows the total number of respondents by each theme of comment. This graph is presented in respondent count rather than percentage.

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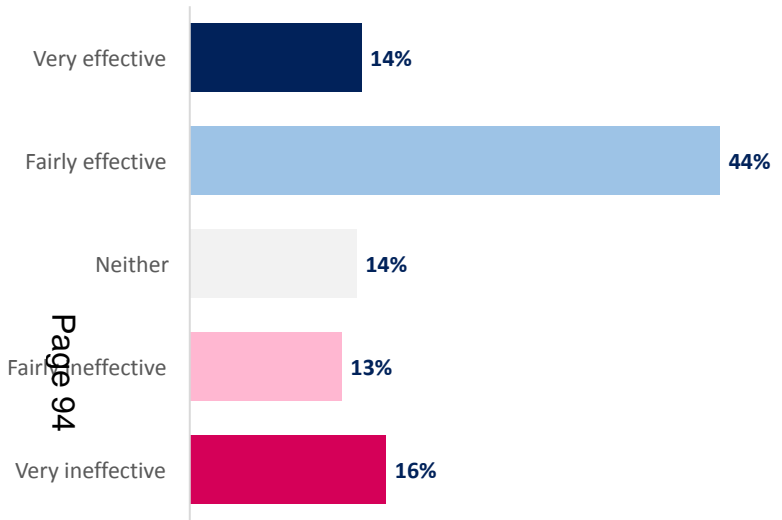




Question 7, Goal 2 | How effective do you think the proposed approach will be towards achieving Goal 2?



Total responses **248**



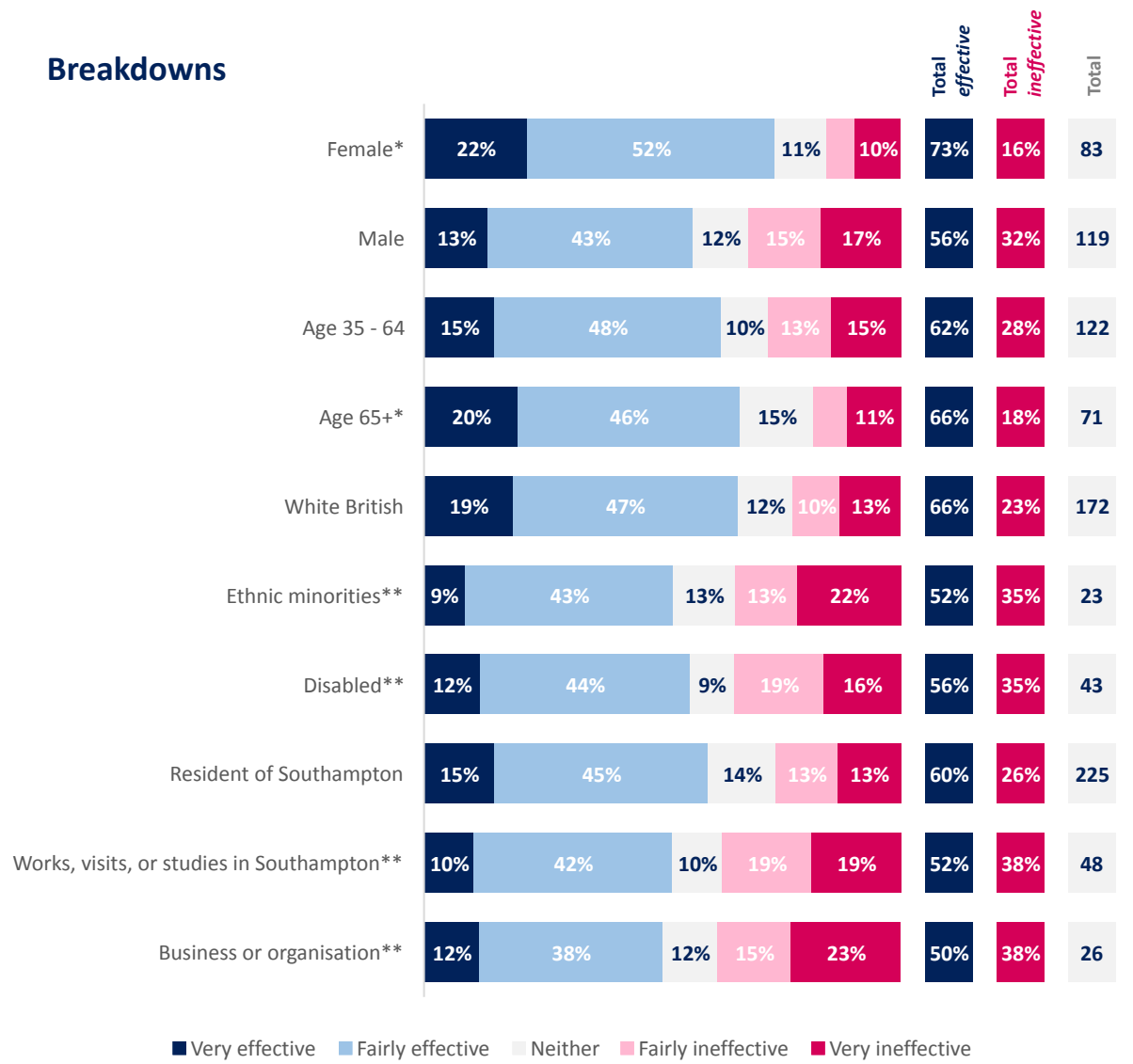
Total effective
58% (143)

Total ineffective
29% (71)

Key findings

- A majority of respondents said that the proposals will be *effective* in helping to achieve Goal 2 (58%)
- Female respondents responded *effective* to the greatest extent at 73%
- Residents of Southampton responded *effective* to a greater extent than either those that work, visit, or study in Southampton and businesses/organisations (60% versus 52% and 50% respectively)

Breakdowns

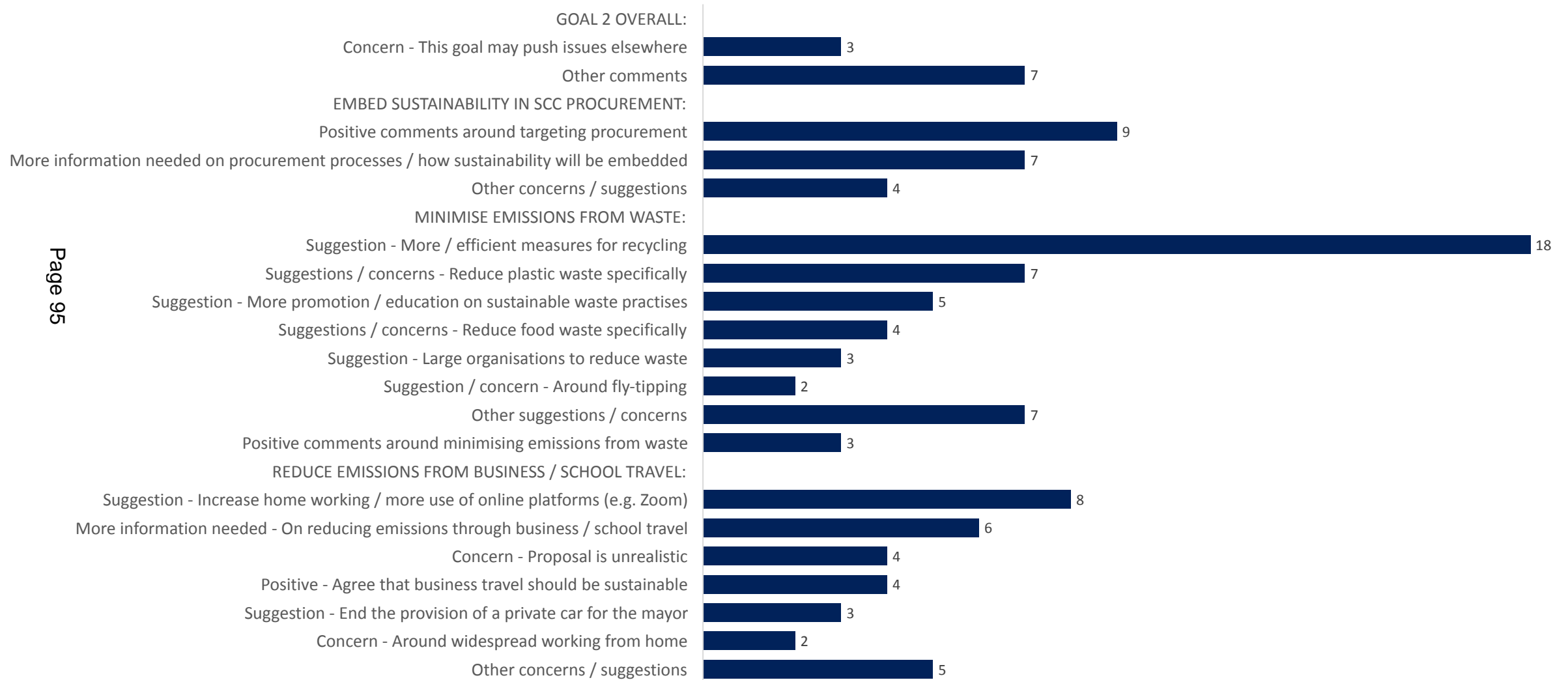




Goal 2 | If you have any comments, impacts, suggestions or alternatives you feel we should consider, please provide details



Throughout the consultation, respondents had an opportunity to provide free text responses on the topics. The following graph shows the total number of respondents by each theme of comment. This graph is presented in respondent count rather than percentage.

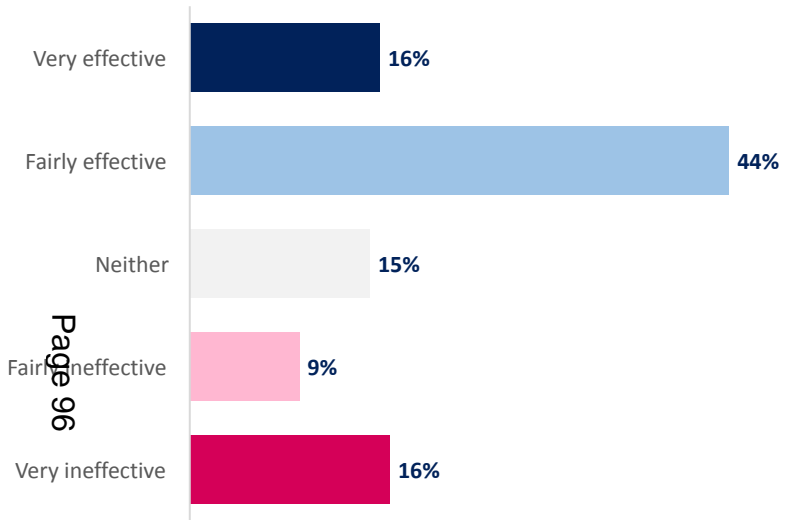




Question 9, Goal 3 | How effective do you think the proposed approach will be towards achieving Goal 3?



Total responses **244**



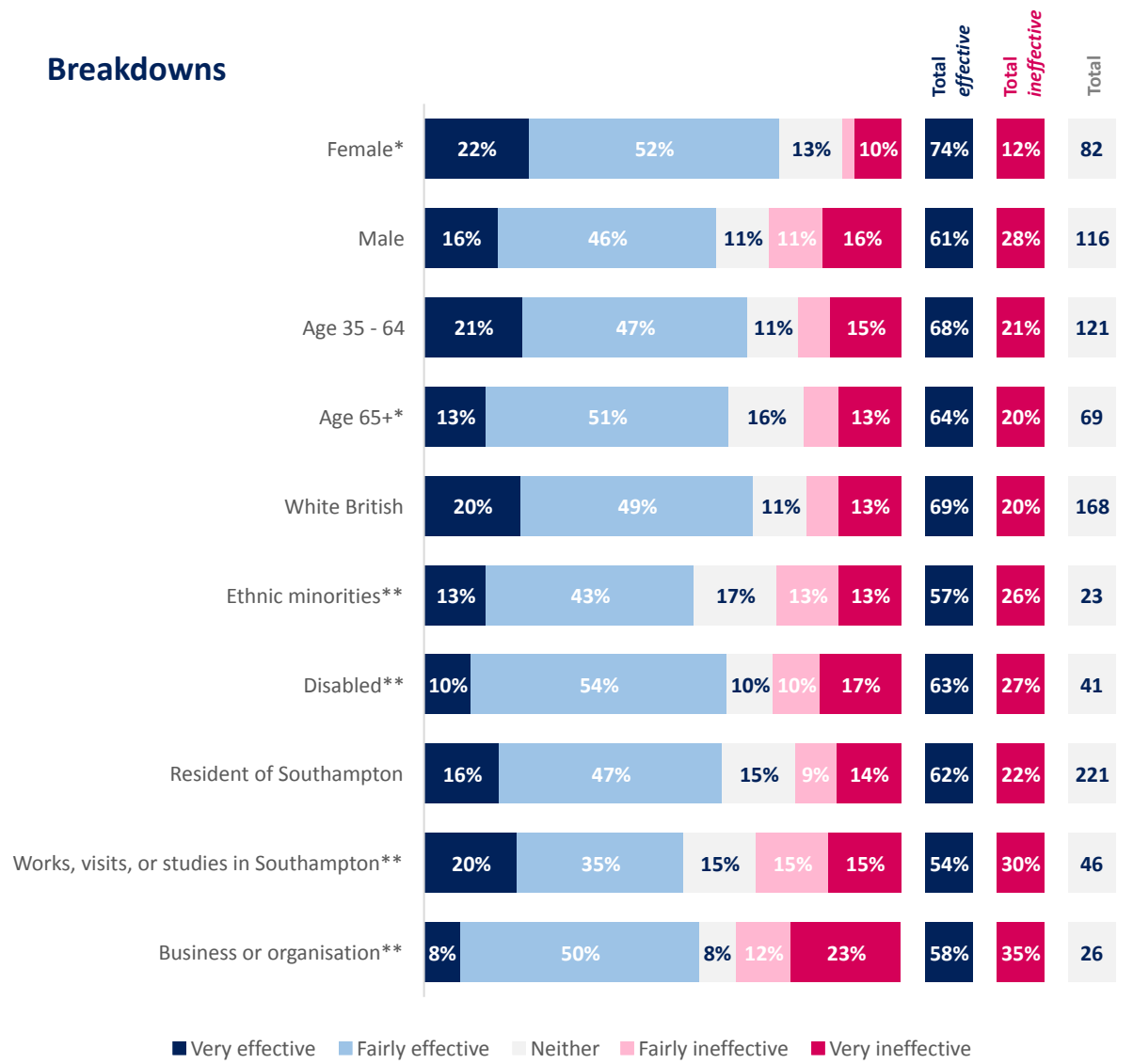
Total effective
60% (146)

Total ineffective
25% (62)

Key findings

- A majority of respondents said that the proposals will be *effective* in helping to achieve Goal 3 (60%)
- Female respondents responded *effective* to the greatest extent at 74%, 14 points more than respondents overall and 13 points more than men (61%)

Breakdowns

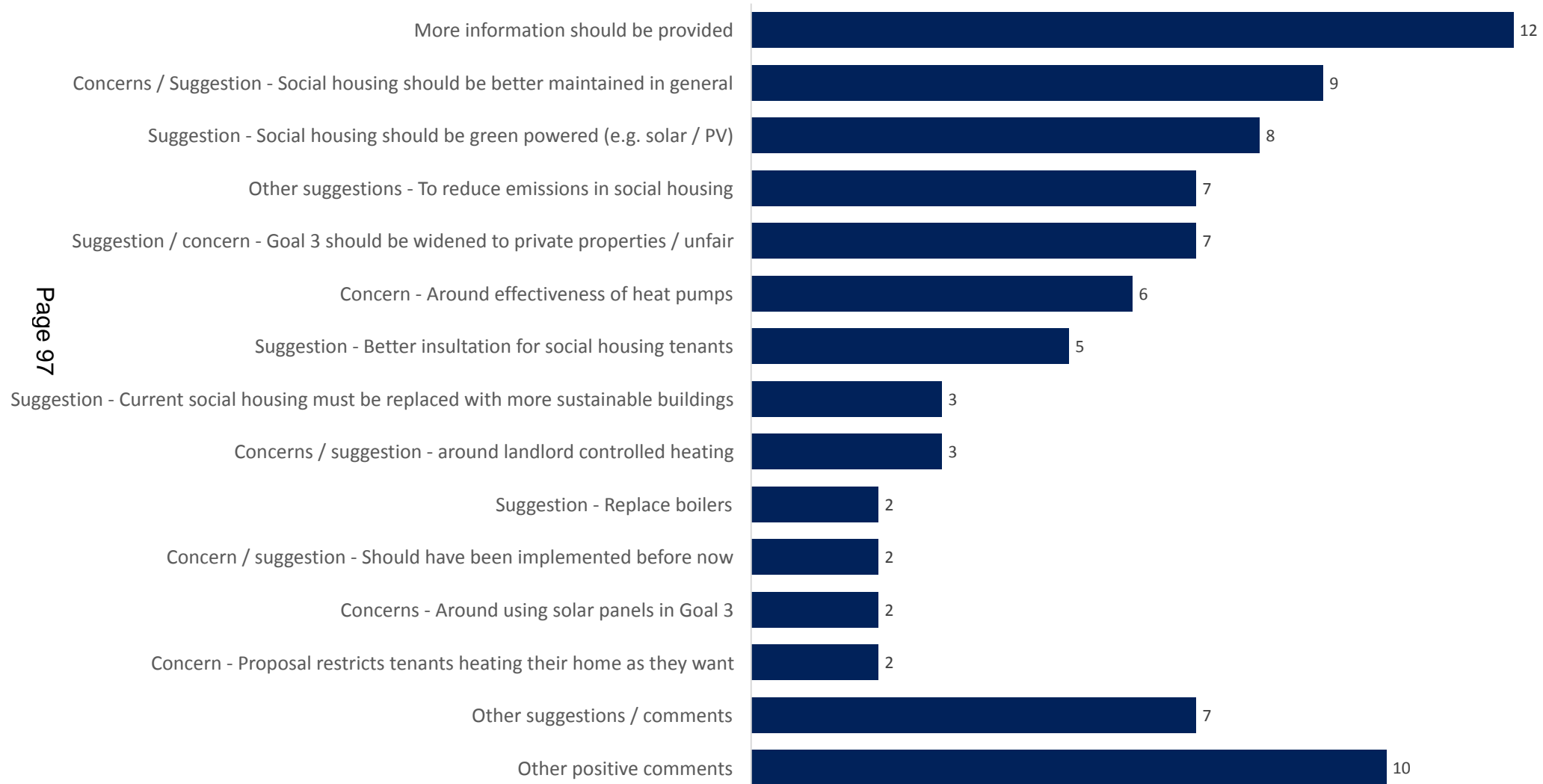




Goal 3 | If you have any comments, impacts, suggestions or alternatives you feel we should consider, please provide details



Throughout the consultation, respondents had an opportunity to provide free text responses on the topics. The following graph shows the total number of respondents by each theme of comment. This graph is presented in respondent count rather than percentage.

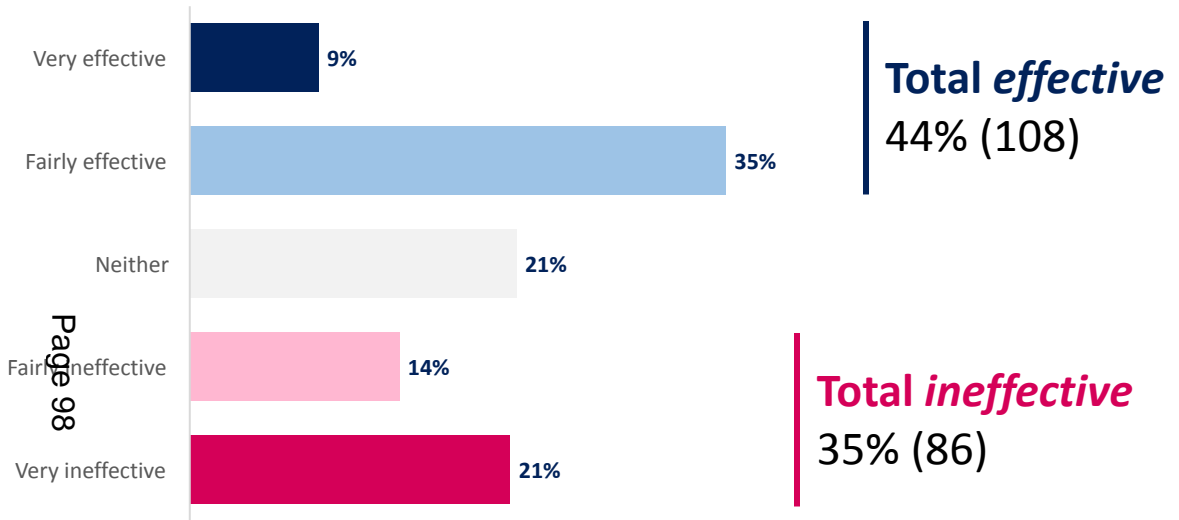




Question 11, Goal 4 | How effective do you think the proposed approach will be towards achieving Goal 4?



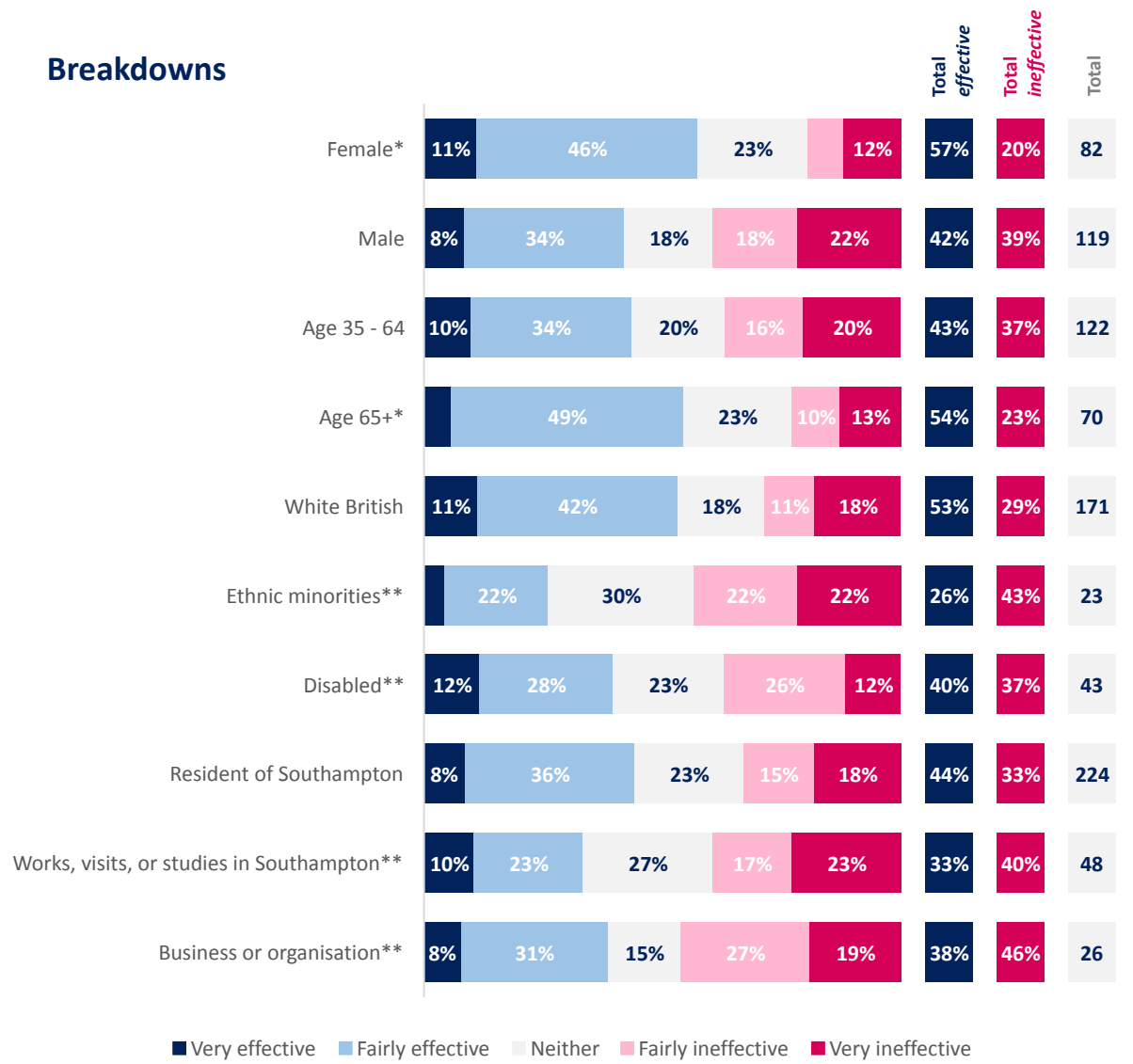
Total responses **247**



Key findings

- A minority of respondents (44%) said that the strategy will be *effective* in achieving Goal 4; a majority said that it would either be *neither* or *ineffective* (56%)
- Male respondents, respondents aged 35 – 64 and respondents with a disability all responded net *effective* by less than 6% points
- Those who work, visit, or study in Southampton responded *ineffective* to a greater extent than *effective* 40% to 33%

Breakdowns



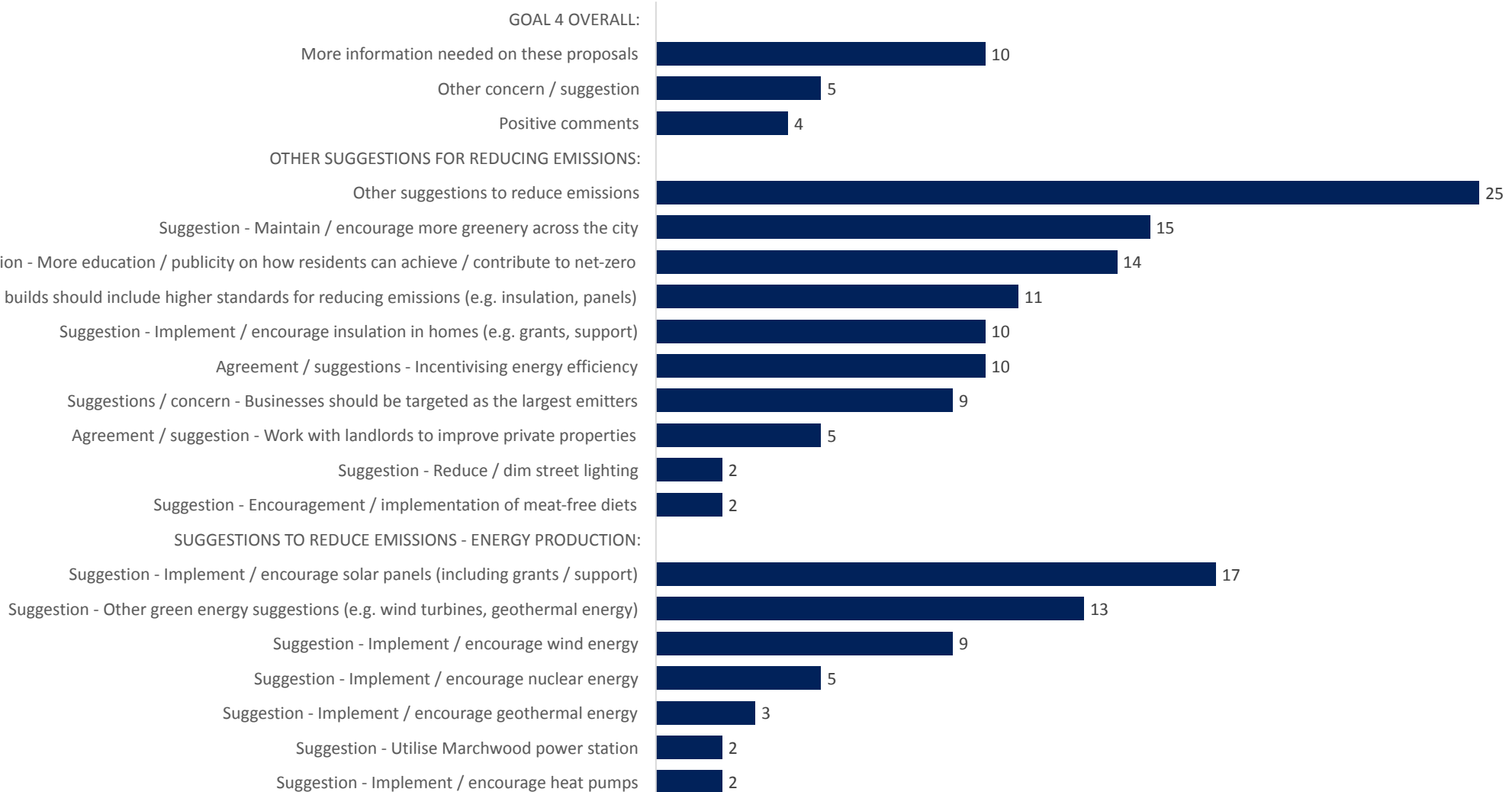


Goal 4 | If you have any comments, impacts, suggestions or alternatives you feel we should consider, please provide details *page one of three*



Throughout the consultation, respondents had an opportunity to provide free text responses on the topics. The following graph shows the total number of respondents by each theme of comment. This graph is presented in respondent count rather than percentage.

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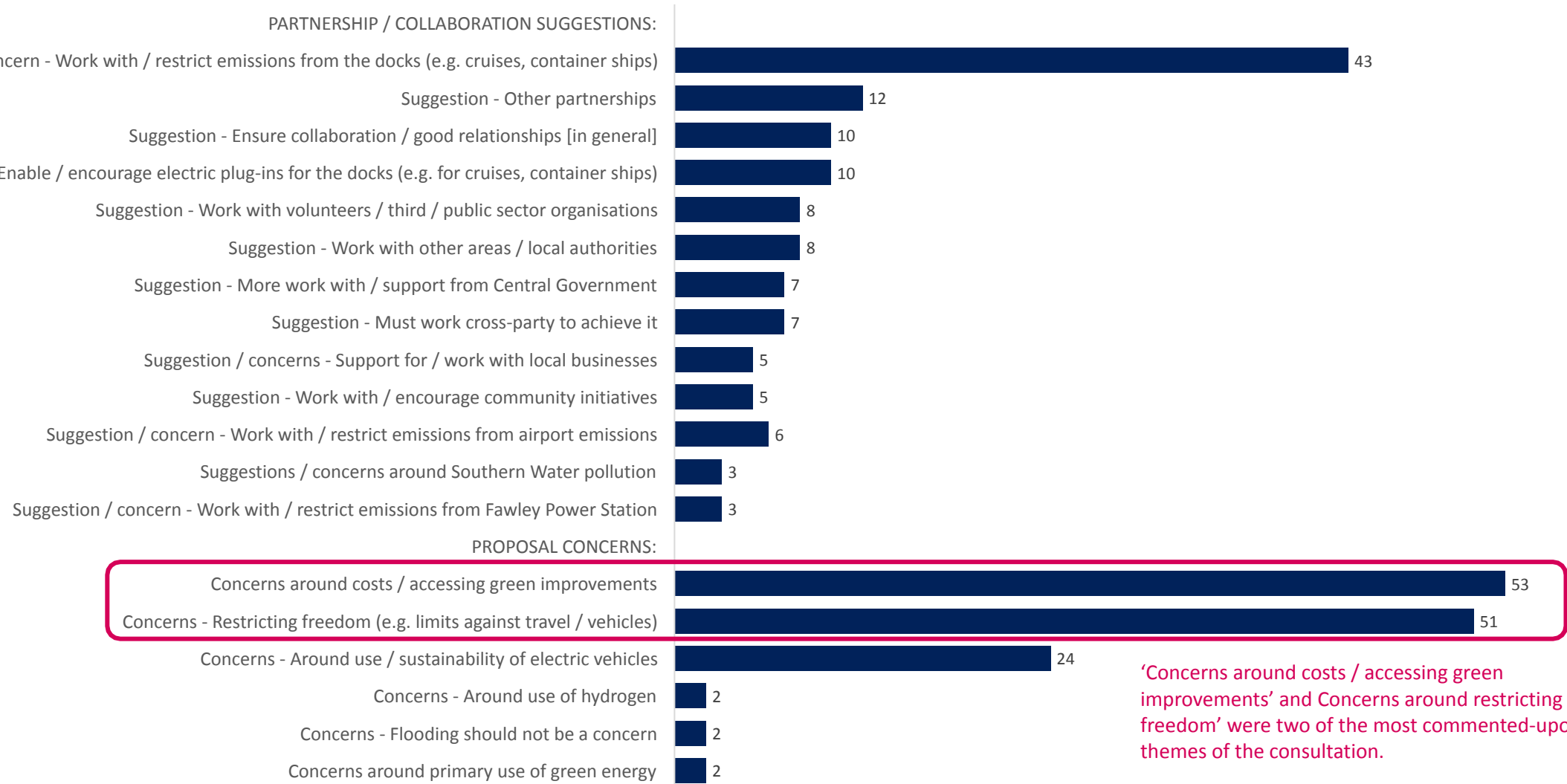


Goal 4 | If you have any comments, impacts, suggestions or alternatives you feel we should consider, please provide details *page two of three*



Throughout the consultation, respondents had an opportunity to provide free text responses on the topics. The following graph shows the total number of respondents by each theme of comment. This graph is presented in respondent count rather than percentage.

Page 100



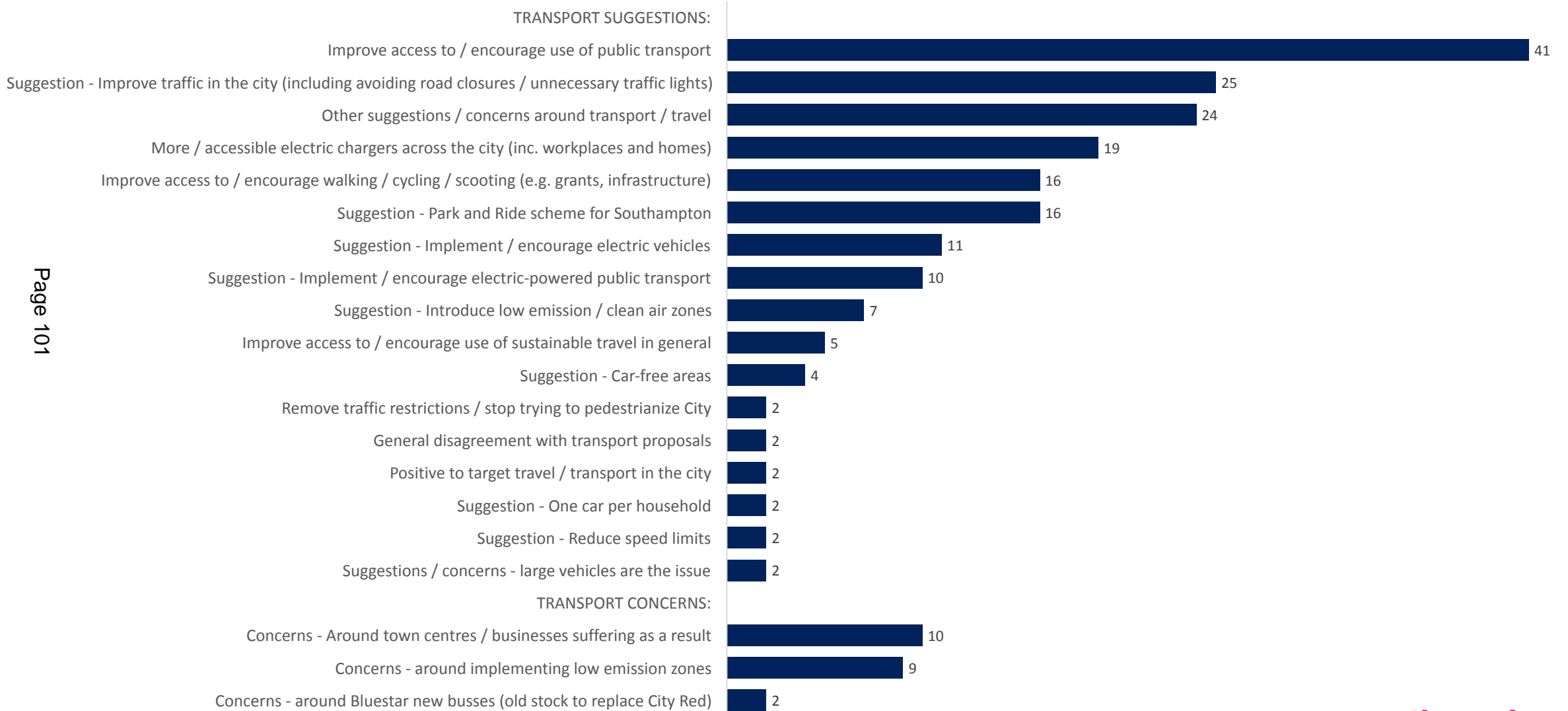
'Concerns around costs / accessing green improvements' and Concerns around restricting freedom' were two of the most commented-upon themes of the consultation.



Goal 4 | If you have any comments, impacts, suggestions or alternatives you feel we should consider, please provide details *page three of three*



Throughout the consultation, respondents had an opportunity to provide free text responses on the topics. The following graph shows the total number of respondents by each theme of comment. This graph is presented in respondent count rather than percentage.





Responses & analysis

Reading the draft strategy

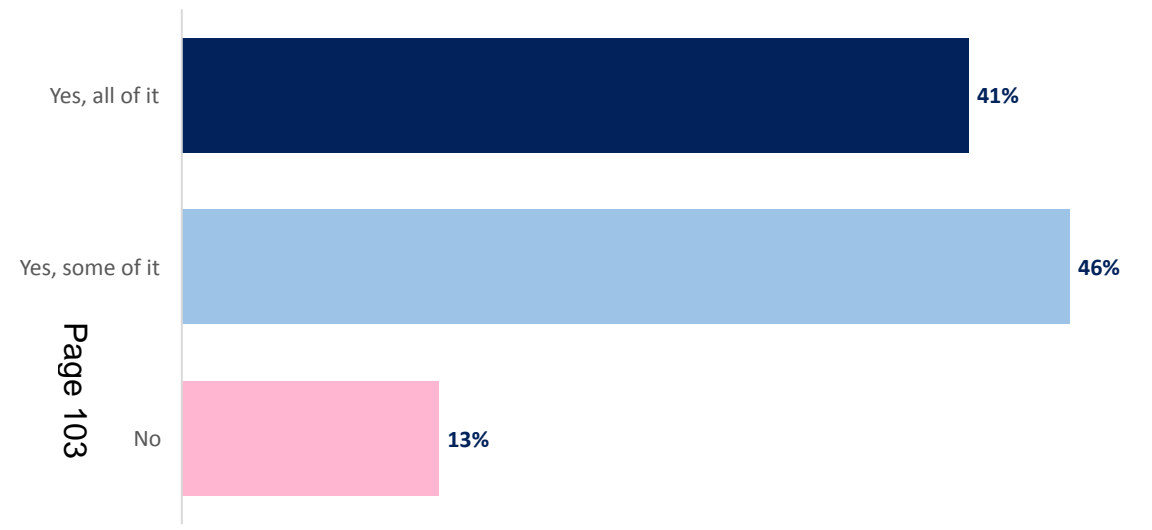




Question 15 | Have you read the proposed draft strategy?



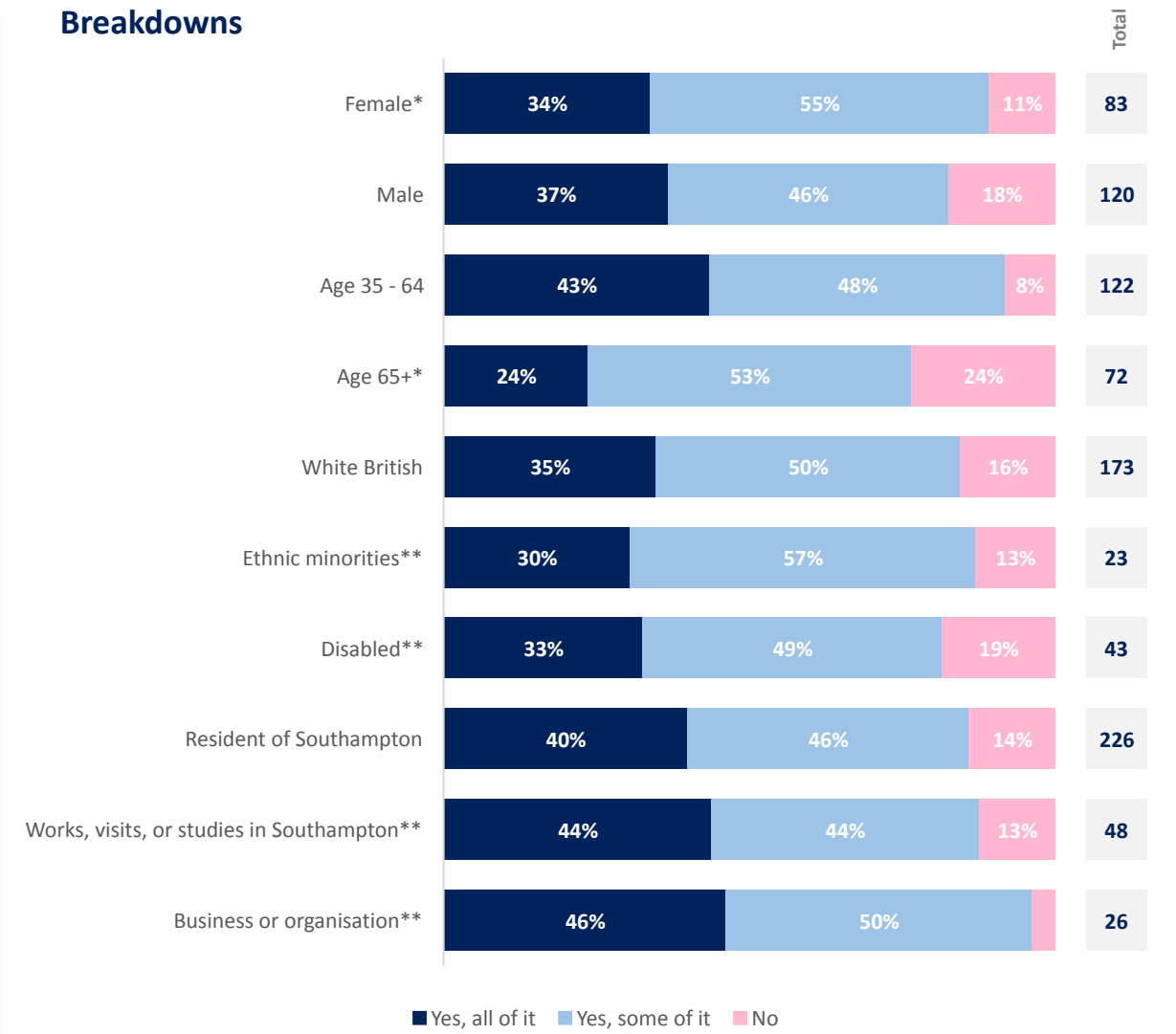
Total responses **248**



Key findings

- A majority (87%) said they had read at least part of the strategy
- The % of respondents saying that they had read at least part of the strategy ranges from 92% of 35 – 64 year-olds to 86% of those aged 65 or older
- No breakdown said that they had not read the strategy by more than 24%

Breakdowns

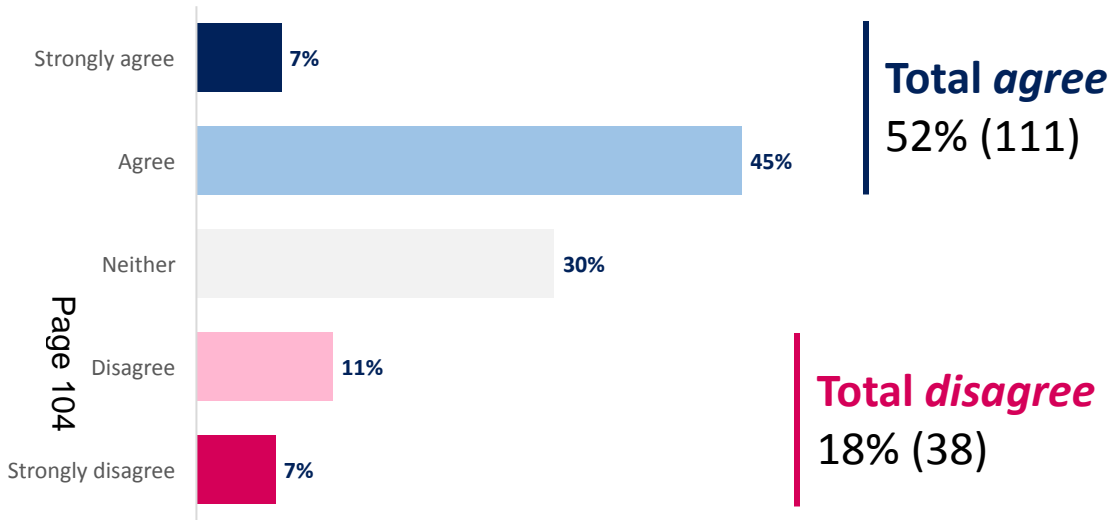




Question 16a | If you have read the proposed draft strategy, to what extent do you agree or disagree with the following statements? “The draft strategy is easy to understand”



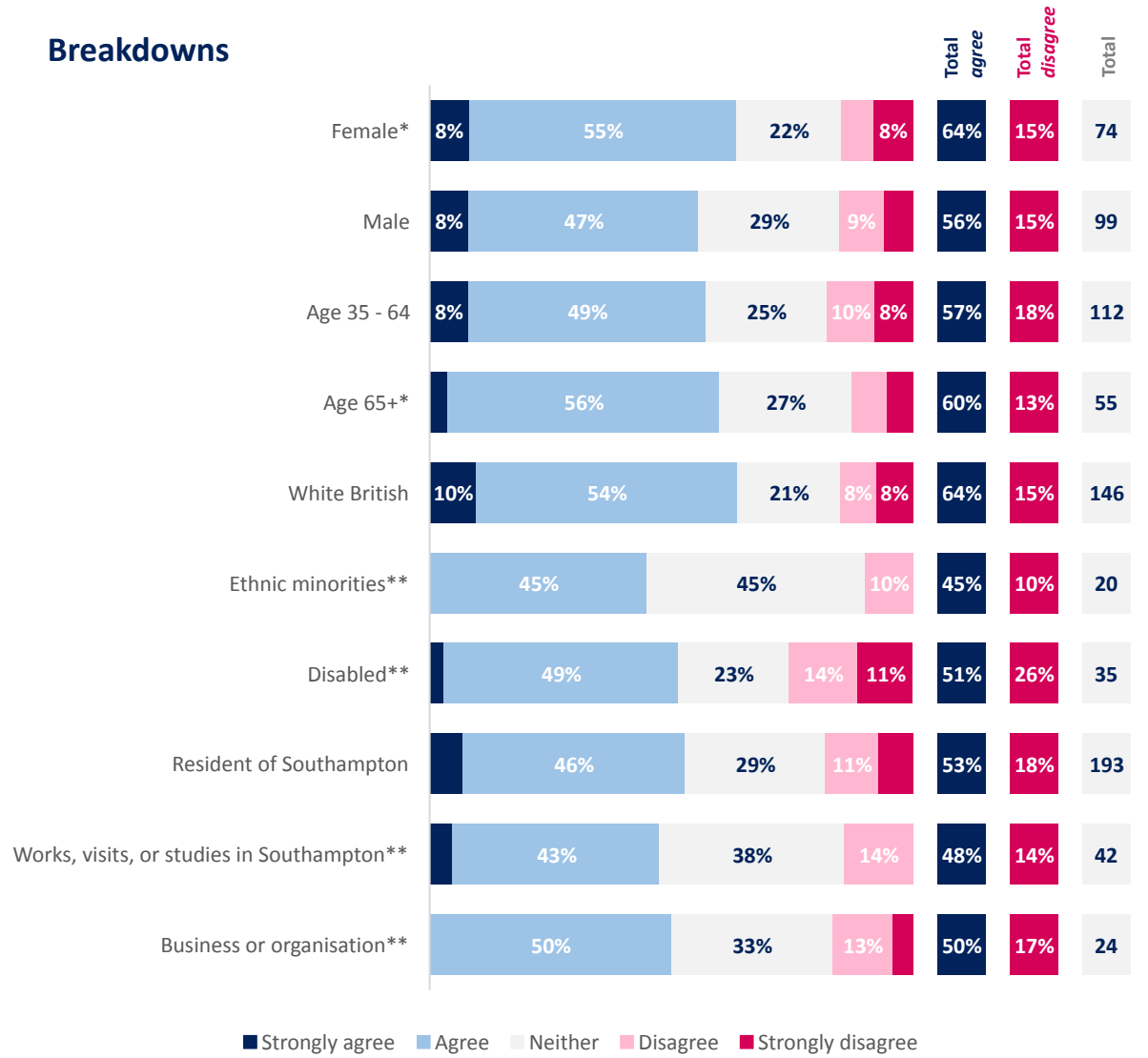
Total responses **212**



Key findings

- A majority (52%) of respondents said that they *agree* that the strategy is easy to understand, with more saying *neither* agree nor disagree (30%) than said that they disagree (18%)
- Only breakdowns with less than 50 respondents did not respond majority *agree*

Breakdowns

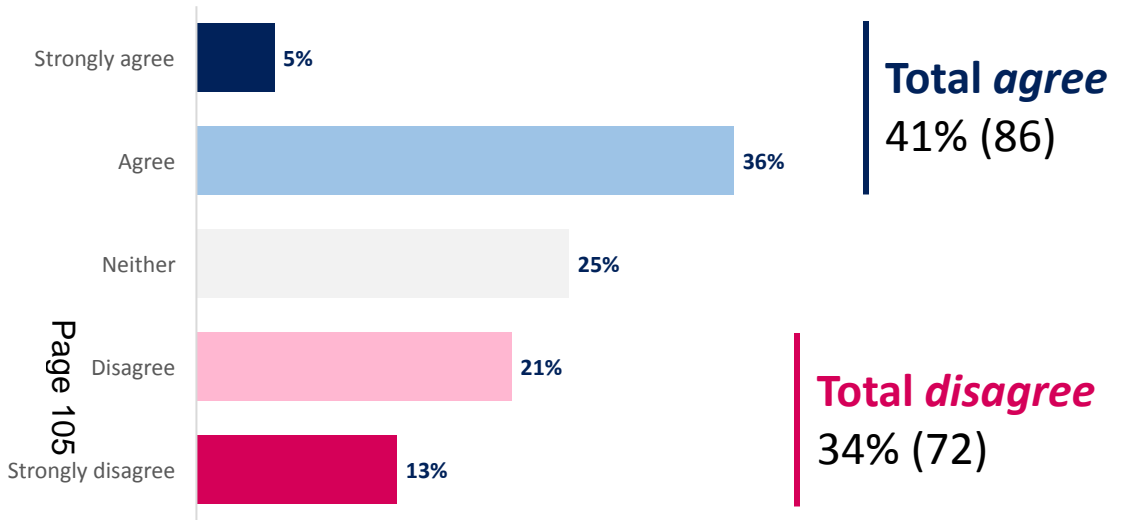




Question 16b | If you have read the proposed draft strategy, to what extent do you agree or disagree with the following statements? “The draft strategy provides sufficient information”



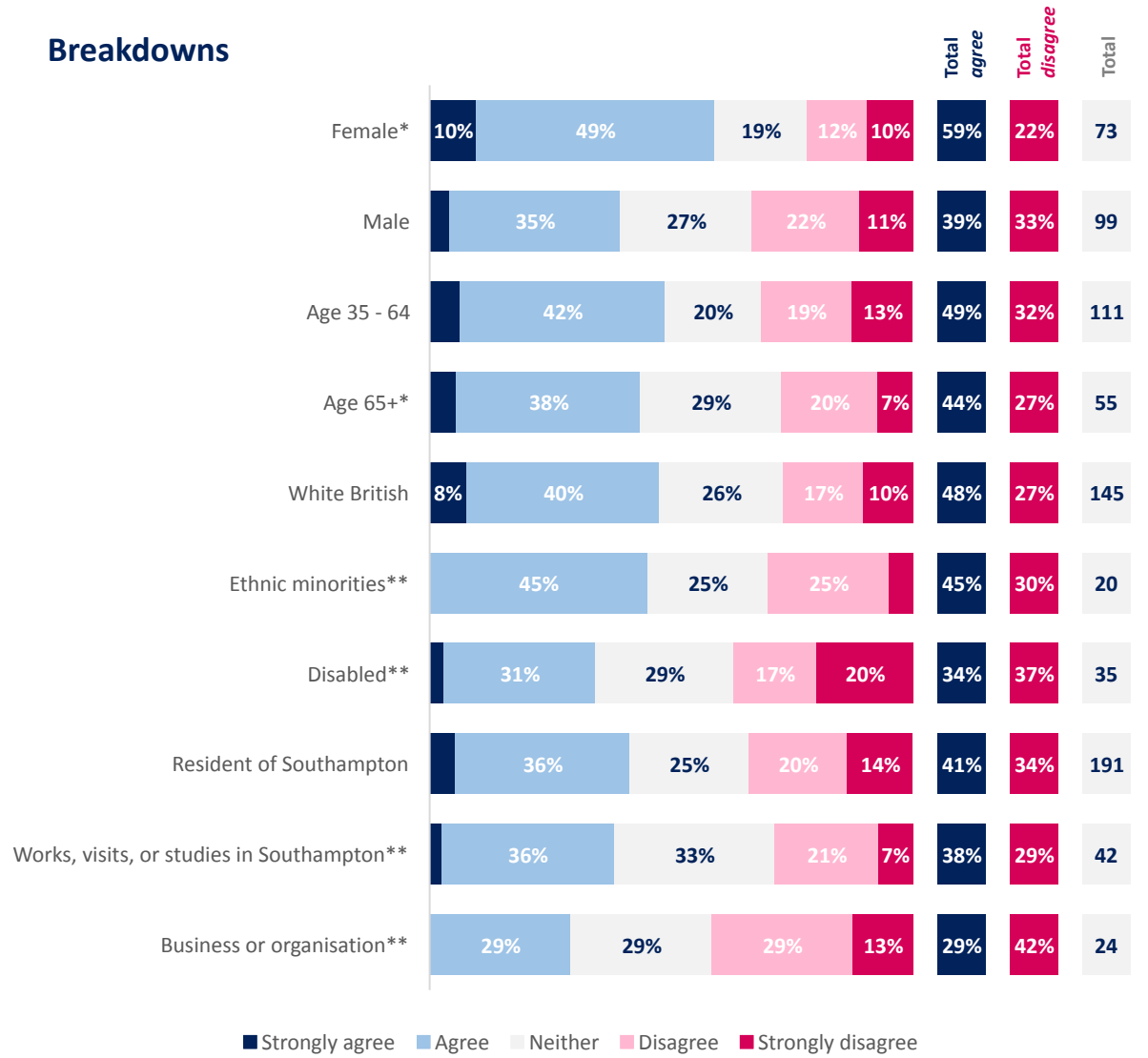
Total responses **210**



Key findings

- A minority (44%) of respondents said that they *agree* that the draft strategy provides sufficient information, 7% points more than those that said they *disagree*
- 25% said that they *neither* agreed or disagreed with the statement, the second-most popular response after *agree*

Breakdowns

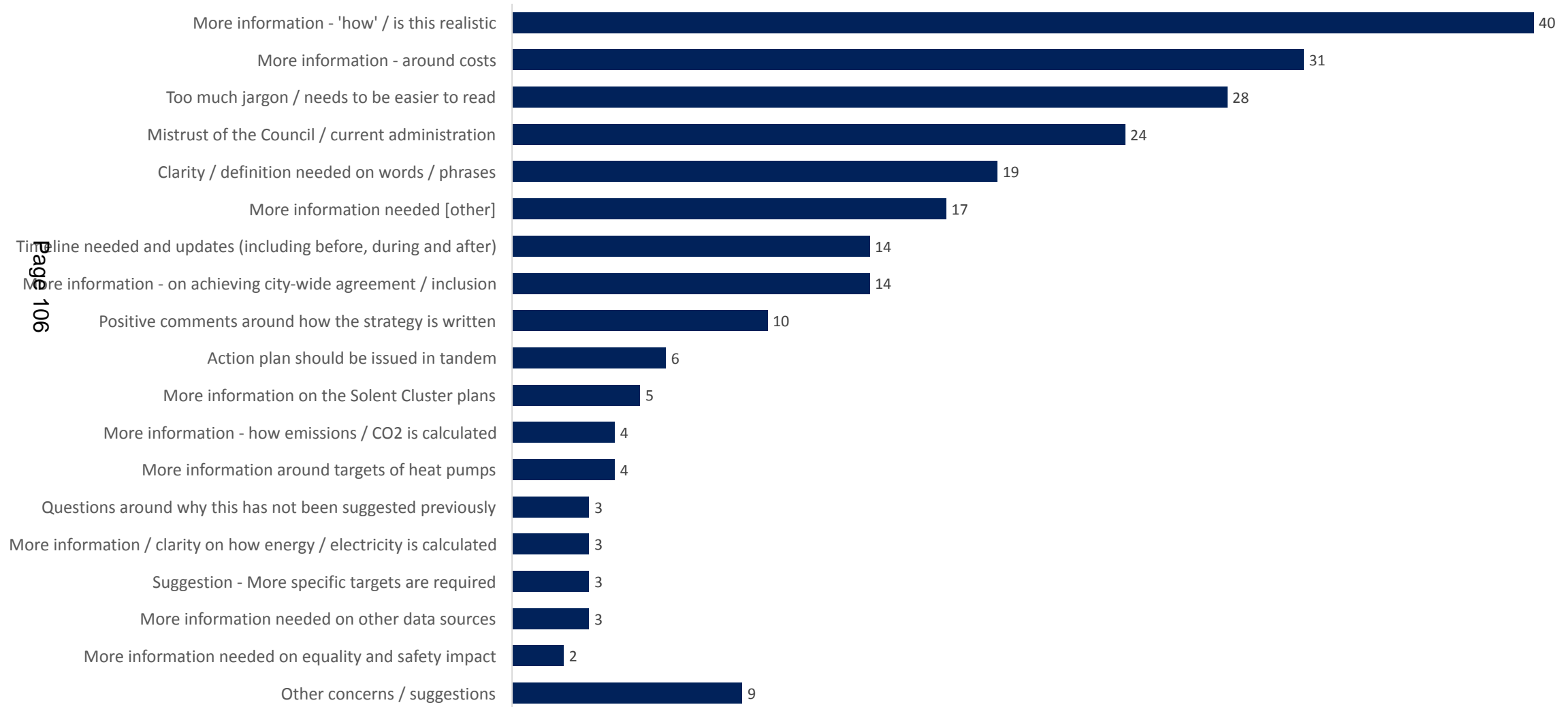




If there were parts of the strategy that you did not understand or you feel you need more information, please provide further details



Throughout the consultation, respondents had an opportunity to provide free text responses on the topics. The following graph shows the total number of respondents by each theme of comment. This graph is presented in respondent count rather than percentage.



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Considerations of the consultation feedback – Draft Net Zero Strategy Consultation

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
Quantitative feedback				
Overall concerns / suggestions	Positive - general positive comments (67 comments)	<i>Agree; sounds good; great idea; Needs to be done, can't let Portsmouth beat us in the race to Net Zero; glad to see that affordable and equitable are to be factored in; Prioritising actions with co-benefits sounds most useful; Glad to see the Council actively engaged in this area; I think it's brilliant that Southampton city Council have put together this strategy; support goals; if it costs money in the short term, then this would be a good use of council funding where necessary; goals are laudable; clean air / pollution is an issue.</i>	Positive comments support the need for the Net Zero Strategy.	
	Concern / suggestion - Achieving global net zero is impossible / unachievable (e.g. other countries produce more pollution) (42 comments)	<i>other countries are causing far greater harm than us and have no intention to improve; we are only accountable for 2% of the problem; there will be no impact on global net zero; achieving net zero is impossible; the infrastructure isn't ready for technology needed to reach net-zero; No matter what u do it won't impact us or our children or grandchildren; Absolutely stupid idea whilst China India etc are pumping out crap into the Worlds Air; If the U.K. vanished there would be no change in the world's temperature; man-made emissions are tiny compared to the natural emissions from volcanoes and the oceans; Impossible to do. The human body is 18.5 % carbon. Have to wipe us out; you will bankrupt this country with no effect on the world climate; It is an impossible ambition. When we are living in caves and eating vegetables then we might get close; unachievable - and with no democratic mandate; Carbon is a TINY % of our air and therefore entirely HARMLESS. This exercise is therefore utterly pointless, economically suicidal, Virtue signalling; this winter we have been burning coal and gas in power stations to produce electricity that we can pretend is Carbon Zero; Unless everyone is on board from the cup that people drop in the wrong bin to the wrong waste in a bin that renders the contents of the recycling useless, it will be virtually impossible to achieve your goal.</i>	Other countries also have net zero targets, for example, China is aiming to be net zero by 2060. Globally, economies are at different stages of development, with developed countries having historically emitted a larger share of emissions, allowing them to develop at a greater rate. While developing countries have begun to rapidly increase their emissions, historical emissions of developed nations far outweigh these increases. Southampton Net Zero will have many local environmental, social, and economic benefits such as job creation, energy independence, health and wellbeing, resilience, and citizen engagement.	There is an expectation that Local Authorities will have a part to play. Southampton City Council declared a climate emergency in 2019 and soon after set itself the challenge of being a net zero organisation by 2030. More recently, the Southampton City Council Corporate Plan (2022-2030) sets a vision for a zero carbon city by 2035, so that they can be part of the solution to tackling climate change.
	Generally disagree (28 comments)	<i>You caused this all, we do not consent; not needed; rubbish; disagree; not impressed; making things worse; bonkers idea; Scrap this proposal until you can prove its worth it and that the science is proven; Net zero policies have to be abandoned before the country is destroyed; Leave the animals and cars alone; The strategy as it stands only acts to upset communities because it doesnt provide long lasting solutions; negative effect; small gains at a huge cost; waste of time.</i>	The scientific consensus is that human induced climate change has already started. Our world is warming causing more extreme weather events, and sea level rise. The consequences include increased flooding, more frequent and severe heat waves, water scarcity, more pollution, and loss of biodiversity. There will be a detrimental impact on people's lives including health, and damage to homes and businesses. Climate change is already having an impact, with parts of the UK reaching over 40oC in July 2022.	
	Concern / suggestion - Climate change and / or net-zero scepticism (25 comments)	<i>Manmade global warming is a scam; Science has proven there is no climate change; net zero is a ie just to make money for councillors; net zero is a con; Everything is carbon based so how can net zero even exist; It is a tool to make us comply; What you don't understand is that the planet is changing by itself and it has been proven that other planets in the solar system are warming too, not just earth, so why declare an emergency here; This adheres to agenda 2030 set out by the billionaires of Davos, the WEF, Bilderbergers, and their ilk; Climate has changed for millions of years, mainly due to the sun cycles, not a tiny percentage of the atmosphere known as CO2, it's not even a greenhouse gas, that's a name invented for this grift, remember the ozone hole, remember the next ice age, just two contrived ideas to tax people in the past 30 years, melting ice caps.... It grew back the most in recent years. Stop pushing this garbage, in 10 to 20 years it'll be you exposed as shills; exists for one reason and one reason alone; to redistribute wealth so that the rich get richer while the poor get poorer. They do it by promoting the 'anthropomorphic climate change' twaddle using the tools of psychological manipulation. That entails actively engendering fear, guilt and any other negative emotion or thought that persuade people they are the cause of something so heinous and dire that they are willing to give up warm homes, the ability to travel, to eat meat, et cetera or else to pay hefty carbon taxes in order to 'offset' their sinful activities; CO2 levels are being used as a cover for Eco austerity pushed by those who have an agenda which encompasses green energy, electric vehicles, anti China, anti India, anti development of third world economies, social control etc etc. Climate models are just that: models. The Eco austerity agenda has only CO2 in its paradigm. CO2 level is probably a lagging indicator of global warming for warmer lakes rivers and oceans hold less CO2 in solution; Suggest you read this letter from Clintel https://clintel.org/wp-content/uploads/2021/10/Critique-of-AR6-Clintel-ICSF.pdf; No mention of solar cyclical activity or Milankovitch cycles (changes in the tilt if the Earth's axis,) or the carbon cycle or ice ages and periods of warming before fossil fuels became widespread; Net Zero is a policy which harms people and the environment and results in appalling child labour conditions in mines in the Congo and vast ecological damage where lithium is mined.</i>	At the UN Climate Change conference (COP21) in December 2015, 195 countries adopted the first ever universal global climate deal that is due to come into force in 2020. The agreement sets out a global action plan to put the world on track to avoid dangerous climate change by limiting global warming to well below 2°C above pre-industrial levels and pursue efforts towards limiting to 1.5°C. To do this we need to reach net zero carbon emissions by 2050 to have chance at limiting temperature increase and avoiding the worst effects of climate change. The UK government was the first nation to set a legally binding target to be net zero by 2050. The council recognises the urgency of the climate change crisis, and the benefit of action as soon as possible.	

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
	Concern / suggestion - Investments / costs should be used elsewhere before (e.g. costs of living) (21 comments)	<i>Spend time & money on cleaner streets & road clearing signs from overgrown foliage unblocking drains we want to live in a descent city not a dump; Preserving biodiversity is more important; the council has better things to spend money on than zero emissions; Stop all these fashionable schemes and concentrate on saving your tax payers from going into poverty; we need to particularly consider care for the vulnerable and services for children etc; Whilst emissions can be improved on, we are in a cost of living crisis; buildings are the bottom of the list. There are better ways to spend our council tax than fixing your own property; You are worried about emissions when half your tenants live in damp squalid conditions that you as a council are souls responsible for. Why not fix that first; Why don't you mend the potholes first so people visiting Southampton don't think we are a back water town; ushing through these draconian, limiting measures, will by and large stretch those in work even further at a time when choices are already difficult enough, namely heating or eating. Can the council really afford to have a further shrinking workforce who are also having to contend with a rise in council tax; concentrate on making people's lives easier, not more difficult; you should be spending tax payers money on more important things, like infrastructure and maintenance/ increasing and offering better services rather than this absolute farce; would much rather the council spent their money on other concerns - reducing homelessness, safe play spaces for children, repairing roads, litter issues.</i>	<p>The cost of living crisis, while very challenging, presents an opportunity to make our buildings greener and healthier in the long run, which will keep running costs down and move us towards meeting science based climate change targets. Government interventions must be focused on the long term as this is what gives business the necessary confidence to commit to supporting delivery, rather than the stop-start approach of the past.</p> <p>Research has found all modelled scenarios deliver similar economic impacts in the short and medium term, but that in the long-term the largest benefit is delivered by the climate positive scenario.</p> <p>Policy Briefing: The Best of Both Worlds: How tackling cost-of-living and decarbonisation creates win-wins for the UK economy Corporate Leaders Groups</p> <p>How is the cost of living crisis affecting net-zero policies? - Economics Observatory</p>	<p>Preserving biodiversity goes hand in hand with tackling climate change as increasing the quality and quantity of green infrastructure will help tackle both the causes and effects of climate change. Climate change will have adverse effects on many species therefore tackling climate change is important for both human and animal health.</p> <p>Tackling climate change is also important as the most vulnerable groups are often the most affected – this will include actions such as improving insulation for council tenants and assisting other residents to access funding for improving the energy efficiency of their homes.</p> <p>The priority will be on improving outcomes and focus on actions which will have environmental, social, and economic co-benefits will have such as job creation, energy independence, health and wellbeing, resilience, and citizen engagement.</p>
	Other - Concern / suggestion (19 comments)	<i>will increase demand, will destroy agriculture, the looks of our towns and countryside, will only benefit the people who ARE PAID to rent their land, plus we defer our manufacturing to other countries to lower emissions; We don't have the infrastructure ready yet for net zero; Forcing people in to veganism WILL NOT HELP. Ending capitalism WILL NOT HELP. Government busybodies messing with ordinary people's daily lives WILL NOT HELP. Mankind could have a very bright future ahead, so long as we can keep the climate stable enough to support our own species, tackling climate change is therefore a selfish act, and a necessary one; The problem with emissions is particulates, for example diesel is full of particles which are detrimental to human health and they're not good for other life forms either; CO2, is essential for the flourishing of plant life. [...] We've just experienced the coldest winter for years and it is cold that kills people and wildlife far more than heat. That's why health and safety legislation stipulates a minimum working temperature for employees; there is no maximum working temperature; there have always been fluctuations in weather patterns, with mini-ice ages and periods of thawing, and then there is geological history which informs us of more profound weather fluctuations which took place long before humans had any impact upon the environment. These issues need to be better understood before force majeure is used by the state against its citizens; don't give in to bullying by anti-green campaigners e.g. Portswood Road; Scope 1 direct emissions e.g. gas - policies that worked for other public health issues - look at how well we have reduced smoking rates as a country. People now feel embarrassed to smoke. We need to get that feeling for heavy polluters; concentrate on the bigger issues now like our rivers, sea and green spaces before its too late; You'll create awareness with all the expensive signs you'll put up, limiting travel. You'll earn money with all the fines you hand out for people trying to get to work via their car and going over their allotted travel permit for the year; I feel that while there is still a Judicial Review in process regarding</i>	<p>Whilst there is an expectation that some behaviours will need to change, the focus will be on positive changes which improve people's lifestyles and will be encouraged rather than enforced.</p> <p>See above responses to global situation/ net zero scepticism</p>	<p>We are also tackling other air quality issues in our air quality action plan.</p>

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		<i>the dangers posed by 5G masts that are springing up throughout the city (on the most unsuitable pieces of land) by allowing this to happen you are adding to the pollution; This should be self funding and not paid for by council taxpayer; Electric creates a large carbon footprint . Batteries , powerstations etc; Limited accountability: Local councils may not be held accountable for achieving their net-zero targets, as there may be no legal requirements or penalties for failing to meet these targets. This could lead to a lack of motivation and accountability to achieve emissions reduction goals; I would like to know why this country hasn't put a stop to trade with places like China and India and most of Africa who are polluting the planet more than any other country; If you want to reach net zero carbon emissions you'll need to depopulate...; These proposals have to be cost effective and reliable; It has to be within economic means, not knee-jerk into solutions that aren't long term; that's the road gas went down 30 years ago.... Current solutions such as ashp and pv aren't long term, they're quick fix involving more in emissions and raw materials to produce than they save and then need renewing when they degrade over time; They [must be] holistic, looking at all of the implications of any proposed action, not simply headline grabbing.</i>		
	Concern / suggestion - Strategy / proposals must being inclusive to all (e.g. minorities / disabled / elderly) (18 comments)	<i>Trying this project could murder the poor; how will older people get around; this is ageist idea; Differential impacts of zero carbon actions on different economic groups need to be considered, important for 'justice'; likely expense for pensioners and others on low incomes/benefits; the council is too preoccupied with looking to be doing the right thing rather than including people who actually struggle; don't forget some of us are disabled; the council applied policies associated with the environment without thinking through their effects and in line with the views of the politically active rather than the majority of the population; do something that would help the people and not virtue signal to the minority, and just push the agenda of the WEF to destroy current western civilisation and enrich the elite; This is detrimental to the resident and will adversely affect protected groups; will negatively impact those who need to travel for work e.g carers and the self employed; elderly but still self-sufficient residents will become more isolated which will have a knock-on effect on health conditions; it fails to acknowledge challenges for particular (but large) groups such as women (who feel more vulnerable walking and using public transport when it's dark) and those on lower incomes (who don't have access to bikes, cars etc).</i>	Improving energy efficiency in fuel poor households. There will always be groups of people who need to use individual cars for transport however the strategy is about encouraging and facilitating those who are able to use more sustainable forms of transport. A hierarchical approach will be an underlying principle to accommodate for individuals with specific needs.	Agree that impacts of zero carbon actions (and climate impacts) on different economic groups need to be considered and be socially inclusive. This will be investigated further for the final version of the Net Zero Strategy. Promoting ideas like the 15 minute city/ 20 minute neighbourhood is designed to ensure people are less isolated and able to access a range of services. It should be noted that is not to suggest that people cannot travel further but should be able to access a range of services locally should they choose to.
	Suggestion - Proposals must be put in place effectively (14 comments)	<i>I hope there will be as many carrots as there will be sticks; You need to be tough to achieve anything; it could easily produce nonsensical results if applied without careful thought; difficult to operate; the general response would be 'actions not words'; The council has to invest in putting in the infrastructure that can support the ideas rather than just make random changes . By approaching the problem from scratch communities are more likely to support change; Mass demonstrations are coming your way if you are not careful on how this is handled in; Conflicting priorities: Local councils may have other priorities, such as providing housing, healthcare, and education, which may compete with a net-zero policy. It may be difficult to balance these priorities and achieve the desired emissions reduction; Change should happen gradually, as things become obsolete, to prevent creating an unnecessary large but hidden Carbon footprint caused by the manufacture of new products to replace existing items that still function perfectly adequately; Whatever proposals are put forward we need to be able to comply and enforce.</i>	This is the beginning of a journey, the Strategy sets out priorities as a necessary step before more detailed action plans.	We will look to accompany the Strategy with an Action Plan.
	Concern / suggestion - Proposals do not go far enough (12 comments)	<i>Not enough; more is needed; more ambition needed; approach is slow and timid; proposals are not bold enough.</i>	Achieving net zero targets on any timetable are a significant challenge and we are striking a balance for a realistic but still ambitious proposal working within the constraints and boundaries that local government has.	
	Concern / suggestion - Around offsetting (11 comments)	<i>The strategy refers to "'offsetting' residual emissions with carbon sequestration nature-based actions" however, nature-based solutions could also be integrated for reducing infrastructure emissions in the first place, for example by using natural shading for buildings; I dislike the use of offsetting to pretend it is zero; Do you think any offsetting actually is worth it/works; offsetting to be last resort with it remaining local, accountable and</i>	Agree that nature-based solutions could also be integrated for reducing infrastructure emissions in the first place and that offsetting to be last resort with it remaining local, accountable and long	Further work needs to be undertaken to investigate the detail behind offsetting to

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		<i>long term; I don't like offsetting, but realise there is no alternative for some things at the moment - I do like the plan for offset schemes to be based in the city, improving the amount of green space. Is there room for this to include the sea as well (eg solent seagrass project); Offsetting is not a good idea, as it allows continuation of damaging behaviour; if the carbon is released it doesn't just go away because we pay money into an offsetting scheme; ignore attractive offers from third parties e.g. "Offsetting" with respect to emissions you don't directly control as these are too often fraudulent or spurious and cannot be inspected by Southampton's representatives or its citizens.</i>	term. However there will inevitably be the need for some offsetting as an interim solution. We will continue to explore opportunities to achieve true net zero.	ensure it remains local, accountable and long term.
	Concern / suggestion - 2035 is an unrealistic timeframe (10 comments)	<i>I doubt that the required investment will be obtained for the results by 2035; too short timescale; needs to be more realistic date; Net zero is unAchievable in the time scale being proposed we have no infra structure whatsoever; Net zero by 2035 - you've moved the target date forward by 15 years; trying to achieve what Oxford has in a relatively short space of time is totally unrealistic for one particular reason. Oxford due to the nature of the layout and the bicycle culture of the city made the transition easier. Southampton does not have that luxury; Why the rush? If the government thinks it can't be done before 2050, how can you; Early adoption of new technologies is expensive as can be seen from the historical cost of solar panels. Not only are the new ones cheaper but even better technologies are in development. Why lumber ourselves with old expensive ineffective technology come 2050.</i>	The Southampton City Council Corporate Plan (2022-2030) sets a vision for a zero carbon city by 2035. This is an ambitious target and has been set to accelerate the pace of change.	Southampton Climate Commission was set up at the end of 2022, and could help in achieving delivering these goals. It is a model other UK cities have introduced, bringing together representation from a range of stakeholders to develop ownership and oversight and establish agreed targets and positive action. The Commission would help build capacity in the city to address the challenges of climate change and provide a platform for deliberation and democracy.
	Concern / suggestion – Should happen sooner than 2035 (8 comments)	<i>NZ by 2050 is a National government goal however we need to be reducing carbon now as fast as possible which NZ sometimes loses sight of; if it's possible I think people would really appreciate it if the deadline can be moved earlier than 2035, as the planet then would already be in a dreadful state; You should be doing that right now not by 2035; Given the climate emergency, the target and goal needs to be at least 2030; Too much time taken to do fairly simple things - need to speed up and complete the easy fixes first; We are all in a race against time. There are cities way ahead of us.</i>	Although a closer target would be beneficial in terms of climate change, there is already a recognition that there is currently a substantial funding gap to reach our targets and any closer target would be unrealistic.	
	Concern - Wellbeing may be negatively affected if implemented (6 comments)	<i>people will suffer because of these proposals; your going to kill Southampton and incite civil unrest; You'll cause hardship and sickness to the many ordinary people with this virtue signalling; No thought has been given to the hardship or negative impacts of the proposals on the people. You sit in your largely upper middle class bubble paid out of the public purse oblivious to the impacts on life; Southampton residents and visitors would be wealthier, healthier and happier if Net Zero policies were not implemented; These sorts of threats are damaging to my mental health and well being , as if the current issues are not a struggle enough.</i>	In our action planning proposal we will undertake a full appraisal to ensure that there are no consequences that are detrimental to the city socially or economically. Individual projects will be assessed in terms of their potential impacts.	
	Concern - Proposals creates issues elsewhere (5 comments)	<i>If in general streets are closed off then it'll take residents a lot longer to get to work, for example, which means more pollution and not less; they'll be in their vehicles for longer. They won't be as near to a bus stop as before; is just moving the pollution to another area, and it will cost much more due to the extra mileage; Just leave it as it is moving goalposts only creates problems elsewhere; building without car parking spaces won't stop people owning cars, it's just adding to parking issues around the city.</i>		
Goal 1 [in general]	Other comments about Goal 1 [in general] (2 comments)	<i>Timeliness for Goals 1 and 2 needed, and they should be before 2035 to a) show leadership in what can be achieved and b) allow more time to focus on Scope 3 which potentially will have a much greater impact; Goal 1 is still a good idea but the human element requires careful management (when doesn't it!).</i>	Timelines are provide for goal 1 this is 2030 to show leadership on what we can achieve on SCC's own estate and fleet.	
	Concerns around services reducing in alignment with vehicles / buildings (3 comments)	<i>I guess if the council cut down on vehicle use it could help but I'm not sure how they can do this without reducing services that are needed by the public; I take it the proposal includes closing public buildings and reducing those services meant for its residents.</i>	Individual projects will be assessed in terms of their potential impacts.	
Goal 1: Minimising fleet emissions	Other suggestions / concerns (5 comments)	<i>There are far more vehicles on the roads than 444; If the Council runs a fleet of diesel powered vehicles, then this will be beneficial and effective with regard to reducing particulate emissions; A more positive statement, such as "By 2028 all Council operated vehicles and licensed taxis will be electric or hydrogen."; Please don't scrap any</i>	The vehicle number refers to our own fleet, we are looking to be an exemplar and take action where we have control. There are plans for a wider decarbonisation of the transport network.	Currently developing a fleet modernisation programme.

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		<i>vehicles or other hardware until it would have been due for replacement anyway; However, staff may feel uncomfortable depending on the extent of the monitoring of their driving of council vehicles.</i>		
	Positive comments around minimising fleet emissions (4 comments)	<i>The council can adapt their vehicles [...] to help; Effective proposal for reducing scope 1 & 2 for buildings and car fleet; I suspect that many of the journeys taken by council vehicles are short range and that charging won't be much of an issue as the vehicles are parked in a standard location each night; All council vehicles which only travel within city boundaries should be electric powered, subject to sufficient charging points available.</i>	Agreed.	Currently developing a fleet modernisation programme.
	Suggestion - Must happen as soon as possible / should have happened already (3 comments)	<i>That indicates that attitudes within the Council have to change dramatically if the policy is to have any chance of being turned into actual changes and emission reductions. To take just one example, many of the Council's vehicles are not used at night, and their daily mileages are modest, so a programme to replace them with EVs as they reached end-of-service could have been running for decades, but it seems only recently has any such change occurred. Basically, this is too late. These programmes should have been underway for at least a decade; Speeding up the switch over of all Service vehicles; There are already technologies which would completely eradicate CO2 emissions from the councils fleet, there is little reason (other than political will and a degree of financial engineering) to leave the achievement of substantial reductions until the next decade.</i>		Currently developing a fleet modernisation programme.
	Concern - Converting all vehicles to electric will not eliminate emissions (2 comments)	<i>444 EVs are NOT zero emissions, they only give out minimal emissions when being used, but manufacture and end of life, let alone roads, storing, tyres, brakes; Moving to an all-electric fleet of 444 vehicles moves emissions further from Southampton but doesn't eliminate them altogether.</i>	We have been in conversation with Eastleigh Borough Council who are looking at refitting existing vehicles to convert them to electric. Part of natural fleet replacement process.	Currently developing a fleet modernisation programme which will provide further detail including looking into whether refurbishment of existing vehicles is a viable option. We are looking at procurement process to ensure sustainability performance of suppliers and drive improvements.
	Suggestions / concern - Educate drivers on responsible behaviours (2 comments)	<i>The trouble is with those that drive your fleet of vehicles is that they come to a stop and park somewhere then leave the engines running for a very long time for no good reason; Significant improvements could be accomplished without capital investment simply by engaging with staff and educating them on responsible behaviours. A great example are the folks who empty on-street litter bins. I see these emptied regularly as I have one opposite my house (where I work from home) and often run on the Common early in the morning. In both examples, these bins are emptied into a diesel truck whose engine is left idling whilst the council operative empties the bins. It frustrates me on so many levels - a waste of fuel and therefore a waste of money, needless pollution in every instance and particularly irritating lack of regard for the Common which is a SSSI and the one significant piece of green open space available to many city centre residents. The emphasis needs to be on behaviours just as much as infrastructure.</i>		We have introduced telematics which will monitor these types of issues and driver training will be introduced to tackle behaviours such as idling.
	Concern - around cost of switching vehicles to electric (2 comments)	<i>sounds expensive; involves spending money it does not have.</i>	All actions to be subject to full business case of costs and benefits. Early indications suggest fleet modernisation can deliver a number of co-benefits to council. Recognise currently outlay more significant than traditional vehicles but lifetime costs make it a financially attractive proposition.	
	Suggestion / concern - Reduce size of vehicle fleet (2 comments)	<i>A reduction in the number and size of vans might encourage more thought; Reducing emissions from 444 vehicles requires the Council to consider reducing the number of vehicles over a period of time.</i>	Fleet modernisation programme will look at need for vehicles.	
	More information / questions on minimising fleet emissions (2 comments)	<i>Would it not be possible to take the vehicle emissions all the way to zero, not just minimise them?; How do you reach net zero on all vehicles.</i>	This is the long term goal.	
Goal 1: Minimising emissions from all Council-owned infrastructure	Other concerns / suggestions (4 comments)	<i>Things to be considered: - Gas removal policy from the buildings (setting a target which will be aligned with 2035 target; making buildings more insulated (council and private) etc; You talk about change and yet you can't get the job done right now. You waste money on rookie builders and maintenance workers with no come back for dreadful jobs. Balfour beattie are never held responsible or made to repair their shoddy work; How do you propose to reach net zero on all housing stock and buildings owned by the council.</i>	Solar panels, LED lighting and improvements to control systems are being installed at seven of the authority's sites including the Civic Centre, Nursling Depot and City Depot. When complete, it is estimated these measures will save 197 tonnes	Phase 2 of our Corporate Assets Decarbonisation Scheme will deliver £3.7M of energy saving and solar energy projects across our corporate buildings delivering savings of approx.

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			<p>of CO2 and more than £138,000 each year across the sites.</p> <p>The works are the first phase in the CADs programme, that seeks to decarbonise the authority's properties as part of its efforts to be net zero by 2030 and create operational efficiencies by invest-to-save. £20 million of capital funding has been assigned to support the programme and the current activities benefit from a further £1.6 million of funding secured from government's Public Sector Decarbonisation Scheme.</p>	<p>£290k and reducing emissions by 380 tonnes of CO2 (per year).</p> <p>We have determined the full potential of the emission reduction and renewable energy opportunities available to our Corporate Assets Decarbonisation Scheme. We have used a Government model to undertake this assessment. There is still a requirement to outline a delivery timetable using the information from the assessment, which is planned for end of March 2023. Need to establish long/medium term contracts for detailed assessments and a delivery pipeline to ensure services can be secured when needed, i.e. securing a strategic partner to support delivery of full CADs program and it is proposed this will be achieved with Phase 2 described above.</p>
	Suggestion - Council owned buildings to use green power (e.g. solar / wind / PV) (10 comments)	<i>Solar panels council buildings; solar panels pitched at 23 degrees to the horizontal on flat roofs owned by the council; Have more solar panels on office buildings and community centres at the OAP blocks; This could/should also be rolled out to schools and colleges within the LEA's jurisdiction. As a further stretch goal, consideration should be given to roofing car park areas with photovoltaic panels, effectively turning these very large areas into highly efficient solar farms. This would have the added benefits of providing free (or at least very cheap) recharging of public and private vehicles, whilst also providing shelter and protection. Although it would require large up-front investment, these measures would quickly pay for themselves and this would be an opportunity for Southampton to really lead the way and set an example for others to follow;</i>	Agreed – full potential for solar opportunities will be investigated.	
	Positive comments around reducing emissions from buildings (2 comments)	<i>Effective proposal for reducing scope 1 & 2 for buildings and car fleet; Since buildings and infrastructure emissions are the greater more effort should be concentrated on them since there is more to gain.</i>	Positive comments.	
Goal 2 [in general]	Other comments (7 comments)	<i>Scope 3: disappointing that while this is the main emission at 70%, action is delayed Council procurement 64% - for goods and services - reduced car & lorry access on our roads; Council workers actually doing a decent job first time round. Not having so many petty rules regarding using your services; Not just giving concessions to people on benefits could be a good place to start; Timeliness for Goals 1 and 2 needed, and they should be before 2035 to a) show leadership in what can be achieved and b) allow more time to focus on Scope 3 which potentially will have a much greater impact; Page 24: Did "Waste and the circular economy" get into the Local Plan?; Relentlessly consider all regular internal spending against waste targets and invest in training staff to identify wasteful spending and incentivise teams to reduce this. Great examples (that I've emailed the council about on numerous occasions and get no traction on) include; Pushing for all council communications (including council tax bills) to be sent by email, reducing the size of envelopes used for mailings (why oh why do you always send tiny parking permits in an A4 envelop. Calculate the waste from this thoughtless use of envelopes every year!).</i>	Goal one has a target of 2030. Yes 'Waste & Circular Economy' currently in Local plan – subject to Planning Inspector's review.	Waste – look at opportunities to reduce waste such as unnecessary use of paper and reducing size of envelopes.
	Concern - This goal may push issues elsewhere (3 comments)	<i>Working from home is just pushing the perceived problem to people residence from the council buildings; When considering waste, make sure policies do not simply transfer waste to other places; all the council will do is push</i>	This will be considered as we need the city as a whole to meet net zero targets and tackle climate change as well as the Council.	

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		waste to the domestic level as those workers will use residential bins; thus is a superficial adjustment, pushing costs onto staff.		
Goal 2 – Embed sustainability in SCC procurement	Other concerns / suggestions (4 comments)	Land transport should be prioritised over air; Procurement locally like Preston council; Suggest adding sustainable timber as one of the examples under sustainable procurement. Suitably treated timber is a viable alternative to concrete and cement in construction. Timber construction products absorb more carbon than is emitted through their production; Whoever does the procurement at the council at the moment is really bad. They bulk buy things such as hot water tanks without measuring the spaces they are to be fitted in and then discover that a lot of them won't fit in the spaces in the buildings. They bulk buy showers for specific medical conditions that just 3% of the population has leaving the other 97% with unsuitable showers; Asking suppliers to submit yearly reports on their emissions etc is very positive but I hope it will use standard or commonly used measures so no firm has to recalculate emissions because SCC requires a different way of measuring it.	This is in progress with the green city team working into partnership with the procurement team. In some contracts, sustainability questions are already included where relevant to the contract. We are discussing how this can be introduced as standards to all Tenders with monitoring and reporting. We are looking at a phased approach where this is for information initially, transitioning into being used to score tenders in the future. This Transition Plan is currently in development (Q1/Q2 of 2023).	In order to help support the number of sustainable suppliers, a number of departments are assisting local companies to become more sustainable. For example, Economic Development is looking at how to support training and skills within the retrofit sector and 360 training provides support for businesses to become greener.
	More information needed on procurement processes / how sustainability will be embedded (7 comments)	How can 'procurement' have emissions other than the running cost of the offices and facilities; This is the area responsible for the overwhelming majority of the Council's carbon footprint, and is critically dependant either on contracted companies and organisations making substantial improvements in their operations or on switching suppliers/contractors to others who can deliver better performance - yet there is no indication of any wide availability of such alternatives; Procurement processes need to be reviewed and targets set. No targets are mentioned; Not sure how the procurement process creates so many emissions, possibly this relates to the items being procured; Could the potential to support the creation of local businesses for provision of goods and services not currently available nearby be included in this strategy, as per the Preston Model? Thus moving us towards a truly local zero carbon strategy?	Emissions from 'procurement' include all the emissions produced from the suppliers and services we procure. Procurement processes are being reviewed and phased targets will be set.	Support for Local Businesses – refer to Community Wealth Building and Southampton Pound. Social Value and our suppliers (southampton.gov.uk) Southampton Pound - Social Value and Community Wealth Building in Southampton
	Positive comments around targeting procurement (9 comments)	The government BEIS carbon figures omit about 70% more from non territorial emissions. That's from manufactured goods abroad generally. So great to hit procurement; Deploy appropriate regulatory, procurement and community leadership powers to encourage best practice; The procurement policy looks quite good; If the procurement policy is fully implemented, then it offers radical reductions in emissions; Procurement is very important. Glad to see SCC focus on this; Asking suppliers to submit yearly reports on their emissions etc is very positive; Page 15: Sustainable procurement is to be applauded and supported. The use of the spending power of the Local Authority and other anchor institutions in Southampton on ethical, sustainable, local and lowest carbon products and services is essential.	Positive comments.	
Goal 2 – Minimise emissions from waste	Suggestion - More / efficient measures for recycling (18 comments)	If the council's own staff needs training on how to recycle, this should tell us something about the wider recycling programme the council is responsible for delivering in the city; Southampton could consider developing a recycling/combustion area to cope with material not now recycled; I work at Portswood library, and we do not have recycling bins in our staff room or in the public space. I was quite surprised at this when I started working here. The only recycling we seem to have is paper recycling, but nothing for plastic bottles and cardboard. It does not seem like a very difficult thing to put in place; you have one of the worst recycling records in the UK; You tried recycling plastic pots etc, a few years back. The containers in Portswood were full within a week, then not emptied for ages and then gone altogether; Friends come up from Bournemouth and other places and are always surprised that we don't recycle when their councils do. This is where you could make a big difference, but can't be bothered; The council has a fairly ineffective recycling programme. Perhaps you should look at other councils with a good recycling rate; Perhaps you should look at other councils with a good recycling rate; Actually recycling everything instead of selling it to third world countries; Glass recycling in accommodation blocks; Having lived in over 10 different council areas in the UK and over 10 different countries; recycling in the City of Southampton is the absolute worst;	The new Waste Improvement and Transformation Plan (Project GEMSTONE) will introduce a dedicated team to deliver a programme to minimise waste produced by residents and businesses, increase recycling rates, reduce contamination rates and support the introduction of new services (like food waste collection) to ensure SCC City Services are aligned with the Environment Act 2021.	Waste Policy and Strategy in development. Ongoing social media campaigns and communications directly to residents. Overhaul of the website A-Z Recycling Guide to make it more accurate and informative. Ever evolving and adding to it and working on new ways to promote it. Promotion of Ecoschools and to youth groups. Initial meetings with Project Integra to agree county-wide communications surrounding Eastleigh MRF
	Other suggestions / concerns (7 comments)	You make a ton of Cash from waste! Stop telling us lies!; I could not find evidence that biodegradable (e.g. food) waste would be treated separately to landfill. Biological breakdown in landfill can result in high methane emissions; Review use of plastic bins for rubbish. I currently have 3 large bins and a box for waste materials. Looking around the streets in Southampton, these are an eyesore and obstruction. If parked in areas close to flats they are also a potential fire hazard. How about community skips with daily removals and a return of street	Food waste collection expected to be mandatory nationally from 2024. Plastic bins are already in existence so replacement would result in landfill. We are working on communication campaigns on what	Explore options for community skips? More info on construction waste. More info on waste action plan?

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
		<i>cleaners?; Can the bins be replaced with skips for multiple occupancy flats, and emptied daily; concentrate on the things that will make the most difference. Minimise waste because it is common sense not because the disposal of it emits carbon; Keep waste to minimum or only essential waste; The waste is not detailed so comments are difficult; doesn't touch on construction waste; I would say the majority of the plastic food containers for fruit etc now show a no1 plastic type similar to bottles. When I lived in Winchester all items showing 1 or 2 were recyclable. Then only a small proportion of containers were of this type of plastic. I understand not everybody bothers to check the number but is this under review?</i>	can be recycled in Southampton and looking to expand the types of material we recycle where possible.	
	Suggestions / concerns - Reduce plastic waste specifically (7 comments)	<i>If Able & Cole, the Veg box Delivery Company can supply a bag to recycle all our plastic waste, why can't you; implement zero new plastic and zero bottled water policies; Bring a law out to stop plastic packaging; MUST widen its range of plastics so that ALL plastic items can go into blue-lidded bins, thus reducing debarred items put into the bins;</i>	Policies for zero plastic will have to come from a national level, however we are looking to expand the types of items which can be recycled in Southampton and the reduction of single use plastic internally.	
	Suggestion - More promotion / education on sustainable waste practises (5 comments)	<i>Council tenants would need a good deal of education regarding minimising waste to make this work; Give ideas to people to compost vegetation waste, pick up to make compost; Additional education also required for council workers and tenants on recycling arrangements and location of ugly plastic bins; educate your constituents on what can and cannot be recycled; understanding how their actions in terms of waste disposal can affect carbon emissions.</i>	Education and communication around waste and recycling is part of the action plan.	
	Suggestions / concerns - Reduce food waste specifically (4 comments)	<i>biodegradable food waste must be addressed; you fall short by not providing a compost facility; introducing food waste collections;</i>	Food waste collection expected to be mandatory nationally from 2024.	
	Suggestion - Large organisations to reduce waste (3 comments)	<i>UHS - bin collections to include a lot more e.g. compost, electrical, light bulbs; larger organisations need to do the bulk of the work with the amount of packaging and waster their products produce etc; Policies which require a business to replace something which has been dirty or non-functional, might better demand they clean or repair it if possible, with replacement as an acceptable but de-emphasised alternative.</i>	We continue to work with key city stakeholders through the Southampton Climate Commission and look at waste reduction.	
	Positive comments around minimising emissions from waste (3 comments)	<i>Minimising waste should be a priority anyway; Eliminating waste is something that everybody can agree is a good idea, and yet often isn't prioritised.</i>	Positive comments.	
	Suggestion / concern - Around fly-tipping (2 comments)	<i>To keep such areas free of litter and fly-tipping – these need to be considered as part of the overall stratgey if we are to avoid these areas simply becoming waste ground rather than green spaces; More to stop fly tipping, make better use of camera's, Get dog wardens more active, Try and find a way of name and shame the people who fly tip, the ones who are caught on camera vandalising bus shelters and other property.</i>	Household Waste And Fly-Tipping Policy (southampton.gov.uk)	Refer to fly-tipping policy in Strategy.
Goal 2 – Reducing emissions from business / school travel	Suggestion - Increase home working / more use of online platforms (e.g. Zoom) (8 comments)	<i>Change council workers contracts to working from home (where possible) to reduce travel; why in the era of Zoom and teams is anyone needing to actually travel for business? Huge waste of time and money; Convert more jobs to mostly working from home, with only 1 day a week for "meeting days"; f families are able to they can also communicate and take part in meetings electronically and can be supported by staff to download necessary aps to allow them to do this; consider moving to digital storage.</i>	Home working is supported in areas of the council where this is practical. There is also a need to support employees wellbeing and for some people this includes spending a proportion of time in the office. Over three years ago we started a process of changing the way we work, to increase collaboration and flexibility, providing features of a modern and agile organisation (such as breakout areas, Microsoft 365, booths and individual telephone rooms, laptops and virtual meeting facilities), a focus on outputs rather than presence and, for many, a more flexible approach to when we work.	We will look to encourage staff to consider the travel decision hierarchy and consider more sustainable transport options when travel is necessary.
	More information needed - On reducing emissions through business / school travel (6 comments)	<i>'Continue to offer a range of options for sustainable staff travel including walking...' - nonsense. 'Encourage staff who need a car to undertake sustainable travel modes...' - how will encouragement happen? will there be incentives that actually encourage people or are these just meaningless platitudes?; I'd like to know more about school travel plans, if pupil travel is being included in the council's net zero plan this would seem to offer some of the biggest gains but also some huge challenges; Does this proposal include Academies? Or can they make their</i>	Detail on how this will be done will be provided in Travel Plans.	

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
		<i>own arrangements; Hopefully incentives have been examined to ensure no method of getting to workplace is left out; eg current walkers or bus users should receive recognition for already making a positive contribution to SCC carbon net zero goals; The Council has 3000 employees, not all employees use business travel, I am unable to make suggestions or alternative arrangements on inaccurate figures because, it suggests a reduction on essential business travellers carrying out duties the Council is obliged to do and making employees make alternative arrangements, how does that work?; Are you planning on removing all people from your offices to achieve an unrealistic net zero?; Details please.</i>		
	Other concerns / suggestions (5 comments)	<i>Business travel should always be by the most cost-effective means. I don't care about emissions - I care about money wasted in the name of convenience; Care in the community creates miles of motor use and wasted time of people who are in short supply and it would make sense to have them in the same place, you could call it a care home, the city used to have some; Supply pick up bus transport for schools, large work establishments; Difficult and dangerous carrying tools and equipment on scooters and bicycles; Create a travel-to-work public transport strategy that makes it cheap and easy for people to travel to major places of work in and around the city. Employer engagement and subsidy would make public transport a more viable option and would reduce congestion and emissions; Strategy fails to take into consideration a wide range of factors that impact travel. For starters, no recognition of changing work behaviours since the start of the pandemic and any discussion about reducing the need for travel in the first place for council staff.</i>	Local Transport Plan is currently being revised.	
	Concern - Proposal is unrealistic (4 comments)	<i>I don't think you'll find a transport resolution for the front line staff; Unless staff use a bike and cycle lanes forced on us then travel proposals 'pie in the sky'; Unless you are dictatorial with all your staff and including senior management and councillors it will not happen and you will lose a lot of support from residents as well; Limited impact: Local councils may have limited control over key sources of emissions, such as transport and industry. As such, their net-zero policy may have only a limited impact on overall emissions reduction.</i>	The Government is expected to publish updated guidance on the preparation of Local Transport Plans. We will be reviewing the Connected Southampton Transport Strategy alongside this guidance and recommendation how it could be updated to reflect new strategies including those that focus on decarbonising transport. One element of this is developing and delivering an Electric Vehicle Strategy and another is preparing a Staff Travel Plan for the Council.	
	Positive - Agree that business travel should be sustainable (4 comments)	<i>Additional action to work with South Western Railway to reduce emissions by encouraging staff to travel by train; Staff and elected members travel should default to public transport as the first resort and only pay mileage if public transport is not suitable; like the idea of e-bikes for staff; Incentives for employees to travel to/from work more sustainably: MAAS, Solent Go and rail discounts sound positive.</i>	The wider impact of business travel needs to be thought through including the impact on the environment and people's health. The increased costs to the NHS through cumulative impacts of air pollution and less healthy travel choices need to be considered.	Impacts of choices on sustainability and climate change will be included in the formal decision-making process.
	Suggestion - End the provision of a private car for the mayor (3 comments)	<i>The Mayor should lose her "official" vehicle completely and use public transport as she and other councillors are expecting everyone else to do.</i>	The mayor's car is an Electric Vehicle.	
	Concern - Around widespread working from home (2 comments)	<i>SCC staff are divided between front line and back office. Home working works for one group but not the other; It is evident from the civil service, that working from home reduces productivity. Without the requirement for employees to attend work, and rather work from home, there will be negative effects to services that the public depend on. There are mental health benefits to working with colleagues.</i>	Home working is supported in areas of the council where this is practical. There is also a need to support employees wellbeing and for some people this includes spending a proportion of time in the office. Over three years ago we started a process of changing the way we work, to increase collaboration and flexibility, providing features of a modern and agile organisation (such as breakout areas, Microsoft 365, booths and individual telephone rooms, laptops and virtual meeting facilities), a focus on outputs rather than presence and, for many, a more flexible approach to when we work.	

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
Goal 3 – Make social housing net zero	More information should be provided (12 comments)	<i>Communal areas? Like what? Parks out in the open??; Do not understand phrasing used; Again can the Council borrow accelerate this; There is mention of retrofitting and PV. It's not clear if the income will be shared with tenants or kept by council to fund further retrofitting. Are there details of exactly how much work is needed on housing, how long it will take and where the money will come from?; Timelines for retrofitting seem ambitious given the scale of the council's holding; Again it's whether you have all the housing associations on board as well; Again, more detail is needed to make a judgement; How you intend to have the housing stock net zero by 2035? Which is a slippage from 2030; Draft strategy did not make clear what are the councils responsibilities for the 18000 homes; How much responsibility do tenants have for insulation in their homes; How do you propose to reach net zero on all housing stock; Will all council tax payers be paying for this but only council residents benefitting?; unclear what is meant by "fixed-lighting" in the question, couldn't find reference to it.</i>	The HRA Capital Investment Programme commits an investment of £30m in the next 5 years, which will make savings of 3000 TCO2 and make a estimated £2.5m annual savings for our tenants. From 2022-2025 this includes investing (per year) £1.3m in loft insulation, £2.5m in doors and windows, and £0.5m in external wall insulation.	Detailed plan expected 2023 for delivering carbon reductions. The impending need to upscale activities relating to Property and Housing decarbonisation likely to generate pressure on staff resources. Project and budget planning must be attuned to this need to ensure it doesn't present a barrier to delivery.
	Other positive comments (10 comments)	<i>Lots of really good stuff here; This is a worthy goal and to move from average EPC D to EPC C will be of benefit to tenants; Changes to housing stock will help tenants with the high price of energy and prevent health issues from mould etc. Hope that the government assists by providing grant funding so the council can really make a difference; It all sounds quite secure; I think this is a 'must'; Again should be a priority since it constitutes the largest volumes of emissions; Moving away from fossil fuels is well and good Replacing with sustainable non harmful alternative looks good. On paper; If all new buildings and business plus new homes were built with net zero in mind be that private and social housing this would go a long way towards achieving net zero; it would be great to see these come to fruition.</i>	Positive comments.	
	Concerns / Suggestion - Social housing should be better maintained in general (9 comments)	<i>You do not maintain council house heating in a lot of instances anyway so not sure how you're going to achieve this goal; I'm more interested in the housing stock being fit to live in, rather than emissions, so up-to-date standards on heating and ventilation/insulation should do the trick; SCC housing stock has lacked investment for too long; Buildings aren't inspected on a yearly basis such as blocks of flats with flat roofs so they degrade and cause massive leaks as they are left to rot until then. If you inspected them properly and fixed problems before they got out of hand things would be much better for residents and the buildings. Contractors take years to complete jobs that in the commercial sector would be completed in a fraction of the time such as new fire safety measures because the employees spend most of their day standing around chatting, taking tea breaks or having a fag. Better employee management would be a start so money is not wasted in this way which could then be used to make the buildings better; Get the housing fixed, livable and damp free first before you start talking about attempting anything else; The council don't have either staff or funds to do any of this let alone current repairs many of which are currently taking THREE months or more; In general, developers and builders do not appear to have the knowledge, awareness, willingness to seek, understand and effectively incorporate new technologies into their businesses. One specific example is humidity management. The cost of ignorance is sadly the impact on the health of so many residents in rented property.</i>	£3.6m/ year is to be invested in space heating from 2022-2025.	It is recognised that to get to net zero significant additional investment will be needed above the HRA and will need to seek grant funding in order to fill this gap.
	Suggestion - Social housing should be green powered (e.g. solar / PV) (8 comments)	<i>Has renewable electricity been considered?; what about providing clean electricity generation; much bolder and advanced solutions are needed e.g. a target for solar provision in all council owned property which has the added advantage of reducing energy costs for those on the lower end of the social spectrum; if council houses could be fitted with solar panels lessening the need for so much gas central heating; the council has an opportunity to generate the energy needed by using the roofs of these block of flats to install Solar Panels and Battery Storage systems; PV should be retro fitted to all social housing.</i>	This is referred to in goals 1 and 3.	
	Suggestion / concern - Goal 3 should be widened to private properties / unfair (7 comments)	<i>as goal 3 but city wide for everyone; This needs to shared with both workers and social housing. I'm sick of not seeing anything in return for anyone who bothers to own and pay for a home; All non council house/flats will object unless they are helped and by non means tested ways a well; I am constantly reading about support for "low-income" households which seems to provide very little money for the "low-hanging fruit" interventions such as "advise about saving energy". [...] As someone not in a "low-income" household, I feel that support should be given to everyone to make more significant home improvements. I simply cannot afford to upgrade my heating, my real terms income is falling, and every month brings more pressure than the last. But I would be able to partially fund an upgrade, with a loan, there is no support though. It takes many years for these changes to "pay for themselves" (I saw a Natwest piece a couple of months ago where they suggested 17 years on average) so I cannot offset outlay with saving; be really good if the Council could find some way of working with private landlords and homeowners to see if they can be brought into the scheme(s) through some sort of broader, more inclusive approach that worked on an area/zonal basis as happens very successfully in some European countries.</i>	We continue to pursue funding to offer local homeowners, low-income households and the fuel poor with financial support to retrofit energy efficiency and decarbonisation measures in their property.	Maintain and enhance the council's Warmer Homes Service and collaboration with the local charity, the Environment Centre (tEC), to offer advice to households and distribute grants to make safer, warmer, more energy efficient, low carbon homes, prioritising the vulnerable and fuel poor. Improve the performance of properties within the private

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
				rental sector by; Assessing the stock to identify priorities and opportunities, raising awareness amongst landlords and enforcing standards, encouraging and incentivising energy efficient, low carbon homes, and identifying opportunities for landlords to use grants and other means to support the delivery of retrofit measures.
	Other suggestions / comments (7 comments)	<i>There is no mention of community-scale provision of heatpumps, CHP systems and power-demand-smoothing batteries which would all help reduce emissions, costs to tenants (and owners in the community). Community-scale installations of such systems operate more efficiently, at lower cost and with less impact (eg noise), and avoid the problems (and disruption) of retro-fitting such systems on a household-by-household basis; the target date for EPC C rating is behind that laid out in the Minimum Energy Performance of Buildings (No. 2) Bill, which states 2025 for new rentals and in any case 2028 for all rentals. Whilst 18000 homes is a lot to deal with and possibly not achievable by 2028, perhaps the goal should be to get to band B instead to offset the fact that it will take longer than 2028; houses will only go to illegal asylum seekers anyway; Seems many properties regulate heat by opening windows (e. g. As seen during icy weather) rather than heat source control; Replacing perfectly good heating systems with heat pumps would actually increase real world CO2 emissions as these heat pumps would have been manufactured unnecessarily; I wouldn't want to see any actions affecting the quality of life of tenants; Regular inspections of these dwellings could be reinstated as it is questionable if residents heed instructions etc.</i>	We continue to pursue funding to offer local homeowners, low-income households and the fuel poor with financial support to retrofit energy efficiency and decarbonisation measures in their property.	Maintain and enhance the council's Warmer Homes Service and collaboration with the local charity, the Environment Centre (tEC), to offer advice to households and distribute grants to make safer, warmer, more energy efficient, low carbon homes, prioritising the vulnerable and fuel poor. Improve the performance of properties within the private rental sector by; Assessing the stock to identify priorities and opportunities, raising awareness amongst landlords and enforcing standards, encouraging and incentivising energy efficient, low carbon homes, and identifying opportunities for landlords to use grants and other means to support the delivery of retrofit measures.
	Other suggestions - to reduce emissions in social housing (7 comments)	<i>You could add in here a target of looking to apply the building with nature or similar framework to social housing where possible as the increased biodiversity would contribute to drawdown of emissions; Will you consider embedded carbon? This has implications for new build versus the improvement of existing buildings, and also for what kind of measures are chosen for improvements (life cycle carbon not just say heating related emissions now). Any measures need to consider hot summers as well as cold winters, as energy otherwise could be used by people trying to keep cool in summer (ie not just 'heating'); housing over to H2 heating; make absolutely sure that new housing stock is as efficient as possible without taking away the green space that helps with carbon capture; Capture heat emitted by waste incinerator to heat social housing; Replace outdated Night Storage Heaters ASAP; practical solutions needed.</i>	Embodied carbon is something we are looking to consider as well as adapting to the effects of climate change, e.g. hotter summers.	Improve Adaptation & Resilience section.
	Concern - Around effectiveness of heat pumps (6 comments)	<i>Air source heat pumps are ineffective, and again run on electricity, where will we find this, gas or coal powered; Heat pumps rely on electricity and that source is reported to be under considerable national strain, so in the future may be subject to 'rolling blackouts' when demand outstrips supply. By all means, fit out social housing with this equipment but understand that it is not a total solution in itself; be careful of how early adoption of green tech that may be a fake dawn e.g. air source heat pumps in poorly insulated housing stock; Heat Pumps may not work in poorly insulated properties; heat pumps are hugely expensive to install and inefficient to run as</i>	Local Area Energy Plan will consider which technologies will work best where and supply issues.	Include reference to the Local Area Energy Plan.

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
		<i>well as being unable to heat properties to the levels of gas boilers; The whole place is going to sound like New York on a hot summers evening.</i>		
	Suggestion - Better insulation for social housing tenants (5 comments)	<i>Insulating homes would be helpful; The same should now be revisited with insulation of walls and triple glazed windows and doors. This would lower costs to tenants, warm homes reduced heat loss.</i>	Yes this is under goal 3.	
	Suggestion - Current social housing must be replaced with more sustainable buildings (3 comments)	<i>Using old buildings with known age related issues will never meet the goals; will need to have ALL housing either demolished and rebuilt using environmental friendly materials and the latest heating controls; Large amounts of social housing are not fit for purpose today (concrete construction). They do not lend them themselves to clean heating and are poorly insulated, what is the plan for replacing these properties that are well past their sell by date.</i>	Under goal 3 and the subsequent Net Zero Housing Plan we will consider whether demolition and rebuild is the better option.	
	Concerns / suggestion - around landlord controlled heating (3 comments)	<i>Remove landlord controlled heating to save on heating; setting water heating at a sensible level would be very helpful; The charging of people for heating whether they use it or not (in community flats for example) means they use the heating all day every day, to feel as though they are getting what they have already paid for.</i>	Detail to follow in Net Zero Housing Plan.	
	Concerns - Around using solar panels in Goal 3 (2 comments)	<i>Solar pv systems are only partially helpful in winter due to the shortness of the days and the low declination of the sun; Solar panels are expensive to install and will take years to provide economic savings and then only when the sun shines.</i>	Solar panel installation will be accompanied by a business case for individual projects.	
	Concern - Proposal restricts tenants heating their home as they want (2 comments)	<i>Your proposal takes the power away from the population to heat their homes. Pushing residents to use less efficient heaters; You cannot control how people use their energy.</i>	More efficient heaters are proposed rather than less efficient. We cannot control how people use their energy but have a fabric first approach means that they will need to use less energy to get to a comfortable temperature.	
	Concern / suggestion - Should have been implemented before now (2 comments)	<i>So why aren't the Council acting already; I struggle to understand why most of this was not done years ago.</i>	The Green City Plan has already been adopted but this provides more information on strategies to tackle climate change.	
	Suggestion - Replace boilers (2 comments)	<i>Is there any plan to reduce/replace the use of gas boilers; can we have a modern more efficient boiler rather than repairing our museum quality present boiler.</i>	The Net Zero Housing Plan will set out the optimal approach to retrofitting properties.	
Goal 4 [in general]	More information needed on these proposals (10 comments)	<i>Business & economy section: how can the council help shrink a shrinking industries which harm the climate such as fossil fuels and cruise ships and shift employment to green jobs; More details on Goal 4 should be made available to citizens of Southampton, and through travellers, for us to understand exactly what the Council have in mind when it uses this term; More on council investment to make change do-able for all of us; By Support the city, do you mean Force the city?; How are you going to encourage the city to become net zero too; Who and how many staff will be taskforcing, monitoring, engaging and leading compliance; Page 24: Business & economy: part of the needed transformation to a green economy is a shrinking of industries which are palpably destructive to climate stability today such as fossil fuels and cruise ships. Employment must be shifted to green jobs for example all those many jobs implied in the ambitious Council NZ plan. How are these 'Elephants in the room' to be addressed- also that the proposed jobs themselves are sustainable in the sense of long-lasting?; I can't see how you can reduce the amount of gas/electric people use in their homes.</i>	The Council are working with Southampton Climate Commission to produce a citywide plan.	
	Other concern / suggestion (5 comments)	<i>UK' housing stock is years out of date; Please don't cut lighting, certainly around the city centre; Cannot really see G4 ever really happening; Infrastructure , starting point, access to capital, collaborative ability in the supply chain and will of those adopting such a process are al factors on its success; Existing services are known to be stretched and concerns are staff levels will be commandeered to support new initiatives.</i>	The Council are working with Southampton Climate Commission to produce a citywide plan.	
	Positive comments (4 comments)	<i>It is good to see natural environment solutions as a key priority for achieving Goal 4, including work to increase the city's tree canopy cover. The Woodland Trust would be happy to provide advice and support in delivering this goal; in practice Goal 4 ends up being excessively wide-ranging; A good start; Massively welcome the green spaces plans.</i>	Positive comments.	
Goal 4 – Other suggestions for reducing emissions	Other suggestions to reduce emissions (25 comments)	<i>Far too many individual street lights have most or almost all their output screened by tree foliage. This is bad for road safety and a waste of electricity. It is unlikely that the energy use and emissions of Southampton's substantial commuting traffic will suddenly drop; The council could set EPC and other green goals for businesses to achieve, not just in their buildings, but in how they run their businesses. It would be great to see them following the example the council is setting here!; there is no mention of any fines for large emissions from</i>	Detailed suggestions which would not sit in a high level strategy but more suited to subsequent subject-specific action plans.	

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
		<p>businesses or individuals; Organise home upgrades en mass, proper home energy surveys, heat pump purchase and installation; Deploy appropriate regulatory, procurement and community leadership powers to encourage best practice; sack all councillors who hate cars; make students pay tax to cover their danger to environment; Individuals can put pressure on businesses, councils etc to do more than wave green flags; Have realistic sustainable goals; encourage more capture of water; discourage 100% paved gardens; encourage bee friendly planting - provide free/subsidized seeds/plants; If it accepts it can't change people and instead works to mitigate the effect of people's natural behaviour then it has a much better chance of actually achieving something rather than just feeling good about its moral position; need for the Council to be robust in implementing the active travel policies which should be evaluated as part of the net zero strategy. These often have broad support but are rolled back by opposition from a vocal minority; adequate data visible in public places so we can see how we/ you are doing. eg. labelling public buildings with their eco grading - publicised "buy in" by officials e.g. cycling councillors; Goal 4; flood defences - outlaw replacement of driveways with non permeable materials; It is important to control emissions from external visitors and especially ships and non-public transport; Allow people with personal guilt over their carbon emissions to self-flagellate by hooking up exercise bicycles to dynamo's to generate electricity for the power grid, could put them in Churches or gym's; Convert more jobs to mostly working from home, with only 1 day a week for "meeting days"; Things should only be replaced when they no longer work properly or economically otherwise the carbon used to make them has been wasted and waste is part of the problem; Emphasises again that housing should be given the priority since it is such a major source of emissions; It would be great if the council could help owners of listed buildings which are so much part of the city's heritage, instal insulation and or double glazing. It is almost impossible to do this currently; A balance of incentives, penalties and enforcing investment in improvements will be needed and effectively implemented; Require children to attend schools in a catchment area close enough to home for them to walk and set up no parking for non-residents in streets were schools are located; Stop smoking in residential areas and police the discarding of cigarettes ends; Make it worth people's time to transition to Carbon zero. The infrastructure must also come first; To change natural Gas in the homes to hydrogen and stop the Carbon emission with a sizeable grant; encourage change rather than dictate behaviour of residents and create unnecessary bad feeling; There are many derelict areas - Town Hill Park building site, pub site and old community centre in Harefield, old police stations (Bitterne), Mayflower Park etc..... There are so many opportunities out there, but not a lot is happening or being communicated as happening; Has it been considered that concrete absorbs carbon dioxide; insulating their homes, adopting better personal travel choices, , much more mundane but highly effective actions, when aggregated across the whole city population, would have a significant impact on CO2 emissions, as well as engaging with, and motivating, a huge workforce for good.</p>		
	Suggestion - Maintain / encourage more greenery across the city (15 comments)	<p>Stop building and start planting trees; It would even be a good idea to start creating hundreds of parklets now (before every Summer has heatwaves) in residential areas to contribute to urban cooling. Trees are going to start dying, we need to be replacing them before that starts happening; Greening social housing estates with more tree planting, green walls and roofs and urban hedgerows not only adds to climate resilience but also improves the environment for residents; urban meadows, green roofs; we need more to encourage plant growth; If CO2 is your problem it'd be cheaper and more constructive to go on a major tree and plant growing programme; Planting more trees and wild flowers will combat any pollution; re create natural environments and the younger generation involved; have you considered planting trees/shrubs in residential areas; . When new houses are built there should be a substantial green space provided each time; hope that all our lovely green spaces are protected and that there is a plan to plant more trees and hedges to capture carbon and make the city more beautiful; CO2 is part of the ecosystem, stop the wilful chopping down of trees and loss of green spaces.</p>	Increasing green infrastructure is addressed in the Green Infrastructure Strategy.	Add reference to Green Infrastructure Strategy in relationships diagram
	Suggestion - More education / publicity on how residents can achieve / contribute to net-zero (14 comments)	<p>there should be more advice given to households on what they can do to contribute to net zero and how their contribution impacts the wider community and environment; educating about the need to increase vegetation cover to reduce heat stress; Most people seem oblivious to the current situation. Information campaigns about the need to be green that reach everybody, so they understand the facts are vital. Otherwise you have to drag people to do something they don't understand the importance of, rather than them coming on the journey with you, delighted at the lead you are taking; Educate people from school age up. People still don't understand how they can make changes in their everyday life; Advertising and information to change public opinion in favour of net zero; Lead by public example, bitesize information on bulletin and advertising boards; education in ways green lifestyle is cheap lifestyle eg turning down thermostat; encouraging residents to plant and garden in neglected areas like verges/pavements. This would encourage a sense of pride and community and hopefully</p>	Agreed. Climate change education is important and part of an ongoing comms programme.	

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		<i>discourage litter dropping etc as well as encouraging wildlife; re create natural environments and the younger generation involved, whilst they helping at the green spaces/ community farms they aren't using electric on games consoles and actually getting fitter so helps the NHS also; . Social media needs to be embraced in all off this, to engage with the people; I think that most people do not (still) have a clue what constitutes a GHG and how they could reduce it, or where they could find it or what the alternatives are.</i>		
	Planning guidelines / new builds should include higher standards for reducing emissions (e.g. insulation, panels) (11 comments)	<i>Planning guidelines should be much more visionary. It is not sufficient merely to require developers to meet standards, they must be encouraged to deliver schemes which will be significantly better than current standards AND those likely to be appropriate for several decades to come; In new build ensure that the builders put in the maximum possible insulation, power generation etc and not just the statutory minimum; Require all new building developments over 2 or 3 storeys high to be covered at least 90% by solar panels. Developments of 2 storeys or less should be required to have 90% green living roofs; no planning permission to environmentally unfriendly schemes; new homes using green technology, insulation, glazing to drastically lower heating costs and energy use; When other agents such as Housing Associations are contracted for new build, I hope that same target of 15 KWh/m2/yr for new housing (Passivhaus levels) will be required; Don't award planning permission for renovations/new builds/warehouses/shops without proper insulation & solar panels or heat pumps etc.</i>	New sustainability policies are proposed in the Local Plan and subject to Planning Inspector review are expected to be adopted next year.	
	Agreement / suggestions - Incentivising energy efficiency (10 comments)	<i>The council should support small local businesses by reducing business rates, you don't even get your bins emptied for this shocking tax; Award innovative approaches to reducing energy consumption and developing new sources of energy; Financial Rewards for individuals at work showing good practice scope 2 indirect emissions eg electricity; Reduced council tax incentives; financial incentives to encourage local green businesses; benefits for people who car share; Giving residents discounts for recycling; I do also think your going to have to have incentives for people giving up their cars for work and one inefficient bus service with poor driving skills, taxis and a cycle route is not going to cut it; Businesses could be incentivised to make changes in support of the plan by reductions in business rates when the right steps are taken; Incentive works much better than penalties like fines for low emission zones for instance.</i>	To be addressed by the Economic Development and Green Growth Strategy	
	Suggestion - Implement / encourage insulation in homes (e.g. grants, support) (10 comments)	<i>Provide information and discounted bulk purchase insulation for all householders; making buildings more insulated (council and private); Encourage and support insulation of old properties; The best thing the council can do is give every home a grant to improve insulation in the most appropriate way for that property, and not grants through dodgy companies.</i>	The environment centre provides free advice on available grants for insulation schemes.	
	Suggestions / concern - Businesses should be targeted as the largest emitters (9 comments)	<i>The big businesses need to change before you can expect the individuals to change; There's some complex tensions here between big businesses in the city and the best of intentions from SCC; SCC does seem to cause a lot of emissions - but compared to the rest of the population of Southampton it probably isn't; cleaning up certain types of heavy industries, everyone ignores how concrete and steel production contribute so much to CO2 emissions, investment in some initially somewhat expensive technologies can clean these up (like use hydrogen to replace coke (coal) in blast furnaces, that way you avoid CO2 by products) without anyone having to change their daily lives; The crucial thing here is we must fix an industrial problem with industrial solutions; pressure could be put on retailers not to generate non-recyclable waste. Emphasis is often put on consumers, but little seems to be done to force industry and commercial enterprises or shops and retailers to stop using polluting materials; external companies need to be encourages with the use of e-bikes; businesses need to be encouraged through any available subsidies and support to move towards net zero - this is probably again under central government policy, but where possible local support can help this should be aimed for; It is the businesses and their corrupt practices that are the biggest concern - throughout industrial history, and how much the govt. turns a blind eye, equally problematic.</i>	It is important that businesses are on board which is why we have set up Southampton Climate Commission to extend our influence on organisations across the city. However the power of individuals collectively is not to be underestimated as it is often individuals making buying decisions and the consumption economy is a substantial source of emissions.	The Commission will help build capacity in the city to address the challenges of climate change and provide a platform for deliberation and democracy.
	Agreement / suggestion - Work with landlords to improve private properties (5 comments)	<i>It may be possible to reach community groups and private landlords etc by bidding for funding to help the same decarbonise; take into ownership at least some of the substantial number of private rented properties which are well below even the standards of Council-owned and -operated properties. It would also be advantageous to set up partnerships with major renters in the City (eg those operating student housing complexes) to achieve economies of scale in provision and purchases of goods and services needed for building improvements; Good to see includes encouraging landlords to improve properties. Can this me made stronger? Many private rental properties are poorly insulated and there is little help for tenants; Assist Landlords in private dwellings to have the grant to be able to change from Natural gas and oil fired to heat pumps; tenants have little to no power to opt/push for some of these energy efficiency schemes. Landlords don't pay the bills so won't see this as a saving, more as a cost, therefore going to be hard to incentivise.</i>		Improve the performance of properties within the private rental sector by; Assessing the stock to identify priorities and opportunities, raising awareness amongst landlords and enforcing standards, encouraging and incentivising energy efficient, low carbon homes, and identifying opportunities for landlords to

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
				use grants and other means to support the delivery.
	Suggestion - Encouragement / implementation of meat-free diets (2 comments)	<i>Food plays a big part, schools should be offering vegan options; Schools should serve much less meat in their school dinners. People in general should be encouraged to have one or two meat-free days every week.</i>	Information about sustainable food will be included in communications plan. New Healthy & Sustainable Schools Collective. Proposed Local Plan policies to include food growing facilities in new developments.	Include more on food including HASS.
	Suggestion - Reduce / dim street lighting (2 comments)	<i>consider sensors on street lights, so they are only used when people need them - perhaps in 3's - the light they are currently walking near, plus the ones either side; Turning street lighting down and reducing usage to nights with very poor visibility eg. fogs, would be beneficial, both for reduction of emissions and reduction of light pollution.</i>	Looking at where it is feasible and safe to do this.	
Goal 4 – Partnership / collaboration suggestions	Suggestion / concern - Work with / restrict emissions from the docks (e.g. cruises, container ships) (43 comments)	<i>You need to firstly control the emissions from cruise ships lorries; Just make sure existing regulation on actual pollution (diesel particulates, NOx etc) are strictly enforced around the docks, airport and refinery and that will keep things clean; Carnival for example have gargantuan emissions; It won't be possible to do this especially with the huge cruise ships that dock in Southampton; how much influence does the council have over the cruise companies; I would like to see the council use any influence it has to reduce HGV movements to and from Southampton Docks; it's no good saying they are getting cleaner fuels, it will only be the bigger richer ship companies that will do that; Need to look at cruise ships carbon footprint as well; Until SCC has control over ABP and their excessive noise and air pollution any attempts to apply control through out the rest of Southampton only impact on its residents; I am unconvinced that brief tourist trips around the city (predominantly to grab some photos of key bits of the old city) really outweighs the environmental damage being done by the industry; Do NOT allow cruise ships to run engines other than for arrivals and departures; Require all cruise line operators to operate a free park and ride scheme for customers enforced by a pollution charge for private vehicles entering the ports; Control emissions from cruise boats; Replacing the "dirty" traffic with cleaner alternatives could be achieved by regulation, requiring those who use the port facilities to transfer ot cleaner technology faster.</i>	<p>Whilst the Council has limited abilities to control all actions of others, we are looking at what ways we can use power of influence.</p> <p>Southampton Climate Commission includes representatives from ABP and other large organisations in Southampton.</p>	<p>The Commission will seek to:</p> <ul style="list-style-type: none"> • Create shared responsibility and mobilise local action with meaningful representation of different groups • Demonstrate how climate action can be an opportunity to deliver co-benefits • Strengthen the evidence base and promote the adoption and delivery of appropriate climate action plans across sectors • Inform, guide, support, and track progress towards appropriate local climate targets, promote transparency and encourage the replication/scaling up of best practice.
	Suggestion - Other partnerships (12 comments)	<i>Use the university to help tell the stories that we need to tell; It is required to identify synergies with South Western Railway; I would encourage local business to work together more visibly on the net zero strategy, for themselves and the city; Employ me at £50k per year and I'll come around to your way of thinking; Have doctors been consulted on reducing health impacts ? Are there opportunities for groups like U3A to get involved; If you are interested, call me [retracted name and number]. I do a lot of work with local authorities (Essex CC, West Sussex CC, Suffolk CC) on non-technical barriers to rapid decarbonisation (data, finance, coordination, capability and capacity, business models and councils themselves). I am (like SCC is) part of the Innovate UK 'Pathfinder Places' cohort (as SCC is); I am interested in the Climate Commission;possible membership; It may require collaboration with other custodians of the coastline; Not all departments talk or are aware of what's are doing; Again, technology and materials development have resulted in the availability of insulating materials and processes which can and should be applied well before the next decade, funded by innovative partnerships between new tech companies keen to make their mark in an emerging market and the not-for-profit sector able to partner with the council in the works associated with emissions reduction.</i>	Work closely with the Universities, hospital and other stakeholders through the Southampton Climate Commission and other means. Looking to work closely with health colleagues to promote health & sustainability in all policies. Ongoing learning programme internally.	Include work with health colleagues.
	Suggestion - Ensure collaboration / good relationships [in general] (10 comments)	<i>Bring in real expertise and pilot for each to deglitch; System thinking approach is required; A wide ranging plan that shows us, the public, what business is already doing to achieve the net zero targets would help change the narrative in a positive way; How will you collaborate with the experts in the city?; Net zero can't be achieved without regulation of emissions by everyone - individuals, business and local authorities; Please don't be led by noisy, biased, others - but by the robust supporting scientific evidence; getting people to buy into these ideas - requires honesty, collaboration and a lot of give and take; Lack of expertise: Local councils may not have the expertise or resources required to develop and implement effective net-zero policies. This could lead to poorly designed policies that fail to achieve the desired outcomes; It doesn't seem to be joined up in secure ways; forge good relationships.</i>	Work closely with Southampton Climate Commission and Southampton Climate Assembly SCCA — Rebooting Democracy	Include links

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
	Suggestion / concern - Enable / encourage electric plug-ins for the docks (e.g. for cruises, container ships) (10 comments)	<i>As long as the docks is not fitted with electrical hook ups for ships then ship will continue to spew toxins into the air, you must fit all docking berths with electricity for ships; the pollution from lack of ship to shore power(cold ironing); What about the shipping terminals, do they benefit from the same provision as the newer cruise terminals? Can more be done to ensure that the Port of Southampton provides better/adequate on-shore power provision for ALL shipping?; Until they can all be changed over to LNG - a very long and expensive process - the pollution will continue.</i>	Associated British Ports Shore power goes live at Port of Southampton (abports.co.uk) There is some shore power and this is proposed to be expanded.	
	Suggestion - Work with volunteers / third / public sector organisations (8 comments)	<i>Support volunteers to run sessions about climate and ecology to help explain the situation to all parts of the city. This needs a massive coordinated effort; Use local campaigning organisations to help tell the stories that we need to tell; Work in partnership with third sector groups to promote the solutions, including nature-based solutions, that deliver multiple benefits for place, people and planet; community involvement e.g schools and others who might feel by-passed by the 'system'; Using expert volunteers e.g. volunteer climate activists in Church of England, cycling campaign; sponsorships and joint-ventures (with both commercial and not-for-profit organisations.</i>	We are involving communities through the Climate Commission and Climate Assembly and looking at ways we can support community leaders.	
	Suggestion - Work with other areas / local authorities (8 comments)	<i>Collaborating with other areas in the UK and Europe that are working towards the same goals to share what works well and what has failed; achieve net-zero through local authority policies; add references to the progress being made in other cities. Oslo and Stavanger are helpful examples; Local authorities need to work with each other not against each other; As Transport Manager for HCC and living in Southampton, I would be more than happy to assist further in regards to fleet emissions; doesn't seem to look to models of European cities making significantly greater steps forward.</i>	We do work with other Local Authorities across Hampshire (Climate Change Officer's Group, Planner's Sustainable Design Group) as well as nationally (LGA Climate Action Group, APSE etc)	
	Suggestion - Must work cross-party to achieve it (7 comments)	<i>Work cross-party. As a full body (not just Cabinet or party-in-power); The biggest risk is from politicking from opposition parties; My main concern is that this should be a strategy which can survive changes of administration. The ultimate goal is embedded in law but there is still a risk that changes of leadership could slow progress rather than speed it up. Is this going to be a cross party strategy which will remain in place, albeit with the capacity for improvement as time goes by?; I am very concerned that things don't happen because of Labour/Conservative arguments. Conservative money if granted in the Transforming Cities fund and then local Conservatives are against it. We don't have time for arguments like this - we must work on New Zero TOGETHER; likely to be unachievable depending which Administration is in control because, priorities of the Council at any given time take precedence; Climate change is no respecter of right, left or centre politics. Floods, drought, avalanche, mud slides, all kill and maim irrespective of the colour of the rosette their victims might have worn, and unless politicians develop an equal degree of colour-blindness.</i>	Agreed.	
	Suggestion - More work with / support from Central Government (7 comments)	<i>lobby central government for support and assistance to achieve specific improvements; National government show impose stronger initiatives; Start lobbying (on mass) for funding, from central government, to provide clean electricity generation, insulation of homes and electric vehicle facilities. Ensure funding is ring fenced for these projects; political pressure from our Parliament; National government should be able to suggest how net zero targets are achieved and local authorities would decide how to implement them within there areas.</i>	Agreed.	
	Suggestion / concerns - Support for / work with local businesses (5 comments)	<i>set up support for local businesses; But how can you support and encourage new green business in the city? And discourage new business and expansion of existing businesses that contribute to climate change? 'Reduce, reuse, recycle' is mentioned, but not 'Repair'. Can the council encourage repair business in the city by seeking to have its own broken products mended rather than replaced; help support and, if necessary, create local businesses which can provide goods and services which aren't currently available locally; Businesses, too, of course, if they'll get on side and can be trusted, and if regional authorities and government can be trusted to hold them accountable.</i>	360 support for local businesses.	Refer to 360 in Strategy.
	Suggestion - Work with / encourage community initiatives (5 comments)	<i>It may be possible to reach community groups and private landlords etc by bidding for funding to help the same decarbonise; nable the above students to thereafter start their own small workshops, giving incentives in the less developed and neglected parts of the city (example: St. Marys - in the vicinity of the City College). Let the council help provide the necessary space and loans for these students to start their own small workshops and shops for repairing and selling [electric scooters] (often, these can be done simultaneously in the same premise). This will help enliven our run down areas, while helping the people who live here develop a sense of pride based on their hard work and enterprise; empowering and enabling the community to be involved as much as possible should also be a priority; reate natural environments and the younger generation involved, whilst they helping at the green spaces/ community farms they aren't using electric on games consoles and actually getting fitter so helps the NHS also. and get the kids to respect theor environment; Perhaps set up localised groups (to include members of the public) to call for different ideas and to more widely disseminate the Strategy.</i>	We are involving communities through the Climate Commission and Climate Assembly and looking at ways we can support community leaders.	

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
Goal 4 – Suggestions to reduce emissions (energy production)	Suggestion / concern - Work with / restrict emissions from airport emissions (6 comments)	<i>This was not helped by voting to expand the amount of flights from Eastleigh airport over Southampton; Just stop the private air flights and massive cruise ships for a start; perhaps there should be a consultation on the use of private jets; Review how many transport emissions are coming from air port;</i>	Southampton objected to the expansion of Eastleigh airport. This was not approved by SCC as it does not come under our jurisdiction.	
	Suggestions / concerns around Southern Water pollution (3 comments)	<i>I object heartily to Scope 3 including the support of Southern water to reduce water consumption when they do not fulfil the reduction of waste pumped into our river; you concentrate on getting Southern water to stop dumping basically shit into out rivers and sea first;</i>	Whist we do not endorse some of the actions we need to continue to work with other areas of the company to ensure continued water supply.	
	Suggestion / concern - Work with / restrict emissions from Fawley Power Station (3 comments)	<i>Firstly need to control emissions from Fawley refinery; How much CO2 comes out of Fawley oil refinery, maybe shut that down; you stop Fawley burning all sorts of rubbish.</i>	This is beyond the control of SCC.	
	Suggestion - Implement / encourage solar panels (including grants / support) (17 comments)	<i>Every household should be able to have solar panels but don't have to pay for them, I would love them but can't afford to pay for them; Can the council by solar panels and fitting services on mass, conduct a survey of suitable roofs; Council funded 0% finance on solar panels and heat pumps and insulation work; These need to be placed especially in Centenary Quay and Ocean Village as the hours of sun are greater on these areas and it is very windy. The council need to tell the developers to do this; Support businesses and landlords to install solar panels on buildings; Ensure grants are easy assessable for solar heating on private and flats; install solar PV either directly by a grant scheme or indirectly by a procurement initiative for resident</i>	Maintain and enhance the council's Warmer Homes Service and collaboration with the local charity, the Environment Centre (tEC), to offer advice to households and distribute grants to make safer, warmer, more energy efficient, low carbon homes, prioritising the vulnerable and fuel poor. Support private sector renewable energy collective energy schemes such as solar together. Developers will be required to met more stringent sustainability requirements through the new Local Plan (City Vision). Unfortunately we do not have the funds to provide solar panels to every household at this stage.	
	Suggestion - Other green energy suggestions (e.g. wind turbines, geothermal energy) (13 comments)	<i>changing everyone to a different form of heating/cooking by removing gas; needs to be more research to produce "green" electricity; encourage the green energy for Solent area form the proposed Tidal capture, off the Isle of Wight, (this technique already successful in the Orkney and Anglesea, and more reliable than solar or wind generated green power; green roofs to clean the air / space for one or more trees, which again would exchange oxygen for the carbon dioxide emissions from humans; Invest in reclaimed energy from data banks. Specifically, investigate heating swimming pools from commercial data bank projects (as Exeter); hydrogen cars/trucks and other replacement of fossil fuels with renewable fuels; renewable energy, for all those small half-off-grid locations where nuclear isn't quite practical; There are many items of powered equipment that require dispersal of waste heat, for example IT servers, air-conditioning units, instrumentation at the university and a whole gamut of industrial machinery [...]I've been intrigued by an idea I saw in the press today about a swimming pool being heated by managed cooling of a small server farm - a win-win for both concerns - and began thinking about how much energy could be recycled into heating or even power generation if only there was some way to manage the capture; would not an additional borehole be more viable long-term?; Direct removal of coal, oil fired heating systems;</i>	Detailed comments for future action plans.	
Suggestion - Implement / encourage wind energy (9 comments)	<i>Wind farms; wind turbines; Wind energy is not mentioned at all, but has potential on our coast, and turbine blade development has a long history in the city so why not put up an iconic wind turbine with a viewing platform for the public; community owned wind and/or solar energy or even microhydro at Woodmill; wind turbines. These need to be placed especially in Centenary Quay and Ocean Village as the hours of sun are greater on these areas and it is very windy; mini wind turbines; WInd energy is not mentioned but the recent Lawrence Weston, Bristol model where the wind turbine owned by the local community is installed on an industrial area, and locals get the financial benefit, seems replicable in the docks or refinery area in our locality.</i>	To be investigated.		

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
	Suggestion - Implement / encourage nuclear energy (5 comments)	<i>Once we have more nuclear we will be ready. If you know anything about batteries and how they are made you wouldn't want to use them; No one has thought to build more nuclear plants that are cheaper and cleaner to run; nuclear fission energy, as the stop gap base-load supply for the electrical grids, fission power is extremely safe and extremely effective but limited to a few centuries of reachable uranium and thorium reserves; nuclear fusion research, for the ideal longer term supply that might not be ready for many decades yet, and by long term it could operate using oceans as fuel for longer than there will even be a sun in existence; We have just knocked down a powerstation at Fawley- ideal site for a small nuclear power station or two and what are we doing?</i>	Nuclear power – nationally policy rather than local.	
	Suggestion - Implement / encourage geothermal energy (3 comments)	<i>If at all possible, expand the Geo Thermal site and use it to heat and power more of our City's immediate needs; Why is there no mention of geothermal (which we definitely have) and ground source heat pumps; Scope and bring forward proposals for new geothermal power generation sites, with the creation of a commercial trading arm or CIC to re-invest profits into public services in the region, or to provided subsidised heating for local businesses and social housing.</i>	Yes we are looking into this.	Mention geothermal.
	Suggestion - Utilise Marchwood power station (2 comments)	<i>If you want to save costs why not use the abundant waste heat from Marchwood power station and waste incinerator, just one mile away, for district heating.</i>	This has been investigated in the past and not currently feasible.	
	Suggestion - Implement / encourage heat pumps (2 comments)	<i>fit heat pumps.</i>	Continue to seek funding schemes for both the fuel poor and able to pay sectors including working with a Hampshire wide retrofit scheme.	
Goal 4 – Transport suggestions	Improve access to / encourage use of public transport (41 comments)	<i>Southampton's public transport is organised to suit commercial aims rather than to benefit the City, its inhabitants and visitors. The impending consolidation of bus operators ought to improve things somewhat, by removing an element of competition which has encouraged routes and timetables to concentrate on meeting primarily heaviest-demand aspects (particularly "radial" routes - it can be difficult to get to some important locations such as the General Hospital without several changes of bus, for example). Even where there is good public transport, there are obstacles to its use for many people, as road crossings of major roads are often dangerous and can take many minutes (for any normal return journey, most people will need to make at least one such crossing); with rail services using spare capacity to shuttle between the centre and outer areas (currently the timetable has no spare capacity, because services run all the way to other centres such as Portsmouth); Transport: is there scope for the Council because of its increased say with bus travel through the Enhanced Partnership to use its powers with parking charges to economically incentivise travel by bus. If it is cheaper and easier to get into town and other city destinations by bus rather than by car then people are much more likely to choose bus travel; more routes; more regular; cheaper; trams; make public transport more appealing; service is too unreliable; New Southampton Train Station at St. Mary's Stadium; frequent electric buses in the currently underserved / unserved areas of St. Marys, Northam and Chapel; rapid, effective and efficient rail network (one that does not disrupt the country by selfishly going on strike!) to replace as many lorries as possible; Money spent on public transport upgrade; co-ordinated plan to encourage the use of public transport; buses in Weston dont always turn up because they are taken off our route and some of the drivers are complete nutters hitting kirbs and they dont understand the concept of slowing down they just apply the brakes violently; Provide free public transport; Bring back bus lane on Bitterne road; trolley buses, with their own power station; Public transport is inefficient. It does not help the disabled or the elderly to take rubbish to the recycling centres or carry heavy shopping back home; Buses at a local level are pretty good, but for the longer commutes they are not a viable alternatives and the trains are too costly over the long-term making car travel more attractive; subsidise bus travel for students & young people; Introducing a Southampton City Council wide 'Oyster' transport card, with fares charged by Zone regardless of number of journeys or whether on bus or train similar to TFL; Put in a monorail circle system and make cars park outside central Southampton; I live in Bitterne Park - I can't get to Bitterne by bus except by going into town and back out again...so I have to use my car.</i>	The Southampton Bus Service Improvement Plan sets out the long-term ambition for buses in the city: https://transport.southampton.gov.uk/connected-southampton-2040/bus-service-improvement-plan/ .	
	Suggestion - Improve traffic in the city (including avoiding road closures / unnecessary traffic lights) (25 comments)	<i>Do more to reduce traffic levels in the city; get rid of 20mph roads ridiculous and all bloody bike lanes that they dont use; Bitterne Road East, Thornhill Park Avenue, Upper Deacon Road areas have very heavy traffic, a lot of which is driving well over the 30 mph speed limit [...] Traffic in this area is so heavy that it must be one of the worst for emissions. Speed cameras would help; Road closures, narrowing junctions, making roads one way etc has just meant cars sit in traffic jams which actually increases ommissions; far too many traffic light junctions in the city many of which are over populated with traffic signals, using three where there need only be one, etc. There are many junctions where the correct and efficient phasing of the lights are non existent and a number of junctions where one lane of traffic could be moving, but can't as it is held at a red light. The newly laid out</i>	We Continue to deliver the Local Transport Plan, including the Big Ideas to deliver a Southampton Mass Transit System, A 'Liveable' City Centre, Active Travel Zones, Park and Ride Sites, The Southampton Cycle Network and the overarching goals of working towards a zero emission city and improving connectivity. The council will align their Local Transport Plan with emerging government	Introduce new policies within the Southampton Local Development Plan to support sustainable travel choices including a focus on high density developments with low/zero car ownership; creation of 20-minute neighbourhoods;

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
		<p>junction at Thomas Lewis Way, springs to mind here. Traffic coming from Cobden Bridge could safely turn left down Thomas Lewis Way when many of the other junctions are on green, but can't as they are held by a red light! This is just one example, but there are many others. Why not also make traffic light junctions a give way after say 22:00hrs until 06:00hrs? Junctions 5 and 7 of the M27 spring to mind here. There are common sense suggestions which would work in practice and I would urge you to consider them. Not only will they cut congestion, but it would be good for the environment and reduce driver frustration; Have a complete evaluation of all the traffic lights in the city, a lot of the emissions are caused by vehicles sitting at traffic lights; part of the Avenue alone 2 lanes reduced to 1 due to the installation of cycle lanes and awkward bus lanes and stops, which has caused queues of vehicles at peak times held at stop with engines ticking over along with additional rev's to move on; Closing roads only gridlock traffic on main roads and cause more pollution. People will have to drive double the distance around these roads to get to their destination; Also the biggest saving in traffic pollution would be the decrease not increase of home deliveries including groceries, fast food and pharmacy prescriptions; how about putting more shallow incline walking bridges over major roads to avoid the same thing (like the one at the bottom of Foundry Lane); Efforts should instead be applied to improving traffic flow around cruise passengers, ikea, and at Mary's as the main drivers of congestion and associated pollution; less cars sitting idle due to better management of road improvement schemes; The anti car policies are in helpful and counterproductive; Keep commercial traffic off the main arterial routes by having entry to the docks at Redbridge.</p>	<p>policy and complete a review in 2024 that will offer additional clarity on how the city can achieve net zero targets in relation to transport emissions</p>	<p>safeguarding land for key transport improvements, including the Southampton Mass Transit System and Park and Ride.</p> <p>Deliver the Air Quality Action Plan, working towards continual improvement in the city's air quality while securing large co-benefits for decarbonisation.</p>
	Other suggestions / concerns around transport / travel (24 comments)	<p>Is the council allowed to borrow to accelerate this? Pay backs are fantastic; Southampton's geography as a peninsula is a major limiting factor in traffic movement schemes, especially if alternative routes are needed because of repairs, accidents etc. Don't assume that restrictions can be made sensibly in major routes; there is also the inescapable fact that much of the newer transport routes, business areas etc are on reclaimed land which is at great risk from relatively modest sea level change; There should be a policy that insists that all drivers turn their engines off immediately they have parked. If the drivers whinge about being cold tell them to put a sweater and coat on. Seen drivers in the middle of winter in just a T shirt which is clearly why they pump toxic emissions into the atmosphere for up to 30 minutes after they have parked; The biggest reduction could be achieved by encouraging people to limit the distance people commute; ban all diesel trains from the area; You could make a big impact to reducing the impact of transport on the city by removing Balfour Beatty and replacing them with an organisation that actually cares; I think it would be a solution to move cycle lanes onto the pavement and extend the width of pavements to accommodate with marked out areas, this would also assist with moving the deadly scooters off of roads and offer them a safe highway away from pedestrians and vehicles. We are lucky enough as a city to have a lot of grass verges along main access routes in Southampton this may be a long term project / strategy but the results would be a benefit long into the future; Do taxis fit into these plans and what about other public transport?; Be bolder in achieving modal transport shift; I constantly get email encouraging me to have my prescriptions delivered at home yet I'm fit and well enough to walk to the pharmacy so why would I increase the pollution by adding myself to their deliveries it should be open to housebound/disabled patients only not just to make people lazy and further increase pollution through another work place vehicle being on the road; If you want to control how often I use my car and where I use it (distance and journey- roads used) then remove road tax for private cars, reduce car insurance for private cars by order of the government this would at least reduce the cost of having a car that will end up sitting on my driveway being hardly used; More port freight by rail; Allow Amazon to test it's drone delivery system here; No matter how much you want us to, no-one likes cycling in the rain and cold and older people can't do it anyway; Park and Ride will only work for non residents, those living in the suburbs will not go 'out of town' to pick up a bus; Double or triple the parking charges; We need RID of the bicycle ideology in favour of a balanced mass transportation system for all; Bold plans and steps are needed like a metro system. Yes expensive but an answer not to expect the city to get on a bike or stopping travelling into the city; A stringent travel to work strategy for those working in the city; Quiet zones, like in Portsmouth where loud exhausts are banned and/or fined; controls over vehicles used for taxis and number of taxis in centre of towns; Keep taxis licensed and mot'd to ensure lowest level emissions; Promote Low Traffic Neighbourhoods by allowing residents to propose their area for LTN status and adjustments; Get rid of electric scooters which are a hazard to the elderly and visually impaired and hard of hearing. They use electricity and stop the people who use them using buses or just getting exercise by walking.</p>	<p>Some of what needs to be done will happen outside Southampton – for example through the ongoing decarbonisation of electricity or the development of electric vehicles.</p> <p>However, numerous options could also be adopted within Southampton to reduce energy use and carbon emissions in homes, buildings, transport and industry.</p>	<p>We established Southampton Climate Commission in 2022 and will continue to support it. This independent forum, could help in achieving delivering net zero goals through combining influence of organisations from across the city. It is a model other UK cities have introduced, bringing together representation from a range of stakeholders to develop ownership and oversight and establish agreed targets and positive action.</p>
	More / accessible electric chargers across the city (inc. workplaces)	<p>chargepoints in every car parks for electric cars, and also on lampposts, so that people who don't have the option of having a charger at home can still consider an electric car; Businesses could help with the electric car charge points in their carparks; whether people will be able to charge electric cars at an affordable rate and with</p>	<p>Electric Vehicle Strategy is being developed and expected to be adopted 2023.</p>	<p>Refer to Electric Vehicle Strategy.</p>

Consultation feedback			Officer response	Actions proposed
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	and homes) (19 comments)	<i>reasonable convenience (an especial challenge for flat dwellers); The council should consider if dedicated on-road parking spaces (possibly only dedicated at night) with charging points might be possible and a good idea. Such a scheme would incentivise individuals to invest in providing electric charging points which would otherwise not exist or have to be publicly funded; I applied for a dropped kerb with a view to moving to an EV at some point in the near future. Only to be told that basically a dropped doesn't fit the aesthetic for my area. The local planners now want cars to park at right angles rather than across the front of premises! How effective are you going to be if your planners block every move; Provide more than just 2 council funded Taxi EV chargers. 2 are not enough now that we are pushing for Taxis to go electric. If you want us to help you, you need to help us; is there adequate infrastructure for vehicle charging? Can the National Grid cope; Add requirement for EV charging points to all new housing stock and commercial properties with parking;</i>		
	Suggestion - Park and Ride scheme for Southampton (16 comments)	<i>Introduce a park and ride; introduce a park and train; Winchester, Portsmouth and Salisbury have them while Oxford has 5! Bursledon car boot sale site is a prime example. If boundaries and adjoining councils are a problem then take the issue to county or government level; Park and ride schemes on both sides of the city are VITAL to reduce the amount of traffic entering the centre; free park and ride; park & ride to General Hospital is good but why still no park & ride from other directions?; First of all introduce Park and Ride areas, east and west; Require all cruise line operators to operate a free park and ride scheme for customers enforced by a pollution charge for private vehicles entering the ports;</i>	The Connected Southampton Transport Strategy sets out 'Big Ideas' to support three strategic goals. These ideas include the creation of the Southampton Mass Transit System, which will be made up of a number of elements including bus, rail, ferry, fares and ticketing, interchanges and park and ride. Work on delivering the long-term vision for the Mass Transit System is already underway through the joint Transforming Cities programme with Hampshire County Council . Further improvements will be developed and delivered with other partners, including Hampshire County Council, subject to funding. This includes measures outlined in the Transport for the South East Strategic Investment Plan , which identifies transport investment needed up to 2050.	
	Improve access to / encourage walking / cycling / scooting (e.g. grants, infrastructure) (16 comments)	<i>Cycle lanes a great improvement on hill lane we need less cars in city centre; If there could be a longer term plan to effectively join all the parks together as one circuitous cycle/walkway [...] ring the city with greenspace this would make a difference. The city at the moment has lots of essential amenities that are not walking distance and so needs to have these brought closer together; tart allowing shops to sell CKD real electric scooters (of the kind currently used in hundreds of cities in China by a few million people) [...] Build roads exclusively for the use of the above. Build elevated roads for larger vehicles - cars, trucks, etc., and allow the above electric scooters with their inbuilt 40 kmph speed limit (2 seaters) to use existing roads [...] Simultaneously, commence a 3 and 6 month course in City College, teaching students how to assemble the above robust electric scooters, and how to repair it. Both the above wil lbe required, and this will truly help create jobs for the city's youth and middle aged people. We currently have a major unemployment issue in Southampton that has already begun to result in higher levels of crime. Doing so will help address multiple problems simultaneously; improve access to cycling; Go back to school catchment areas so that children can walk to school; Free cycling lesson; Cycle lanes need to link up & be wider to give legal overtaking space within new Highway Code distance; Free bicycles; A bit of investment in the paths in Southampton would encourage people to walk; Enforce private commercial parking operators to create free for use lockable bicycle and electronic scooter storage in roofed locations with bright lighting & CCTV monitored by on site security; Invest more heavily and thoughtfully in cycle infrastructure.</i>	Scooter Trials Walking and cycling strategy My Journey	
	Suggestion - Implement / encourage electric vehicles (11 comments)	<i>The public will require grants and help to be able to do the same as we are individuals and can't always afford to change our vehicles for electric or pay fees for clean air zones; You buy me a £30k electric car that runs on magically produced electricity I'll go for it; Why not transition all vehicles that can be to EV now?; lowering barriers to electric vehicle transition are important - the council should lobby government and take own action where possible to make this easier for citizens to do; encourage use of electric vehicles; There are already a significant number of vehicle types which use electric and/or hydrogen fuel-cell technology which could replace the huge number of diesel powered heavy goods/public transport vehicles on the citys roads.</i>	The Council is currently developing an Electric Vehicle Strategy, which will set out how we will support the roll-out of electric vehicles across the city. This document will also be used as a tool to secure much needed investment in delivering electric vehicle charging points and initiatives. A draft strategy will be available for consultation in Summer 2023.	
	Suggestion - Implement / encourage electric-powered public	<i>All buses operating within the city boundaries must be electric. In the past ,the city had electric powered trams. Something along those lines would seem to be a good idea; All public transport (buses and taxis) to be electric;</i>	The Bus Service Improvement Plan (BSIP) sets out the long-term vision for buses, including the ambition to decarbonise the bus fleet. To support	

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	transport (10 comments)	<i>the city's bus operators to switch to cleaner technology vehicles in order to retain the local and central government subsidies they benefit from.</i>	this, the Enhanced Bus Partnership, which oversees the delivery of the BSIP and is made up of the local bus operators and the City Council, will be developing options to introduce electric buses in the city.	
	Suggestion - Introduce low emission / clean air zones (7 comments)	<i>Have an emissions charge like London; city entry vehicle emissions charge; Introduce a clean air policy so vehicles such as diesel, have to pay to come into the city; charge additional fees for inner city parking at weekends (clean air levy); Congestion charge for heavy polluters.</i>	We have explored this option previously but it was not possible – instead we have set out a number of actions in our air quality action plan.	
	Improve access to / encourage use of sustainable travel in general (5 comments)	<i>Encourage low emission travel and transport; The city is not offering any of us any real alternatives to tempt us out of our cars, and I'm not sure council employees are going to feel any differently; Persuade residents to opt to use alternative transport; Introduce horse and carts within the town centre this would be good for tourists and keep emissions down use the horses waste for the green areas etc.</i>	The Transforming Cities programme is delivering investment in walking, cycling and bus.	
	Suggestion - Car-free areas (4 comments)	<i>More areas for people to relax and enjoy and zero cars in the Central City area; Stop cars driving through the centre; I'm in favour of making certain areas car-free, such as around Bedford Place, and Portswood.</i>	Options are being explored.	
	Remove traffic restrictions / stop trying to pedestrianize City (2 comments)	<i>The idea of making the city centre traffic free and pedestrianised will eventually close the centre down when customers go elsewhere as the city bus service will not cope or be economic to run; such absurd ideas as traffic restrictions, cycle lanes, road charging.</i>		
	Suggestion - One car per household (2 comments)	<i>One parking permit allowed per house hold in residential areas.</i>	There are plans to introduce Travel Hubs across the city, which will offer residents a range of transport solutions, including cycle and scooter hire and car clubs. This will make it easier for people to reduce the number of cars in the household. The first two hubs will be introduced in Woolston and Portswood , as part of the Transforming Cities, and improvements are also being made to Southampton Central Station .	
	Suggestions / concerns - large vehicles are the issue (2 comments)	<i>Delivery lorries entering the city need to be controlled; The issue surrounds trucks.</i>		
	Suggestion - Reduce speed limits (2 comments)	<i>set a maximum speed limit of 20 m.p.h. within the whole of the Old Town area of Southampton, and eventually look at extending this even further out; We should have more areas/road reduced to 20MPH (twenty is plenty) this would encourage vehicles (particularly vans/lorries) to use larger roads and Motorways instead of speeding through smaller roads and villages including west End at 40 & 50 MPH. West End has had an increase of road accidents including a fatality due to cars/vans/lorries and coaches speeding through it from one end to the other.</i>	In early 2022, residents were invited to submit a request for a 20mph speed limit on their residential street. This has led to a phased programme of 20mph streets being rolled out across the city from Summer 2022. In addition to the 20mph streets programme, the Council also delivers an annual road safety programme, which considers the latest accident data provided by Hampshire Constabulary and other road safety requests.	
	Positive to target travel / transport in the city (2 comments)	<i>Road Transport and heating are Southampton's biggest carbon polluters 30% each. We need as fast as possible investment in these; I think you can do a lot more for travel-related emissions by people who live and work in the City, not just the council, and this should also be a target in it's own right.</i>	This Climate Change Strategy is focused on emissions generated by the Council. We will be developing a broader citywide strategy that considers emissions generated by residents, visitors and commuters in the future.	
	General disagreement with transport proposals (2 comments)	<i>The transport aspect stops me from agreeing outright; The transition to clean transport technology isn't something that most householders would be able to assist with.</i>	The Council is committed to making sure that a range of sustainable and affordable transport options are available to all. This includes providing access to newer and cleaner vehicles (bikes, scooters, car club vehicles and electric vehicle charging facilities) via a network of Travel Hubs across the city. The first two Travel Hubs in Woolston and Portswood are being delivered as part of the Transforming Cities programme.	

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Goal 4 – Transport concerns	Concerns - Restricting freedom (e.g. limits against travel / vehicles) (52 comments)	<i>You lost my support for any of this with the part that says create 20minute cities and you will lose the support of most people if you try & introduce these. They are one controlling step too far; Have major reservations over whether this really about climate change or the control of people; You Are turning southampton into a prison; used as an excuse to force electric cars on people or restrict their movement; Net Zero is increasingly being used as an excuse to censor, control and generally abuse the people of this world for reasons beyond the stated Carbon Dioxide increase etc. We do not want to be locked into our 15 minutes city / ghetto, forced to eat bugs and only being able to buy approved things with the Central Bank Digital Currency that the Government is planning; zealotry at the expense of individual freedoms must be avoided; As long as the strategy will not be another attack to the rights of car drivers because of the cars they drive; Sad that we are being forced to give up our freedom when combined with digital ID, CBDCs social credit scores, & 20 minute cities, under the malignant influence of the globalists; The council needs to take into account that our maritime climate means that we are all going to get very wet if we can't get good motorised transport to make the journeys we need within the city. In addition some people are way of public health after COVID due to the health implications of containing a lot of people who don't normally mix in a sealed, humid bus; How about not putting our city in a leading example of Marxism, how about a freedom city, that'd get the punters in, but no, you play your ideological game with our money, and probably central government money, that's what it's all about, getting money, spending money, high paid jobs for the few running this shit show, that's what it's really about; ANPR is all very well, but I'm afraid that big brother is sitting on the door step here and will very soon be knocking on the door to come in; The best you could do is stay out of micromanaging people's lives; Coercion by those in authority, whose authority itself is delegated to them by the people, is immoral and illegal in terms of common law; To cut them off from the amenity of nearby parking is to discriminate against them and potentially to risk losing good staff; What will happen to a Council employee if s/he doesn't want to cycle - for whatever reason - or objects to a half mile trudge to/from a bus stop everyday. Will s/he be disciplined ? Smells a bit like an opportunity for management and the Council to be too controlling and watchful; We do not live in a dictatorship; How will the disabled & elderly be able to maintain self reliance if travel within the city is limited; I work in a Southampton school and am extremely concerned at the prospect of staff being charged to drive to school. There is already a huge recruitment and retention crisis and this will only add to the issue further; in about 25/30 years we will enter a cooling faze,what then when everyone is freezing to death and public transport isn't running; If you remove people's ability to move around freely within the city, especially with all this pedestrianising of areas, the city is going to loose revenue; The proposal is a breach of the laws that govern this country. These proposals breach our constitutional law, our Human Rights Act amongst other laws. This is unlawful and an over reach by the council.</i>	<p>The Connected Southampton Transport Strategy, adopted in 2019, sets out some Big Ideas to achieve three strategic goals, including 'A Successful Southampton', 'A System for Everyone' and 'A Better Way to Travel'. One of these ideas, included creating a Liveable City where people can live, work and spend time in and travel in sustainable ways that enables the growth of the City Centre as the social, economic and cultural hub. Active Travel Zones support this concept by improving local areas and make them more attractive for walking and cycling with good connections to public transport.</p> <p>The emerging Local Plan builds on this by setting out the idea to create 20 minute neighbourhoods where key amenities and services are located within a short (20 minute) walk of residential areas. The creation of 20 minute neighbourhoods can help free up public space and make areas more attractive by reducing through traffic and introducing placemaking measures, such as outdoor seating areas, greening, public art, etc. They can also provide more space for people walking, cycling and or buses.</p> <p>20 minute neighbourhoods do not place limits on the number of private motor vehicles trips travelling into or out of an area.</p> <p>If any restrictions on traffic movements are proposed in the future, they will be subject to the requisite Traffic Regulation Order and public consultation, in accordance with the Road Traffic Regulation Act (1984).</p>	
	Concerns - around implementing low emission zones (9 comments)	<i>Low emmision zones are also a very dangerous thin edge of the wedge as London and other cities are discovering; In recent years Portsmouth City Council proposed a clean air zone but this caused controversy because through traffic on its way to the Isle of Wight consists of a reasonably large proportion of older diesel powered vehicles. The IoW, like Portsmouth itself, is a relatively poor area, the residents and their suppliers cannot necessarily afford the latest 'environmentally friendly' vehicles, and to single them out for emission fines is to damage them further. The answer is not a simple one; including schemes such as ULEZ, are detrimental to society and massively to the economy; unfair on residents;</i>		
	Concerns - Around town centres / businesses suffering as a result (10 comments)	<i>All you want to do is ruin Portswood, once the shops move away, then who will need any buses likewise taxis, it will just ruin a really lovely place to live; his will not be good for the local community, as lots of the local shops will move away from the area, which will make it very bad for the area; Businesses will fold; small businesses really suffer because they become inaccessible; What about local shops and businesses that have struggled, how are they meant to pay extra money for permits for deliveries. They are struggling since 2020 lockdowns and covid. How is this going to help community; The city relies on vehicle transport for goods, transport, tourism and commerce. The councils continued efforts to push motorists away from the city;</i>	<p>"One of the key concerns raised by residents in the consultation on the Portswood Corridor was about the economic impact on local businesses of a bus-only zone on a section of the Broadway. Introducing a bus gate and partial or full pedestrianisation of high streets is common practise to help rejuvenate and make places more competitive, sustainable and attractive. This helps draw people in and increase footfall and spending in local shops. There are many examples across the country where proposals such as this one have gone forward and brought significant benefit to</p>	

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			the community and the economy. Living Streets, a sustainable transport charity, has worked to develop a report call the Pedestrian Pound which looks at the economic impact of schemes such as these across the UK. This report can be found here pedestrian-pound-2018.pdf (livingstreets.org.uk) We are continuing to work closely with local businesses in order to make sure they are able to take full advantage of these improvements and the investment in the area should they go ahead. Proposals will maintain servicing access for all local businesses in the area and provide additional loading bays, which could be accessed when the proposed bus gate is not in operation and access to their shop frontages will be maintained for servicing need.	
	Concerns - around Bluestar new busses (old stock to replace City Red) (2 comments)	<i>The recent introduction of really old bus stock by Blue star across many of the routes formerly run by City Red is contibuting to air pollution levels in a bad way. The buses aren't electric and the fumes they are producing is unlike anything I've seen in recent years, even being a passenger on one of these buses you seem to be breathing in the pollution.</i>	The Council is working closely with Go South Coast, and other operators, as part of its Enhanced Bus Partnership, which came into effect from April 2023. The Partnership is responsible for delivering the ambitions of the Bus Service Improvement Plan (BSIP), which sets out the long-term vision for buses, including the ambition to decarbonise the bus fleet. To support the expansion of the Bluestar bus network, the Council is working closely with Go South Coast to investigate options that could see the replacement of older vehicles that have been temporarily operating in the city by Spring 2024.	
Goal 4 – Proposal concerns	Concerns around costs / accessing green improvements (53 comments)	<i>Cannot afford solar panels; cannot afford an electric car; cannot afford new heating system in home; People can't afford to virtue-signal for a non-crisis; Business travel should always be by the most cost-effective means. I don't care about emissions - I care about money wasted in the name of convenience; I don't want a 'de-carbonised energy grid' - I want a cheap and reliable energy grid; other crazy idea that the general public will be able to comply or afford the proposals AND comply with their job requirements; stop wasting tax payers money on projects like this; long term financial cost is not sustainable; Green hydrogen will be expensive; I'm worried about expense and fairness to all residents; There will be increased poverty, as we the people will have to pay for this; What is amazing is how the UK parliament has adopted targets which will bankrupt the economy, destroy industry impoverish the nation, have the populace shivering in their heat pump homes unable to drive their cars, priced out of cheap air travel etc whilst not making any measurable difference in CO2 levels; Not all employees can afford to live in Southampton itself and public transport from outlying areas of south Hampshire is partial. In other words, in order to reach work some employees have to rely on their own transport; Financial burden: Implementing a net-zero policy requires significant financial resources, and local councils may not have the necessary funding to achieve this goal; however charging school staff to come to work will not help the education recruitment and retention crisis.</i>	There is an understanding that many people will not be able to afford some emission reducing measures e.g. switching to an electric car and the strategy does not obligate residents to do so. Many carbon cutting measures will actually save residents money, e.g. insulating homes.	Website review and communications plan to help people to find what steps they are able to take and help identify funding to do so.
	Concerns - Around use / sustainability of electric vehicles (24 comments)	<i>EVs have a short life span; EVs cause more pollution to build; the quality of lithium is inadequate dependent on which Country it supplied from; I suggest looking at zap map and their articles on these afor mention problems; Lithium batteries from EVs cannot be recycled; electric grid cannot support millions of EVs; slavery involved in digging rare minerals to build EVs; EVs move pollution issue elsewhere; Research shows EVs catching fire; batteries use elements from sea bed so their use isn't without consequences; EVs rely on carbon generated electricity;</i>	Electric Vehicle Strategy to address this.	Refer to Electric Vehicle Strategy.
	Concerns - Around use of hydrogen (2 comments)	<i>Hydrogen is NOT a low carbon fuel now and won't be for decades and if green will require 6 times as much renewable energy to heat homes as a heat pump directly powered by electricity; Blue hydrogen requires more gas than grey hydrogen, emits methane, and the actual amount of carbon reduction is disputed. There is no</i>	Our electricity supply is already transitioning towards renewable generation (with 41% of UK electricity currently being supplied by renewable	

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		<i>place for it except maybe in hard-to-decarbonise sectors where green hydrogen is insufficient. Industry must clean up its hydrogen production before even contemplating scaling up production for sectors like home heating.</i>	<p>sources) and electrification offers a viable low carbon solution for many of our needs including transport and commercial and domestic heating. But this shift is placing a significant demand on our supply network, and we need to ensure we are exploring all our options and applying them in an effective manner including considering circumstances where hydrogen may be appropriate.</p> <p>We are talking to partners across the city about developing a Local Area Energy Plan that can help us achieve this collaboratively. The Solent Cluster provides the opportunity for the city to engage with partners across the region to explore future fuel technologies that can help achieve this. The region has many unique assets which can help us on our net zero journey and by supporting the Solent Cluster, the council can ensure we are part of a process that promises to make us a centre for low carbon investment.</p>	
	Concerns - Flooding should not be a concern (2 comments)	<i>The adaptation mentioned is predominantly about flooding but heat is going to be a major problem; Also, you mentioned flooding being a concern but I know Southampton is a very low risk area for flooding even using the worst case scenario. We've had numerous doomsday predictions over the decades claiming we would all be under water by now...but we're not.</i>	Heat is also being considered	Expand Adaptation & Resilience section
	Concerns around primary use of green energy (2 comments)	<i>Only one snag, are we being to reliant on electricity. As we push further into this brave new world are we not forgetting this world can be a bit fickle. Electric windmills do not work on calm or very stormy days. Solar cells, useless in the dark and overcast conditions. To cope under these conditions .back up to supply the whole system will need Gas, Nuclear and Coal stations. Do not throw the baby out with the bath water .Because that is not the only thing that will go out; Lithium battery technology, wind power and solar farms all result in dangerous chemicals as a by product of their production and produce huge amounts of unrecyclable materials at the end of their lives.</i>	Addressed by Local Area Energy Plan	Refer to LAEP
More information / understanding the strategy	More information - 'how' / is this realistic (40 comments)	<i>I am sceptical about the council being able to achieve these goals; How much influence will the council really have?; There is not nearly enough hard statement of intended actions.; how will this be achieved; no details; How can the council challenge the prevailing take-make-waste model and move to a circular economy?; How will you address the fact that the city's 'geothermal' district heating system is basically reliant on gas?; Needs more detail of actions, metrics, timescales, money, how many people will be working on it, how and how often progress will be assessed; Also a positive vision of what a city that has achieved the goals will actually look like – how will we get around, how will homes be heated, what new business might we have? Can we eat more local food and buy more locally-made, sustainable, long-lasting products?; At present there are insufficient details on how the council plans to decarbonise buildings such as leisure centres - the language used seems rather opaque and almost implied the council would be selling assets they found difficult to decarbonise?; We need more information on how you propose to admit authority over the community. How is this also going to help bring along workers as well as those funded by the council?; You have given very vague ways in which you will undertake and achieve these goals. There is no real back bone to this; sceptical whether the strategy is realistic; How will the Council ensure that compliance is reached by 2030 or 2035 without there being legal compliance to do so?; I don't think you will have the resources, financially and continuity to fulfil the goals. While you are still relying on overpriced third parties instead of bring things in house I think you are chasing a dream rather than reality; How is the Council going to encourage others to follow suit; The strategy is under-specific. This probably reflects reality, and so is not something that can be fixed in the document without policy making, nevertheless it needs fixing;</i>	Detail to come in subject specific action plans	Include a positive vision.

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	More information - around costs (31 comments)	<i>What cost / benefit analysis has been performed?; how will the proposals be funded; How much has the council paid 'consultants' to peddle this rubbish; Money & timescales to deliver: how does finance arrive in time practically? For example, how is the principle of recycling finance from savings (e.g.CADS) going to happen?; However the council needs to take into account cost as it has financial responsibilities such as responsibilities for caring for the vulnerable and there may be circumstances when reducing emissions is too expensive currently; how will SCC find the investment monies needed?; How much is this going to cost me as a council tax payer. How do I know I would get value for money?</i>	We will look to include more on this in the final version of the Net Zero Strategy. However this is a high level document and more information on detailed projects will be provided through the plans set out in the links diagram on p.9.	Include more on costs/ benefits in final strategy.
	Too much jargon / needs to be easier to read (28 comments)	<i>Lots of buzzwords; too much waffle; too much jargon; muddled; repetitive; boring; not in plain English; too much to read; his document should be an easy read where the author(s) is/are not trying to show how many complicated and ridiculous words and phrases they can use. "Stakeholders" is one example that springs to mind along with, "corporate entity" and that short list are just two examples of many more that exist; You know most people haven't the time or inclination to plough through this;</i>		Review wording
	Mistrust of the Council / current administration (24 comments)	<i>I just feel you are bullying people into these schemes and that is not acceptable; it just seems like one of many strategies which the council produces, which sit on a shelf and no one much reviews, before producing another similar strategy a couple of years on; Will you listen to the residents or is this foregone conclusion and pointless exercise; be open and honest rather than hiding behind EVs; you have made up your minds already; as before the council are ruining the city for brown envelopes; I hope people kick you lot out asap so we can get back to sensible policies and stop wasting money on these stupid projects. Balfour Beatty must love you dopes; socialist bull; Based on personal experience and seeing first hand the wastefulness of your managers and employees in running the council a load of fluffy waffle just won't change a single thing and you'll never reach your goals without a massive rethink on how the council actually functions on a day to day basis; We all know the council is really dysfunctional so why on earth would we follow your example when your management is more concerned with reputation that actually upholding the law and doing work, where employees are hugely wasteful and do as little work as possible and you communicate with people with endless meaningless waffle to sound good and distract; The council will not last another election if they try anything like this; So much money is spent on consultation, but I feel the city doesn't really listen to what the residents feel eg pedestrianising Bedford Place and Portswood; Your evidence is false and misleading to the public. Words to frighten the public. Confusing to the elderly and the evidence that you have hidden this and going ahead without the permission and vote of people that pay your wages in taxes and have the right to decide your proposals, are being deceived; You also have not given sufficient notice (March 2023) is rather suspicious and people will lose their trust in their council for these very reasons; Rio Earth Summit was in 1992. SCC had the world's first climate change officer (1997?). To be blunt, I have little faith that SCC has the will, capacity and capability to deliver; Can't wait to vote you idiots out; Labor has been running the council for years now and money has been spent on unnecessary projects and wasted; Irrespective of feedback the council will just do what it wants, as always; Sadly, the Council has a reputation for being difficult and punitive; we are dying from pollution whilst the councils of past years have done little but put forward ridiculous policies and paid fortunes for so called 'consultants'; It's all about outreach, something that I feel the Council has historically not been great with.</i>		
	Clarity / definition needed on words / phrases (19 comments)	<i>out of date strategy on proposed glazing, (triple glazing is the proven efficient, NOT DOUBLE); Slightly concerning that it says the council has identified THREE goals, and the most important goal is Goal 4; Page 5 refers to "clean economic growth". What does it really mean and is growth compatible with net zero; I suppose apply authority means fines for those who dare transgress?; On page 5 there is a reference to "clean economic growth".. What does it really mean? Is growth compatible with net zero?; "Stakeholders" is one example that springs to mind along with, "corporate entity" and that short list are just two examples of many more that exist; What does the term 'apply authority' mean in connection with Goal 4?; There are multiple unsubstantiated premises early in the document, making it hard to follow the later arguments that are based on the earlier statements. At the beginning the statement 'This strategy is Southampton City Council's response to the climate emergency and provides the framework for actions to deliver net zero carbon' However the so called 'climate emergency' is just an idea in the minds of those that will benefit from it. If we don't subscribe to that idea, then all the destructive policies that flow from it do not make any sense, and cause ONLY harm to billions of real people; Abbreviations weren't explained; The word authority here is striking; scope 3 emissions are mentioned widely, but i didnt see the definition; Bike lanes are not mass transport; You use the word 'estimate' in a way I don't understand, too easy to fiddle figures and outcomes; Words used generally are seek, promote, explore; On page 9, City Strategy: "...a Climate Commission, an independent forum that will develop and deliver coordinated action to reduce emissions in Southampton." See also the diagram on page 10. This appears to overstate the</i>		Review wording

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
		<i>case for what the Commission has been set up to achieve. The remit of the Southampton CC surely should be similar to the national body ‘.. to advise on emissions targets and to report on progress made in reducing GHG and preparing for and adapting to the impacts of climate change’; What does "citizen engagement" mean?; Statements such as "All of the evidence suggests that there are unlikely to be many 'silver bullets' " signify a council with a lack of ambition and determination.</i>		
	More information needed [other] (17 comments)	<i>What are the negatives of this policy and how has this been balanced against the benefits; Diagrams could do with more explanation; Adaption and resilience section says "Continue to work with Southern Water to promote their 'Target 100' campaign to reduce water use across the city." I'm interested in water and have never heard of this campaign! 100 l is a weak target (my household of 2 uses 50 l per person without really trying.); The strategy as a whole is a mixture of fairly specific actions, some with SMART targets - e.g on council housing EPCs, and extremely vague statements or promises to introduce new policies. I don't think the strategy states clearly enough the extent and limits of council powers or responsibilities in these areas; These questions are impossible to answer properly until the proposals have been realized; More on how you will use carrot and stick effectively and not give in to political pressure; Where are the local facilities being built before you implement these measures?; What authority does the council propose. I presume fines for non compliance; are going the way of London ulez; These proposals seem pretty non-specific, I think more concrete targets are required in order for meaningful change to be delivered; The green technology is not scalable and it does make me concerned that the agenda is being run by incompetent employees who have not carried out the necessary research. The strategy is too rushed and there needs to be a steady and realistic proposal to improve the air quality in Southampton. This does not mean compromising on the lives and liberties of the residents; The reality currently is there is huge building development going on and this has a considerable impact on our environment so it's confusing to read these plans as it doesn't correlate with the reality of what's going on in the city at the moment; What size of team is working on it now - 6,12 FTE's - or when will this start? People & timescales to deliver. [...] On page 13 - how much offsetting is possible via biodiversity and green space enhancement? Especially given that native species are going to be ever more stressed with the changing climate. Are there some metrics available to show the benefits; The reduction of scope 1 and 2 emissions should be by elimination or substitution, not by buying carbon offsets or other way to 'manage' the number; Not enough in the full strategy to evaluate effectiveness.</i>		The Strategy will be now accompanied by an Action Plan to provide more information on responsibilities and timescales.
	Timeline needed and updates (including before, during and after) (14 comments)	<i>There is a need for a projection of what the City will look like in 2035/2040 when we have met most of the zero carbon goals - e.g. many fewer vehicles, some activities declining, others increasing, land use change, viable City activities like renewable energy generation, jobs in low carbon companies. Although much of this is speculative, we do have the technology to achieve these goals, and we can model our possible future; before and after model or an imagined figure plucked out of thin air and those scientists in the pocket of those benefiting from the agenda; frequent updates on progress (or lack; Goals 1 and 2 need dates. Also as 2035 is a long way ahead we need to have interim goals to aim for and to check that we are on track; Perhaps concentrate on the easy to deliver stuff first?; Actions and updates against the plan not consistently dated; More detail on interim stages and achievements may be more credible; Maybe publicise smaller public goals with shorter timescales that contribute to the overall goals. Then people may see the urgency of the project more; Scoep 3 is a very broad category of emissions so there should be clarity / transparency on what is trying to be achieved and by when. A timeline should be put in place to include sustainability in council tenders from a certain date.</i>		Plan to include Action Plan alongside Strategy to provide more detail on proposed timelines.
	More information - on achieving city-wide agreement / inclusion (14 comments)	<i>hold a referendum on the subject; there to be buy-in from everyone; Don't hide behind "stakeholders" have some faith in the democratic process and let the people decide what happens in their city; Consultation and consensus are key, there are a lot of people who hold opposing views and reconciliation and understanding are very important to allow us all to move forward to achieve a common goal agreed by a majority. A Brexit-style situation must not be allowed to develop; How many of the people who really need to understand the strategy and do something to help are going to read all this?; I think the Council needs to broaden its vision and include the rest of the population - if that is possible; I knew this was coming, Oxford and Canterbury are leading the field. I know the people will be ignored, but look how the people of Oxford protested; There needs to be a 'public panel' of say 10 or 12 individuals who could point out where more clarity and information is needed. A questionnaire like this ineffective in this respect; Why haven't you given people notification and a vote?; It should be by consultation. This is all way too under the radar. it has to be together and it has to be agreed; ny actions should have the full backing of the residents as well as businesses etc. make people aware by public information & cooperation. Reading a draft strategy document and then commenting to the council is something most people don't have the time or even the capacity to do; Why don't you ask all residence of the</i>	Climate Assembly and Climate Commission to ensure opportunities for inclusion	

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
		<i>Southampton Community what they think of Net Zero and highlight the costs to each household; Seriously need to have a policy which will be backed by all our neighbourhoods in Southampton. It's got to be acceptable to all;</i>		
	Positive comments around how the strategy is written (10 comments)	<i>Can understand; easily understood; comprehensive; makes sense; well written; attractively produced;</i>	Positive comments	
	Other concerns / suggestions (9 comments)	<i>It's difficult to look at the consultation and strategy as cannot move between the two; Its all double talk, and very biased towards what you want to do; why is another strategy like this needed; draws upon data from environmental alarmists; Measuring the benefits of the Councils endeavours (in CO2 reduction terms) will be extremely difficult (or easy?). The numbers will have little meaning to the public. Visual impacts that can be seen and will be applauded. Even where an impact 'hurts', like taxes/tolls/fees/fines..., the Council needs to show the gain in a manner that is appreciated and should draw compliments; A greater level of consultation in each specific area is needed. Issues in Millbrook will be very different to the ones in Bitterne for example. Surveys are great, but should just be a starting point; In person, leaflets with simple bullet points, meetings with people able to answer questions in person in libraries for example. More councillor visibility to speak with residents; I do not see reference to air pollution caused by vehicles but if this gets considered, don't let Southamptoners fall into the trap set by Sadiq Khan where in London he has spread a load of lies by referring to 4000 deaths whereas the TRUTH is totally different. The deaths are going to happen anyway but brought forward by an average of 3 DAYS !! Load of fuss about nothing, and it is possible those nearing death may be in PAIN and would like to pass over quicker; that there are too many large gaps for it to work.</i>	It is biased towards what the council want to do as this is where we have the most control. We will look to influence beyond interventions on our own property and fleet where we can. We are looking to engage beyond this consultation with the Climate Assembly. Air Quality is addressed more specifically in the Air Quality Strategy & Action Plan and NO2 Plan.	
	Action plan should be issued in tandem (6 comments)	<i>The strategy needs to be presented along with a fully worked out Climate Action Plan - otherwise I feel I am just commenting on wise words, but no idea of the delivery methods; e Action Plan must include the people who will deliver it - for example how many FTE's over how many years, recruited by when, to ensure a successful high quality social housing retrofit programme, or complete a solar roof survey, or train staff in carbon literacy and social value (SSVP Framework) in a way that sticks and changes the way the council operates within the needed timescales?; Without the Action Plan of sufficient granularity (points 2,3 & 4) will be difficult also for the Climate Commission to monitor the progress and be effective, be confident it is happening; Overall, it would be good to see an Energy Descent Action Plan which incorporates all known sources of emissions. It could have the goals for CO2 etc at one end and a matrix of actions for all the component parts - transport, insulation, locally generated energy, industry, domestic heating, building design and so on - so we know how much needs to be done by when in order to achieve the goals set out. That would help the public get on board and also give a transparent steer to all involved as to why they need to get involved and how. A story of how Mayflower Quarter could be built to the lowest CO2 emissions possible, both embedded and ongoing, would be so good to tell. A story of how the City plans to reduce the number of private vehicles and upgrade its public transport system would be equally great - especially the benefits that would bring to local businesses and the experience of being in the city. A picture of how the city might look in 2030-2035 if we do all the things we know how to do to bring emissions down - a positive image of a quieter, cleaner, greener, more stressfree place to be.</i>		Yes agree, we will publish an Action Plan alongside the Strategy. It will include responsible leads and timelines. We are also looking at developing a Local Area Energy Plan (LAEP) for the whole city, and a Citywide Climate Action Plan to be led by the Climate Commission. Agreed positive vision of the future is needed.
	More information on the Solent Cluster plans (5 comments)	<i>The main concern I have which still could be looked into in greater detail is the Solent cluster plans given the limited role of hydrogen for net zero as described in the government briefing on the same; "The council will support the Solent Cluster in pursuing opportunities to introduce low carbon fuel options, including hydrogen, across the region and to benefit the city." No!!! Hydrogen is being pushed by the fossil fuel industry and this fact alone should raise red flags; Page 24, Energy and Heat: the Council is promising support to the Solent Cluster for the development of low carbon fuel options, including hydrogen. This is the subject of a separate paper we are preparing for the April meeting of the Commission. There are serious objections to the use of hydrogen for heating homes, and some other potential uses, which we can describe. Can the Commission please ask for a detailed description of the work planned by the Solent Cluster in order for further discussion to take place on this issue?</i>	Our electricity supply is already transitioning towards renewable generation (with 41% of UK electricity currently being supplied by renewable sources) and electrification offers a viable low carbon solution for many of our needs including transport and commercial and domestic heating. But this shift is placing a significant demand on our supply network, and we need to ensure we are exploring all our options and applying them in an effective manner including considering circumstances where hydrogen may be appropriate. We are talking to partners across the city about developing a Local Area Energy Plan that can help us achieve this collaboratively. The Solent Cluster provides the opportunity for the city to engage	

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
			with partners across the region to explore future fuel technologies that can help achieve this. The region has many unique assets which can help us on our net zero journey and by supporting the Solent Cluster, the council can ensure we are part of a process that promises to make us a centre for low carbon investment.	
	More information - how emissions / CO2 is calculated (4 comments)	<i>How will you be measuring CO2 in the atmosphere; 'The climate crisis is the most significant global issue to face humanity for hundreds, if not thousands, of years. Scientific evidence, gathered over many years, shows that the planet is warming, and that human activity is the main contributor to this warming. Carbon dioxide levels have increased by about 45% since before the industrial revolution. All evidence shows that this increase in greenhouse gases is almost entirely due to human activity and our reliance on fossil fuels' and on p 13 it says you haven't calculated emissions. So how can you tackle them if you don't know their extent?; How are these emissions calculated? Does it depend temperature?</i>	We have accurately measured scope 1 and 2 emissions. We have estimated scope 3 emissions as they are more difficult to define as they cover emissions by our suppliers. However, we are looking to refine this calculation.	
	More information around targets of heat pumps (4 comments)	<i>Are there actual targets of numbers of heat pumps etc?; At present it lacks a set of metrics to illustrate, for example, the number of air source heat pumps that need to be installed and by when.</i>	We are currently undertaking a detailed analysis of what retrofitting measures will be required for our housing stock and use this to quantify the level of demand for related suppliers and skills. This will help support the need for a Southampton Retrofit Hub by helping understand what types and levels of training may be required.	Include reference to Net Zero and Retrofit Analysis.
	Questions around why this has not been suggested previously (3 comments)	<i>If leading by example, it is essential that the Council acknowledges its failure to address these issues sufficiently and coherently in previous years. The current situation is awful, and did not arise by accident: it is the result of decades of limited action and inaction, of hoping things will get better, of allowing issues to become party-political when all parties need to work together with a common aim. For example, it is dreadfully wasteful to demolish buildings whose only crime is to have been built more than 20 or 30 years earlier, and have therefore become depreciated to zero in the owner's asset register. Yet that has been happening all the time, and even declared as a policy objective by individual Councillors or groups. [...] More trees claimed but promises to replace street trees not fulfilled in three years. Why not?; As before this feels too little too late.</i>	We are looking at including a policy in the Local Plan which considers embodied carbon and therefore demolition of existing buildings will need to be justified. However some demolition of buildings outside the Planning system is beyond the council's control.	
	More information / clarity on how energy / electricity is calculated (3 comments)	<i>Difficult to understand where all this clean energy will come from; Where is all the electricity coming from. Current estimates suggest we will need 4 to 5 times as much to achieve all this; The extra electricity, hydrogen and heat is apparently going to pop up out of thin air. No suggestion that we have any responsibility to help create the power we need; Mention made of city's 'constrained' electricity capacity but no strategy included to rectify this: I would deem this an essential target.</i>	Agreed	Include more on clean energy and the production of a Local Area Energy Plan.
	Suggestion - More specific targets are required (3 comments)	<i>Measuring things is really important for seeing if schemes are actually working; There is a lack of specific measurable targets in any of the sections and little clarity over who is accountable for delivering any changes. For this reason, I think this is more of a statement of hope or wish than anything else; There was very little in the way of concrete targets, or even the mention of a requirement that new policies should be measurable for their success.</i>	Agreed.	Include which departments are accountable for delivering specific actions. Include the requirement that new policies should be measurable for their success.
	More information needed on other data sources (3 comments)	<i>Neither the Southampton City Council website nor the draft document have a reference to the declaration of Southampton's climate emergency in September 2019, this makes it impossible to understand why it was declared, and impossible to find any justification for Net Zero policies; As a resident I find some of the base data, particularly on traffic emissions, fairly incredible. I assume these are averages as areas of the city have extremely high pollution rates. [...] It lacks real clarity on milestones and improvements, detail on funding and credibility of baseline data. It feels a bit hollow; Some areas are very detailed, while others seem a little less so – this may simply be down to the fact that there is still policy being developed for these, which is fair enough. Where that may be the case, it's probably worth including links to those policy drafts, or at least giving a little me information on their status and expected completion date(s).</i>	Declaration of climate emergency referenced on p.2 of Strategy and on website Climate change - get involved (southampton.gov.uk) . The 'setting the scene' section provides justification to the net zero policies. This is a high level strategy and therefore detail on actions and funding will come in subsequent subject specific action plans. The diagram on p.9 sets out other adopted and proposed plans which feed into the net zero strategy.	Look to whether we can set expected completion dates for proposed subsequent plans.

Consultation feedback			Officer response	Actions proposed
Broad themes	Comment themes	Unique points and suggestions		
	More information needed on equality and safety impact (2 comments)	<i>I need more convincing at the moment about equity and potential restrictions on the rights of individual citizens to go about their business; No impact assessment has been carried out as to the detrimental effect on business and human life.</i>	Agreed	More information on equality and safety impact required for final version.

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Equality and Safety Impact Assessment

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

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

Name or Brief Description of Proposal	Southampton City Council Climate Change Strategy and Action Plan. (formerly Net Zero Strategy)
Brief Service Profile (including number of customers)	
<p>This strategy is Southampton City Council’s response to the climate emergency and provides the framework for actions to deliver net zero carbon.</p> <p>The strategy explores why net zero carbon is important; the principles for achieving net zero; what needs to be considered to achieve that goal; if net zero is reached what it will achieve; and finally highlight key timescales and projects for delivery. It will be accompanied by an action plan which will provide more detail and assign actions to lead officers or teams and will be reviewed on an annual basis, whilst the overarching strategy itself will be reviewed every three years.</p> <p>Net zero means reducing emissions as close to zero as possible and to balance any remaining emissions by removing them from the atmosphere. The term net zero is important because this is the state at which global warming stops. Our world is warming causing more extreme weather events, and sea level rise. The scientific consensus is that human induced climate change has already started. The further warming of the atmosphere threatens our planet including our natural environment, but also human health and wellbeing.</p> <p>The consequences include increased flooding, more frequent and severe heat waves, water scarcity, more pollution, and loss of biodiversity. There will be a detrimental impact on people’s lives including health, and damage to homes and businesses. Climate change is already having an impact, with parts of the UK reaching over 40°C in July 2022.</p> <p>Southampton is a bustling multi-cultural city with a growing prosperous economy and population. With continually evolving attractive investment opportunities bringing more people and businesses into the region, it is essential that social, economic, and environmental sustainability (sustainable development) is not lost for the sake of</p>	

economic growth without the consideration of climate risk and sustainable processes, such as the circular economy.

Summary of Impact and Issues

The council has identified four goals to achieve net zero:

- Goal 1: achieve net zero for the council's scope 1 and 2 emissions
- Goal 2: reduce the council's scope 3 emissions and establish a practical solution to achieving net zero
- Goal 3: social housing stock to be net zero by 2035
- Goal 4: apply authority and use influence to support the city in becoming net zero by 2035

The costs and impacts of a failure to do anything in the face of climate change will be significant, and the primary role of the strategy is to mitigate these impacts by taking action. There will be many positive co-benefits from the Strategy such as better air quality, improved wellbeing, and more accessible, liveable communities.

The Strategy will affect the way that most council services operate, given the wide ranging services which may affect, and be affected by climate change. There may be impacts on the way people need to behave, so more inclusive participation is important. There will also be changes to planning and city infrastructure and technologies and any impacts of these on different groups of people.

Although this is a high-level strategy, individual projects arising from the Strategy may have unintended consequences. We have tried to future proof the strategy by being mindful of what this impacts may be, however individual projects will also require assessment of impacts.

Potential Positive Impacts

Net zero will have many environmental, social, and economic benefits such as job creation, equity and social cohesion, health and wellbeing, resilience, and citizen engagement. Without the commitment toward net zero and the pledge to strive toward clean economic growth, not only will Southampton struggle to deliver the net zero goal; climate adverse events will arrive without the preparedness and resilience that is needed to prevent localised climate catastrophe.

Responsible Service Manager	Steve Guppy
Date	12/06/23
Approved by Senior Manager	Ian Collins
Date	12/06/23

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	<p>The impacts of climate change and extreme weather events can have a disproportionate effect on more vulnerable groups such as the old, young and disabled and this will require specific attention when delivering actions described in the Climate Change Strategy and Action Plan.</p>	<p>Ensure the proposed Climate Change Risk and Vulnerability Assessment accounts for impacts on all recognised groups that might be disproportionately affected including the old, young and disabled.</p>
	<p>There is some concern that seeking more liveable cities and localised services will have an isolating effect for older age groups.</p>	<p>We have clarified in the final version of the strategy what we mean by liveable cities. They are intended to make services more accessible and sustainable.</p>
Disability	<p>The impacts of climate change and extreme weather events can have a disproportionate effect on more vulnerable groups such as the old, young and disabled and this will require specific attention when delivering actions described in the Climate Change Strategy and Action Plan.</p>	<p>Ensure the proposed Climate Change Risk and Vulnerability Assessment accounts for impacts on all recognised groups that might be disproportionately affected including the old, young and disabled.</p>
	<p>There may be concern that encouraging more sustainable modes of travel will not be suitable for all people with mobility issues.</p>	<p>We have clarified in the final strategy that whilst sustainable modes of travel are being encouraged and made more accessible, that there be individuals or instances where individual car use will be necessary and this is acceptable.</p>
Gender Reassignment	No impact identified.	
Marriage and Civil Partnership	No impact identified.	
Pregnancy and Maternity	No impact identified.	

Race	There is a need to ensure that the strategy is inclusive and considers the needs of different community groups.	Southampton Citizen's Climate Assembly will look to engage with a wide range of community groups in order to understand their needs and how to best communicate climate change to these groups. Findings of the Assembly will feed into the specific actions we need to take in order to meet the goals of the Climate Change Strategy.
Religion or Belief	There is a need to ensure that the strategy is inclusive and considers the needs of different community groups.	Southampton Citizen's Climate Assembly will look to engage with a wide range of community groups in order to understand their needs and how to best communicate climate change to these groups. Findings of the Assembly will feed into the specific actions we need to take in order to meet the goals of the Climate Change Strategy.
Sex	No impact identified.	
Sexual Orientation	No impact identified.	
Community Safety	No impact identified.	
Poverty	Whilst the strategy places no requirements on homeowners, low income households may struggle with the costs of energy efficiency and decarbonisation measures in their properties (and vehicles)	Pursue funding to offer local homeowners, low-income households and the fuel poor with financial support to retrofit energy efficiency and decarbonisation measures in their property.

<p>Health & Wellbeing</p>	<p>Improvements in public health will be delivered as co-benefits of many of the actions detailed in the strategy, including more active travel and more green space.</p> <p>We will work more closely with Health colleagues to ensure integrated strategies which enhance health and wellbeing through improving opportunities for exercise, improving air quality and improving green spaces for mental wellbeing.</p>	
<p>Other Significant Impacts</p>	<p>A detailed retrofit strategy for SCC housing stock will be developed to prioritise properties and measures to identify the best opportunities and timescales. This will impact tenants and there may be concern around disruption caused as a result of the retrofit.</p> <p>We propose to adopt zero carbon technologies in SCC housing stock that will be phased in where there are appropriate opportunities, with a need to identify a target date for no new gas installations. This will impact tenants and there may be concern around disruption.</p> <p>We propose to explore and determine a model for solar electricity generation and how this works for tenants. This will impact tenants and there may be concern around disruption.</p>	<p>The council will engage with tenants to agree on the new approach and offer guidance on using new systems.</p>

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DECISION-MAKER:	Cabinet
SUBJECT:	UK100 Membership
DATE OF DECISION:	29 November 2023
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT

<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director for Place	
	Name:	Adam Wilkinson	Tel: 023 8083 5853
	E-mail:	Adam.wilkinson@southampton.gov.uk	
Author:	Title	Sustainable Projects Lead	
	Name:	Jessica Lewis	Tel: 023 8083 2338
	E-mail:	Jessica.lewis@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY

Not applicable

BRIEF SUMMARY

Southampton City Council (SCC) declared a climate emergency in 2019 and soon after set itself the challenge of being a net zero carbon organisation by 2030 in its Green City plan. The Southampton City Council Corporate Plan (2022-2030) sets a vision for a zero carbon city by 2035.

UK100 is an organisation that offers its members a number of benefits that support their transition to net zero. Members are required to sign a Net Zero Pledge to demonstrate their commitment to reducing emission in their area. It is proposed that SCC signs the UK100 Pledge and joins their membership.

UK100 have a further focus on clean air policy and can offer additional support to assist SCC in the delivery of delivering ongoing improvements in local air quality as established in its Clean Air Policy and Air Quality Action Plan.

RECOMMENDATIONS:

	(i)	Approve Southampton City Council's membership of UK100 and delegate authority to the Executive Director for Place to sign their Net Zero Pledge subject to the adoption of its Climate Change Strategy and Action Plan and, to renew the membership annually following consultation with the Cabinet Member for Environment and Transport.
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REASONS FOR REPORT RECOMMENDATIONS

1.	Membership of UK100 offers access to support and resources to assist SCC to deliver on its commitments to net zero and clean air.
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2.	Through UK100 membership, SCC is provided with an opportunity to collaborate with other Local Authorities to share best practice to benefit our own activities. In addition, we would have access to business and industry to help problem solve some of the barriers to achieving net zero and improving air quality. Reputationally we would be aligning with local and national leaders in our ambitions and demonstrating our commitment to the targets we have set.
3.	It provides an opportunity to collectively lobby government for improvements in net zero and air quality policy and regulation that can benefit our local area.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
4.	To not join UK100. There is no cost associated with membership and members have access to a number of benefits that promise an opportunity to support their activities in respect to climate change, clean energy and local air quality.
DETAIL (Including consultation carried out)	
5.	UK100 is a cross-party membership organisation that that provides a network for local leaders who support a local-led rapid transition to Net Zero and Clean Air. It offers the opportunity for member to collaborate, learn together and agree on priorities for legislative and regulatory change while empowering them to engage with national decision-makers. Members are promised resources, tools and connections to make this happen.
6.	<p>Membership of UK100 supports local authorities by:</p> <ul style="list-style-type: none"> • facilitating dialogue with national politicians and senior officials across Whitehall, amplifying the voices of local leaders via collective advocacy to national government, • enabling knowledge sharing between members including meetings, webinars, roundtables and workshops, and promoting best practice via social media (Twitter and LinkedIn) and newsletters, • providing tailored insights, evidence and recommendations on the challenges and solutions to local Net Zero, inviting members to inform and participate in research, • connecting local leaders with world-leading business and industry to help local authorities plan and implement the solutions needed to reduce emissions in their local area, • demonstrating the collective ambition, commitment and ability of democratically elected local leaders to deliver Net Zero. <p>Local authorities have access to members-only programmes and services, including briefings on their research and publications.</p>
7.	SCC has historically been a member of UK100 and was a particularly active member when determining how it could ensure compliance with EU air quality standards (2018 to 2020). Membership is renewed annually.
8.	From November 2020, councils wishing to join and maintain membership with UK100 have been asked to sign the UK100 Net Zero Pledge. The pledge is designed to demonstrate the ambition and ability of democratically elected local leaders to deliver net zero. SCC's adopted net zero ambitions and targets at that time were not aligned with the Pledge and the membership

	lapsed. Since then, SCC has introduced further clarity on its net zero ambitions and established targets that are aligned with the UK100 Pledge.
9.	<p>UK100's Net Zero Pledge requires the following commitments from SCC:</p> <ol style="list-style-type: none"> 1. Councils should have set ambitious Net Zero targets for greenhouse emissions of 2030 for council operations and 2045 for areawide emissions at the latest. 2. Councils should report their carbon emissions annually, for scope 1 and scope 2, for council emissions and areawide emissions. 3. Councils should commit to limiting the use of offsets, and if used, to be as local as possible. <p>These are fulfilled by existing commitments that are detailed in the strategies and plans listed below:</p> <ol style="list-style-type: none"> 1. Green City Plan sets a target for Southampton City Council to be a net zero carbon organisation by 2030. 2. The Southampton City Council Corporate Plan (2022-2030) sets a target for a zero carbon city by 2035. <p>The proposed Climate Change Strategy and Action Plan support these ambitions and is applicable to the Council's operations and the city.</p>
11.	The Net Zero Pledge does not mandate local authorities to take any specific measures or adopt any specific policies to achieve their Net Zero targets.
12.	UK100 acknowledges that local authorities have limited control over emissions in their area and the areawide target is set on the basis that local leaders do everything within their power and influence to rapidly reduce greenhouse gas emissions.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
13.	There are no direct financial implications as there is no cost for being a member of UK100. Membership does offer several benefits to support the council's capacity to deliver actions associated with those strategies listed above. There are ongoing work streams delivered by the Sustainability Team and across different services in the council such as in Transport and City Services. The Council's current commitment to net zero is outlined in the Green City Plan and proposed Climate Change Strategy and Action Plan. This consists of funded projects to help achieve net zero ambitions and any new projects or activities would be subject to a business case based on appropriate funding arrangements.
<u>Property/Other</u>	
14.	Not applicable

LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
15.	S.1 Localism Act 2011 empowers a Council to do anything an ordinary person could do for the benefit and improvement of its area (the general power of competence), subject to there being no statutory bar on taking such action.
<u>Other Legal Implications:</u>	
16.	<p>The UK has a legally binding net zero target by 2050 and interim targets to reduce emissions by 78% by 2035. The net zero target was made legally binding by the Climate Change Act 2008 (2050 Target Amendment) Order 2019 and is monitored by the Climate Change Committee who set carbon budgets (interim targets) to measure progress.</p> <p>There are currently no net zero statutory targets for local authorities, but many, like SCC, have adopted commitments to reduce carbon emissions . These are often more ambitious than the national net zero targets with the intention of boosting local action.</p> <p>The UK100 Net Zero Pledge is not legally binding. UK100 will not take legal action if local authorities do not reach the targets set out as part of the UK100 Net Zero Pledge.</p> <p>Where any council adopts a net zero target, and sets it as an official policy, then elected members will be accountable in the same way they would be for other policies to which local authorities have publicly committed.</p>
17.	The requirements of the UK100 Pledge would be delivered by the council's proposed Climate Change Strategy and Action Plan which has been subject to an Equality and Safety Impact Assessment. This is included in Appendix 2 to demonstrate how the council will satisfy its duties under s.149 of the Equalities Act 2010 when delivering on the Pledge.
RISK MANAGEMENT IMPLICATIONS	
18.	<p>There is a risk that future activities and outputs produced by UK100 will not align with Southampton City Council policy or reflect its stance at any point in time. However, the current aims and objectives of UK100 are well defined and are aligned with SCC's. UK100 has previously undertaken consultations with its members when reviewing its activities or, proposes to pursue anything where it might be representing its members.</p> <p>SCC has the option to withdraw their membership at any time if they believe that UK100 is no longer representing the council's own principles. Membership can also be terminated by UK100 if a local authority no longer meets the membership criteria.</p>

POLICY FRAMEWORK IMPLICATIONS	
19.	The resources and benefits offered by UK100 membership will assist with delivery of; <ul style="list-style-type: none"> • Corporate Plan 2022/30 (<i>becoming a Zero Carbon City by 2035</i>), • Green City Plan 2030 • Clean Air Strategy 2016-2025 • Air Quality Action Plan 2023-2028 • proposed Climate Change Strategy and Action Plan.

KEY DECISION?	No
WARDS/COMMUNITIES AFFECTED:	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	UK100 Membership Pack and Pledge
2.	Equality and Safety Impact Assessment for proposed Climate Change Strategy and Action Plan

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.	The requirements of the UK100 Pledge would be delivered by the council's proposed Climate Change Strategy and Action Plan which has been subject to an ESIA and is included for reference.
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.	Not applicable
2.	

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UK100

Membership Pack

The only network for highly ambitious UK locally elected leaders committed to cleaner, more powerful communities.

An aerial photograph of a city skyline, likely Manchester, featuring various buildings and domes under a blue sky with scattered clouds. The UK:100 logo is overlaid in the bottom left corner.

**UK:
100**

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About:

Background

In 2019, the UK parliament passed legislation to bring all greenhouse gas emissions to Net Zero by 2050. This was to keep in line with international commitment in the Paris Agreement to limit global warming to 1.5 degrees. **But science tells us we need to start now and make rapid reductions much sooner.**

As a nation, we have demonstrated throughout our history that we are able and willing to lead on finding solutions to the challenges the world faces. The success and prosperity of our nation has largely rested on our ability to harness the power of dirty fossil fuels.

It is now our shared responsibility to turn this ingenuity to solving the climate emergency in a way that has a positive impact on our communities. We need to ensure our future is better than our past.

Our mission

UK100 is a network of highly ambitious local government leaders, which seeks to devise and implement plans for the transition to clean energy that are ambitious, cost effective and take the public and business with them.

It supports decision-makers in UK towns, cities and counties in their transition to Net Zero. It is the only

network for UK local leaders focused solely on climate, clean energy and clean air policy.

The most ambitious - our Net Zero Pledge members - are doing everything within their power to get their communities to Net Zero as soon as possible, and by 2045 at the latest.

This is not just good for the planet but for the people they serve, who deserve warm homes, affordable energy, clean air, local and seasonal food, access to thriving nature and healthy landscapes, and to live in a place of which they can be proud.

To accelerate the transition to this Net Zero society, UK100 brings together local authorities across the country to share knowledge, collaborate, and petition the UK government with their collective power.

They are working together to create flourishing communities - seizing the opportunities of technology to create jobs and establishing a nationwide project of renewal, focussed on local needs and ambitions.

UK100 is a private company, limited by guarantee, without share capital.



Joining our network:

How to become a member

To become a member of UK100, the council must sign and adopt the [Net Zero Pledge](#). This includes the following commitments:

1. Have set ambitious Net Zero targets for greenhouse emissions of 2030* for council operations and 2045* for areawide emissions at the latest:

Combined authorities

- Net Zero council operations: 2045
- Net Zero areawide emissions: 2045

County councils

- Net Zero council operations: 2030
- Net Zero areawide emissions: 2050

Unitary councils, metropolitan, London boroughs and districts

- Net Zero council operations: 2030
- Net Zero areawide emissions: 2045

2. Report their carbon emissions annually, for scope 1 and scope 2, for council emissions and areawide emissions.

* There is an exception on Net Zero target dates for counties and combined authorities due to their size, strategic scale, wide-ranging responsibilities and sometimes rural geography that means they have different powers and responsibilities.

* There is also an exception for local authorities if their combined science based target, for both their council operations and area wide emissions, is to reach Net Zero by 2045.

3. Commit to limiting the use of offsets, and if used, to be as local as possible.

Net Zero Pledge

As local leaders across the UK, we recognise our responsibility to tackle the climate emergency and take bold action towards Net Zero.

We will continue to lead the UK's response to climate change, acting sooner than the government's goal by making substantial progress within the next decade to deliver Net Zero. We will use our experience and achievements to advocate to the UK government in order to accelerate the delivery of ambitious local climate action. With greater powers and funding, we would go further.

We commit to do everything within our power and influence to rapidly reduce our greenhouse gas emissions and work with our residents and businesses to bring our wider communities' emissions in line with Net Zero as soon as possible.

We pledge to understand our impact on climate change, prioritise where action needs to be taken and monitor progress towards our goals. We will reduce our emissions at source and limit the use of carbon offsets as part of the global effort to avoid the worst impacts of climate change.

We are closer to the people who live and work in our communities, so we have a better understanding of their needs. This means we can collaborate with them to build consensus for the solutions we need to transition to a Net Zero society that delivers multiple benefits and is fair, just and works for everyone.

Benefits of membership:

Why join?

Membership of UK100 supports you in fulfilling your commitments to tackling the climate emergency and delivering local Net Zero by:

- [facilitating dialogue](#) with national politicians and senior officials across Whitehall, amplifying the voices of local leaders via [collective advocacy](#) to national government
- enabling [knowledge sharing](#) between members including meetings, webinars, roundtables and workshops, and promoting best practice via social media ([Twitter](#) and [Linkedin](#)) and [newsletters](#)
- providing tailored [insights, evidence and recommendations](#) on the challenges and solutions to local Net Zero, inviting members to inform and participate in research
- connecting you with [world-leading business and industry](#) to help you plan and implement out the solutions needed to reduce emissions in your local area
- demonstrating the collective ambition, commitment and ability of democratically elected local leaders to deliver Net Zero.

You will also have access to our members-only programmes and services, including briefings on our research and publications.

Joining the Countryside Climate Network

Members representing rural communities are also invited to join the UK100 Countryside Climate Network (CCN).

The CCN is a sub-group of UK100 network members whose authority covers predominantly rural areas.

If you sign the Net Zero Pledge and fit into this description, then you are automatically eligible to become a member of the CCN, giving you access to CCN meetings and specific events as well as those of the broader UK100 network.

Leaders can actively participate in, or elect an appropriate cabinet member representative to participate in, quarterly CCN meetings.



FAQ:

Net Zero Pledge

What is the Net Zero Pledge?

From November 2020, councils must sign the Net Zero Pledge in order to become a member of UK100. This pledge requires the council to commit to a number of actions. The pledge is designed to demonstrate the ambition and ability of democratically elected local leaders to deliver Net Zero. It is also intended to create the conditions for stronger climate action at national level to help local authorities reach Net Zero faster.

Who has already signed?

Mayors and local leaders representing more than one third of the UK population have signed the Net Zero Pledge - you can find the full list [here](#). This includes local authorities from all regions in England, alongside Scottish and Welsh local authorities, across all tiers from district councils to combined authorities.

How does the UK100 Net Zero Pledge relate to the previous UK100 membership pledge?

When UK100 launched in 2015, our original pledge was a commitment of 100% clean energy by 2050. Much progress has been made over the last few years since the Paris Agreement, with climate emergency declarations and the UK government's Net Zero by 2050 target showing increased awareness of the

climate crisis and a desire to avert the worst impacts of climate change. Many of our existing members are doing far more than they originally signed up to and therefore the new pledge reflects this, showing a significant increase in ambition from the previous pledge and is a wider commitment on climate action.

The Net Zero Pledge works in the same way as our previous pledge, a political pledge that amplifies the ambition of local leaders, and that is used in advocacy for greater powers, funding and collaboration from national government to enable local climate action.

How were the Net Zero target dates in the pledge chosen?

UK100 ran a consultative process over a period of a few months with our board, advisory council and many of our existing members. As many of our members were doing far more than they originally signed up to, we came to the conclusion that the pledge should be both reflective of the progress made and stretching ambition. Therefore, the new pledge shows a wider commitment on climate action and significant increase in ambition, with dates chosen by our members.

Why is there an exception on dates for county councils and combined authorities?

Following extensive conversations with our members during the process of creating the Net Zero Pledge, we decided to provide an exception on net zero target dates for counties and combined authorities due to their strategic scale, wide-ranging responsibilities and sometimes rural geography that means they have different powers and responsibilities. They also often cover a larger and more varied geographical area.

Are there targets for biodiversity and adaptation?

The focus of the Net Zero Pledge is mitigation, which is UK100's focus of work. Although the ecological emergency is an important related issue, biodiversity and adaptation are not specific targets of this pledge.

How can councils set an areawide target if they do not have power/control over those emissions?

In the pledge, we use the phrase 'we will do everything within our power and influence to rapidly reduce our greenhouse gas emissions.' This recognises that local authorities do not necessarily have all the powers yet to reach their ambitious net zero targets. The Net Zero Pledge feeds into our ongoing dialogue with national government, and will increase the pressure on government for policy changes that will enable you to do what you need to meet your Net Zero target in a way that brings everyone in your community along with you.

Should we set interim targets?

UK100 strongly encourages its members to set interim targets in order to accelerate the transition to Net Zero, focussing on early actions and prioritising sectors that will contribute to rapid reductions in GHG emissions.

Is the pledge legally binding?

The pledge is not legally binding, in the sense that UK100 will not take legal action if you do not reach the targets. However, if the Net Zero targets are adopted by the council, and set as an official policy, then there is some accountability in the same way

you would be accountable for other types of policies that you publicly commit to.

Joining UK100

How does a local authority join UK100?

The pathway for signing the pledge and becoming a member is as follows:

Officers and cabinet members of the interested authority contact the membership team via membership@uk100.org to schedule an introductory conversation to answer any questions you may have. Then, an official invitation to join the network is sent to the leader from UK100's Network Membership Director, to which the leader should respond confirming membership via email. We would also recommend the leader prints and physically signs the pledge, with a picture and quote taken for related comms when the council's membership is announced.

What if our council's internal decision making process is different from that suggested above?

We understand how decisions are made and announced will vary from local authority to local authority, so we are happy to work with members to fulfill their governance requirements. Often, councils have the ability to proceed at an officer level using a delegated decision notice if the pledge is something already consistent with existing council policy. However, if the pledge and targets go beyond current policy, it is necessary to get formal cabinet approval.

How to book a meeting with or contact the UK100 membership team?

Email membership@uk100.org and someone will respond shortly.

Are there communications relating to signing the pledge?

We schedule multiple announcements throughout the year to celebrate new leaders and councils who have joined UK100 and signed the Net Zero Pledge, whether this be through our newsletter, blog, social media or a press release.

You will be given a comms toolkit/media pack to support you with this.

Does a district or borough council automatically become a member of UK100 if the upper tier authority in the area has already signed the Net Zero Pledge?

Due to different powers and responsibilities, we ask councils in two-tier areas to sign the Net Zero Pledge separately. This is so that both councils may take full advantage of the benefits of UK100 membership, and distinguishes between the different Net Zero targets that the different councils may have.

What is the cost for joining UK100?

There is no membership fee for local authorities to join UK100.

What membership entails

How regular are UK100 membership meetings?

The UK100 network meets twice a year to discuss its activities and advocacy. We also have issue-specific events, including meetings, webinars, roundtable discussions, summits and conferences, that we encourage members to attend, which are aimed at different levels (leaders, cabinet members, officers). These events are an opportunity for members to inform our research and advocacy work. The Countryside Climate Network meets quarterly. We also expect our members to provide regular updates - via email - on their climate action plans and projects.

Can you connect us to businesses?

Yes, the UK100 [Business Supporter Network](#) connects you with world-leading business and industry to help you figure out the solutions needed to reduce emissions in your local area, bringing the private and public sector together around their shared ambitions.

Can you connect us to other members?

Members are able to connect with each other at events, including webinars, roundtable discussions and summits. We can also make connections to other members outside of these events with their consent.

Does the membership need to be renewed?

Our Net Zero members in the network do not need to be renewed on an annual basis, only membership can be terminated if a council no longer meets the criteria.

What if my local authority's political administration changes?

We will engage with the new administration and officers to confirm the new political leadership is compatible with the council's continued membership of UK100.

How do I stay in contact with the UK100 membership team?

The membership team can be reached by emailing membership@uk100.org



Get in touch

To find out more about the work we do please contact membership@uk100.org.





Equality and Safety Impact Assessment

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

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

Name or Brief Description of Proposal	Southampton City Council Climate Change Strategy and Action Plan. (formerly Net Zero Strategy)
Brief Service Profile (including number of customers)	
<p>This strategy is Southampton City Council’s response to the climate emergency and provides the framework for actions to deliver net zero carbon.</p> <p>The strategy explores why net zero carbon is important; the principles for achieving net zero; what needs to be considered to achieve that goal; if net zero is reached what it will achieve; and finally highlight key timescales and projects for delivery. It will be accompanied by an action plan which will provide more detail and assign actions to lead officers or teams and will be reviewed on an annual basis, whilst the overarching strategy itself will be reviewed every three years.</p> <p>Net zero means reducing emissions as close to zero as possible and to balance any remaining emissions by removing them from the atmosphere. The term net zero is important because this is the state at which global warming stops. Our world is warming causing more extreme weather events, and sea level rise. The scientific consensus is that human induced climate change has already started. The further warming of the atmosphere threatens our planet including our natural environment, but also human health and wellbeing.</p> <p>The consequences include increased flooding, more frequent and severe heat waves, water scarcity, more pollution, loss of biodiversity and disruption of agriculture. There will be a detrimental impact on people's lives including health, and damage to homes and businesses. Climate change is already having an impact, with parts of the UK reaching over 40°C in July 2022.</p> <p>Southampton is a bustling multi-cultural city with a growing prosperous economy and population. With continually evolving attractive investment opportunities bringing more people and businesses into the region, it is essential that social, economic, and environmental sustainability (sustainable development) is not lost for the sake of</p>	

economic growth without the consideration of climate risk and sustainable processes, such as the circular economy.

Summary of Impact and Issues

The council has identified four goals to achieve net zero:

- Goal 1: achieve net zero for the council's scope 1 and 2 emissions
- Goal 2: reduce the council's scope 3 emissions and establish a practical solution to achieving net zero
- Goal 3: social housing stock to be net zero by 2035
- Goal 4: apply authority and use influence to support the city in becoming net zero by 2035

The costs and impacts of a failure to do anything in the face of climate change will be significant, and the primary role of the strategy is to mitigate these impacts by taking action. There will be many positive co-benefits from the Strategy such as better air quality, improved wellbeing, and more accessible, liveable communities.

The Strategy will affect the way that most council services operate, given the wide ranging services which may affect, and be affected by, climate change. There may be impacts on the way people need to behave, so more inclusive participation is important. There will also be changes to planning and city infrastructure and technologies and any impacts of these on different groups of people.

Although this is a high-level strategy, individual projects arising from the Strategy may have unintended consequences. We have tried to future proof the strategy by being mindful of what these impacts may be, however individual projects will also require assessment of impacts.

Potential Positive Impacts

Net zero will have many environmental, social, and economic benefits such as job creation, equity and social cohesion, health and wellbeing, resilience, and citizen engagement. Without the commitment toward net zero and the pledge to strive toward clean economic growth, not only will Southampton struggle to deliver the net zero goal; climate adverse events will arrive without the preparedness and resilience that is needed to prevent localised climate catastrophe.

Responsible Service Manager	Steve Guppy
Date	12/06/23
Approved by Senior Manager	Ian Collins
Date	12/06/23

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	<p>The impacts of climate change and extreme weather events can have a disproportionate effect on more vulnerable groups such as the old, young and disabled and this will require specific attention when delivering actions described in the Climate Change Strategy and Action Plan.</p>	<p>Ensure the proposed Climate Change Risk and Vulnerability Assessment accounts for impacts on all recognised groups that might be disproportionately affected including the old, young and disabled.</p>
	<p>There is some concern that seeking more liveable cities and localised services will have an isolating effect for older age groups.</p>	<p>We have clarified in the final version of the strategy what we mean by liveable cities. They are intended to make services more accessible and sustainable.</p>
Disability	<p>The impacts of climate change and extreme weather events can have a disproportionate effect on more vulnerable groups such as the old, young and disabled and this will require specific attention when delivering actions described in the Climate Change Strategy and Action Plan.</p>	<p>Ensure the proposed Climate Change Risk and Vulnerability Assessment accounts for impacts on all recognised groups that might be disproportionately affected including the old, young and disabled.</p>
	<p>There may be concern that encouraging more sustainable modes of travel will not be suitable for all people with mobility issues.</p>	<p>We have clarified in the final strategy that whilst sustainable modes of travel are being encouraged and made more accessible, that there will be individuals or instances where individual car use will be necessary and this is acceptable.</p>
Gender Reassignment	<p>No impact identified.</p>	
Marriage and Civil Partnership	<p>No impact identified.</p>	
Pregnancy and Maternity	<p>No impact identified.</p>	

Race	There is a need to ensure that the strategy is inclusive and considers the needs of different community groups.	Southampton Citizen's Climate Assembly will look to engage with a wide range of community groups in order to understand their needs and how to best communicate climate change to these groups. Findings of the Assembly will feed into the specific actions we need to take in order to meet the goals of the Climate Change Strategy.
Religion or Belief	There is a need to ensure that the strategy is inclusive and considers the needs of different community groups.	Southampton Citizen's Climate Assembly will look to engage with a wide range of community groups in order to understand their needs and how to best communicate climate change to these groups. Findings of the Assembly will feed into the specific actions we need to take in order to meet the goals of the Climate Change Strategy.
Sex	No impact identified.	
Sexual Orientation	No impact identified.	
Community Safety	No impact identified.	
Poverty	Whilst the strategy places no requirements on homeowners, low income households may struggle with the costs of energy efficiency and decarbonisation measures in their properties (and vehicles)	Pursue funding to offer local homeowners, low-income households and the fuel poor with financial support to retrofit energy efficiency and decarbonisation measures in their property.

<p>Health & Wellbeing</p>	<p>Improvements in public health will be delivered as co-benefits of many of the actions detailed in the strategy, including more active travel and more green space.</p> <p>We will work more closely with Health colleagues to ensure integrated strategies which enhance health and wellbeing through improving opportunities for exercise, improving air quality and improving green spaces for mental wellbeing.</p>	
<p>Other Significant Impacts</p>	<p>A detailed retrofit strategy for SCC housing stock will be developed to prioritise properties and measures to identify the best opportunities and timescales. This will impact tenants and there may be concern around disruption caused as a result of the retrofit.</p> <p>We propose to adopt zero carbon technologies in SCC housing stock that will be phased in where there are appropriate opportunities, with a need to identify a target date for no new gas installations. This will impact tenants and there may be concern around disruption.</p> <p>We propose to explore and determine a model for solar electricity generation and how this works for tenants. This will impact tenants and there may be concern around disruption.</p>	<p>The council will engage with tenants to agree on the new approach and offer guidance on using new systems.</p>

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DECISION-MAKER:	CABINET		
SUBJECT:	Budget Matters - Medium Term Financial Strategy Update		
DATE OF DECISION:	29 NOVEMBER 2023		
REPORT OF:	CABINET MEMBER FOR FINANCE & CHANGE		
<u>CONTACT DETAILS</u>			
Executive Director	Title:	Executive Director Corporate Services and S151 Officer	
	Name:	Mel Creighton	Tel: 023 8083 3528
	E-mail:	Mel.Creighton@southampton.gov.uk	
Author	Title:	Head of Financial Planning & Management	
	Name:	Steve Harrison	Tel: 023 8083 4153
	E-mail:	Steve.harrison@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY

Appendix 7 is exempt from publication by virtue of category 3 of rule 10.4 of the council's Access to Information Procedure Rules i.e. information relating to the financial or business affairs of any particular person. It is not in the public interest to disclose this information due to an ongoing commercial dispute which is subject to a protected alternative dispute resolution procedure. If the information was disclosed then the council's financial position would be available to other parties to the dispute and prejudice the council's ability to achieve best value.

Appendix 8 is exempt from publication by virtue of categories 3 and 5 of rule 10.4 of the council's Access to Information Procedure Rules i.e. information relating to the financial or business affairs of any particular person and information in respect of which a claim to legal professional privilege could be maintained in legal proceedings. It is not in the public interest to disclose this information due to ongoing legal proceedings. If the information was disclosed, then the council's financial position would be available to other parties to the proceedings and prejudice the council's ability to achieve best value.

BRIEF SUMMARY

The Medium Term Financial Strategy (MTFS) Update Quarter 2 was presented to Cabinet in October 2023. This report is focussed on 2024/25 savings proposals identified so far in addition to the cost control measures.

Urgent work has been taking place throughout the financial year to implement a new financial strategy to address the financial challenges faced. This work will continue throughout this year and future years. The latest update in this report is a forecast £13.7M overspend for 2023/24 (or £14.6M including funding potential transformation costs) if all proposals that have been brought forward in this and the preceding MTFS update reports are implemented in full and on time. This still leaves a significant gap, and urgent work must continue to address this and the considerable budget shortfall identified in future years, starting at £33.4M in 2024/25 and rising to £48.0M in 2026/27

(before potential transformation costs) and £38.4M in 2024/25 rising to £47.8M in 2026/27 with possible transformation costs added.

As this report highlights and as discussed in previous reports, the Council is at serious risk of not being able to balance its budget in 2024/25. Despite significant progress being made to reduce the budget gap in this financial year and next financial year with £23M of savings and cost control measures identified, there is still a significant budget gap of up to £33.4M in 2024/25. Funding needed for transformation would potentially increase this to £38.41M and should the Council need to externalise all borrowing, rather than make use of internal balances (see paragraph 13 below), the budget gap would then be around £38.75M.

The council's financial resilience is weakened by a low level of available reserves to address in-year overspends or other financial risks beyond existing budget provision. The Medium Term Financial Risk (MTFR) reserve, which is the main means to cover overspends and risks, will need to be utilised in full to address the in-year overspend unless the position is improved significantly, leaving the Council at significant risk of requiring either exceptional financial support from central government or issuance of a S114 notice. This position is mainly due to significant pressures in home to school transport, adult social care and childrens social care.

The risks around the potential for a section 114 notice, where the council declares it is unable to fund its spending from existing resources, were highlighted by the earlier reports. This risk remains a severe one, as demand pressures outstrip any funding increases and the council takes the time to reduce the base expenditure accordingly to remove the structural deficit.

The council may need to seek exceptional financial support from the Government to bridge the gap between funding and expenditure for 2024/25, and possibly 2025/26, to allow time for the necessary cost reductions to be delivered through transformation and improvement work. As outlined in previous reports, the council has been in informal contact with the Department of Levelling Up, Housing and Communities on this option. This would not be an easy option or without long term consequences. It does not provide any extra funding, but it does allow some flexibility with capital resources to meet revenue costs. There are no guarantees Government would agree this support, or if they did to what extent they would allow it.

It should be noted that the Government's Autumn Statement will be published prior to the report being discussed at Cabinet. Should the Statement provide any information that updates the position an amendment will be produced for the Cabinet meeting, to consider.

RECOMMENDATIONS:

General Fund – Revenue

It is recommended that Cabinet:

- | | |
|----|---|
| i) | Notes the updated budget position, progress made on the financial strategy and MTFS forecast. |
|----|---|

ii)	Notes the savings proposals being consulted upon set out in paragraphs 33, 34, 40 and 41, and the full list of tranche 3 cost control and future savings measures set out in appendix 5.
iii)	Notes initial work on transformation costs (see paragraph 43 and table 6).
iv)	Agrees to the receipt of additional in-year grants from Government as set out in paragraph 70. The grants are: Short Breaks (£979k); Family Safeguard Model (£514k); Wraparound Childcare programme (£1,181k).
v)	Notes the consequence of not having a balanced budget, in terms of the option to seek Exceptional Financial Support from Government (see paragraphs 82 to 88) and what may ensue should a section 114 notice be required (see paragraphs 89 to 95).
vi)	Notes the financial risks as set out in the risk management section (paragraphs 106 to 120) and Appendix 8.
<u>Capital Programme</u>	
It is recommended that Cabinet:	
vii)	Note the revised General Fund Capital Programme, which totals £234.62M as detailed in paragraph 46.
viii)	Note the HRA Capital Programme is £255.70M as detailed in paragraph 46.
ix)	Approve the addition and spend of £2.15M to the Children & Learning programme in 2023/24 and 2024/25, as detailed in paragraphs 47 to 49 and Appendix 6.
x)	Approve the virements of £2.69M in the Place programme, as detailed in paragraphs 50 to 51 and Appendix 6.
xi)	Approve the addition and spend of £0.78M to the Place programme in 2023/24, as detailed in paragraph 52 and Appendix 6.
xii)	Approve the reduction of £6.92M to the Place programme in 2024/25, as detailed in paragraphs 53 and 54 and Appendix 6.
xiii)	Approve the addition and spend of £0.45M to the Wellbeing & Housing programme in 2023/24, as detailed in paragraph 55 and Appendix 6.
xiv)	Approve the reduction of £0.22M to the Wellbeing & Housing programme in 2023/24, as detailed in paragraph 56 and Appendix 6.
xv)	Approve slippage of £7.25M within the General Fund programme, as detailed in paragraphs 57 to 59 and Appendix 7.
xvi)	Approve slippage of £11.95M within the HRA programme, as detailed in paragraphs 57 to 59 and Appendix 7.
viii)	Note that the capital programme remains fully funded up to 2027/28 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. However, the funding assumed for the programme includes borrowing costs and as noted in this report, the revenue budget which includes capital financing, is not balanced. It is also important to note that in times of rising interest rates, inflationary pressures and future budget shortfalls the capital programme needs to be kept under review.

REASONS FOR REPORT RECOMMENDATIONS

1. The medium term financial strategy is a dynamic plan which requires regular review and update to ensure the council has clear oversight of its medium term financial position, therefore it is best practice to bring updates revising the assumptions and progress on the plan.
2. There is also a need to bring forward proposals to help address the budget shortfall identified for the current and future years.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. An approach of failing to take actions in-year and implement the new financial strategy agreed in July would lead to a large forecast overspend which would mean the council being financially unsustainable and the issuing of a section 114 notice. The council is also legally obliged to set a balanced budget for 2024/25, and the work reported below includes measures to help with that requirement.

DETAIL (including consultation carried out)

Background

October 2023 MTFS Update

4. Progress on delivering the financial strategy and an update on the Medium Term Financial Strategy (MTFS) for the period 2023/24 to 2026/27 was provided to Cabinet in October 2023.
5. Table 1 below summarises the medium term financial position reported in October 2023.
6. Table 1 Previous Forecast Budget Shortfall 2023/24 to 2026/27 October 2023

	2023/24 £M	2024/25 £M	2025/26 £M	2026/27 £M
Forecast Budget Shortfall July 2023	20.90	46.14	50.07	56.97
Unachievable Savings	(0.51)	0.13	0.13	0.13
Budget Pressures	1.02	(0.12)	(0.44)	(0.99)
Changes to Inflation	(0.04)	0.85	0.85	0.85
New Proposed Commitments	(0.13)	(0.05)	(0.05)	(0.05)
Funding Changes	0.00	(0.34)	1.19	2.72
One-off Sums	(4.47)	(2.56)	0.00	0.00
Transfers to/(from) Reserves	4.87	2.96	0.40	0.00
Second tranche of cost control measures	(7.55)	(9.18)	(7.29)	(7.21)
Forecast Budget Shortfall October 2023	14.09	37.82	44.86	52.42

Numbers are rounded

7. This report provides an update on progress being made to closing the budget gap in 2023/24 and reducing the forecast shortfall in future years.

MTFS Assumptions

8. Updates to MTFS assumptions since October 2023 are set out below in paragraphs 9 to 22, reflecting the latest information available. The revised main MTFS assumptions are set out in Table 2 below.

Table 2 Revised Key MTFS Assumptions

2022/23	Item	2023/24	2024/25	2025/26	2026/27
	Pay Award	5.6%	3.0%	2.0%	2.0%
	Consumer Price Index (CPI)	6.7%	3.2%	2.1%	2.0%
	Borrowing Rates	5.5%	5.0%	5.0%	5.0%
£1,644.39	Increase in Core Council Tax Charge	2.99%	2.99%	2.99%	2.99%
£186.31	Increase in Adult Social Care Precept	2.00%	2.00%	0.00%	0.00%
49.9p	Increase in Small Business Rates Multiplier	0.0%	6.6%	3.2%	2.1%
£11.37M	Increase in Revenue Support Grant	13.3%	5.4%	3.2%	2.6%
£4.63M	Increase in Top Up Grant	15.9%	5.4%	3.2%	2.6%
£0.91M	Reduction in New Homes Bonus	-76.6%	-100.0%	0.0%	0.0%

Pay Award

9. The local government pay award for 2023/24 was agreed by the National Joint Council on 1 November 2023. The agreement is as per the employers' offer made in February 2023, a flat rate £1,925 increase for up to scale point 43 and a 3.88% increase for higher scale points. This is estimated to cost 5.6% on average, compared with the 4.0% allowed for in the budget, creating a budgetary pressure of £2.0M for 2023/24 and ongoing. In the October MTFS update the pay award assumption for 2024/25 was increased from 2% to 3%, creating a budget pressure estimated at £1.3M.

10. Inflation (Consumer Price Index)

11. The pace of reduction in general inflation has slowed, with the Consumer Price Index (CPI) for September 2023 being the same as for August 2023 at 6.7%. No change has been made to the contract inflation estimates included in the October MTFS update, which indicated an average increase for 2024/25 of 6.5%. A 1% variation in the contract inflation rate equates to approx. a £0.4M variation in expenditure.

Borrowing Rates

12. The October MTFS update assumed a borrowing rate for 2023/24 of 5.5%, with 5.0% thereafter (no change from the July MTFS update). Since 2012, the Council has pursued a strategy of internal borrowing – minimising external borrowing by running down its investment balances and only borrowing short term to cover cash flow requirements. The capital financing budget was set on the assumption this would continue, therefore any increase in the use of reserves results in the need to increase external borrowing and incur additional financing costs. Due to increasing use of reserves and reducing internal balances, external borrowing is forecast to increase by £16M, resulting in a pressure of £0.93M.

13. In accordance with CIPFA's Treasury Management Code the Council's optimum external borrowing position is calculated at the level of the liability benchmark, which represents an estimate of the cumulative external borrowing need of the Council to fund its current capital and revenue plans while keeping treasury investments at the minimum level of £48M required to manage day-to-day cash flow (liquidity allowance) and offsetting internal balances.

As at quarter 2 the forecast borrowing requirement for 2023/24 is £79.22M. If the Council were to fully externalise all borrowing up to the level of its capital financing requirement (CFR) there would be an additional requirement of £113M in 2023/24, at a financing cost of £6.22M (full year) at 5.50% interest rate. This comes with the risk of cost of carry and a potential pressure of £0.34M, as surplus funds would need to be re-invested at a lower rate of circa 5.20%, achieving income of

	£5.88M. This would be a change from using as much 'internal' borrowing as possible i.e. the council's own cash resources, temporarily applied. The budget shortfall in tables 3 and 4 below does not include any assumption about this externalisation of borrowing as an additional pressure.
	Increase in Core Council Tax Charge
14.	The Government's Autumn Statement 2022 indicated that the 3% core council tax increase and 2% for adult social care precept increases would also be available in 2024/25, which is the MTFS assumption above.
15.	Business Rates
16.	The Non-Domestic Rating Act 2023 received royal assent on 26 October 2023. The Act makes a number of changes to the administration of business rates, including more frequent updates of rateable values. One significant change is the Act gives ministers the power to decouple the small and standard business rate multipliers. Currently the standard multiplier rate is derived by adding a supplement to the small business rate multiplier. From 1 April 2024 it is likely that the supplement will be abolished and the small and standard rate multipliers will be set independently. This will allow the Government to treat the multipliers differently in terms of freezing or capping etc. The decoupling of the multipliers has consequences for the business rates retention scheme (BRRS) and the Government is consulting on technical adjustments to the BRRS in response to the NDR Act. Amendments to the BRRS are considered necessary to maintain the accuracy of levy and safety net payments and future income compensation paid to local authorities for the impact of tax policy decisions. The basis for uprating key elements of the BRRS, such as baseline funding levels and top-up/tariffs, is also being reviewed.
17.	The MTFS assumes that the small business rates multiplier will be increased in line with the increase in the September CPI. The NDR Act confirms that the multipliers will be indexed to the annual change in CPI as a default. In this MTFS update the small business rates multiplier has been revised to reflect the CPI published for September 2023. The uplift applied is 6.62% (compared with 5.4% previously assumed), based on the year-on-year increase in the rounded index values rather than the headline CPI rate. An announcement with regards the business rate multipliers, and whether either of them will be capped or frozen for 2024/25, is expected to form part of the Chancellor's Autumn Statement on 22 November 2023. If either multipliers are capped/frozen the council will be compensated for the loss of business rates income via government grant and therefore this would have a broadly neutral impact on the council's funding. There is likely to be a small reduction in any compensation received as a result of decoupling the multipliers, the compensation factor for a separate standard rate multiplier would be marginally lower than that for the small business rate multiplier even if they are uplifted by the same percentage.
18.	MTFS estimates for council tax and business rates income for 2024/25 onwards have been updated for revised projections for residential and commercial developments, along with the change to the 2024/25 multiplier uplift noted above. The net effect of these changes is an estimated £0.73M additional income in 2024/25, reducing to £0.13M in 2026/27.
19.	Revenue Support Grant and Top-Up Grant
20.	The provisional 2024/25 local government finance settlement is expected to be announced in late December 2023. Based on the policy statement issued last December, grants such as revenue support grant (RSG) and top-up grant are expected to receive an inflationary uplift. However, services grant is expected to be reduced to pay for the RSG uplift and the top-up grant will be impacted by the technical adjustments to the BRRS. Given these uncertainties, no changes have been made to the assumptions around general grants in this MTFS update pending the provisional finance settlement announcement.

21. **New Homes Bonus**

22. Consultation on the future of the New Homes Bonus (NHB) funding is expected, but based on previous announcements it is expected to cease in 2024/25. The funding currently available through the NHB may be applied elsewhere, but at the time of writing we have no information on the Government's intentions.

Updated MTFS Position

23. Work continues in earnest to identify and put into action further cost control measures to help address the budget shortfall in 2023/24 and achieve a sustainable budget for future years. Table 3 below shows the movements since the position reported in October 2023.

24. **Table 3 Updated Forecast Budget Shortfall 2023/24 to 2026/27 (Oct 2023 to Nov 2023)**

	2023/24	2024/25	2025/26	2026/27
	£M	£M	£M	£M
Forecast Budget Shortfall October 2023	14.09	37.82	44.86	52.42
Unachievable Savings	(0.20)	(0.61)	(0.21)	(0.21)
Changes to pressures	1.33	1.50	1.50	1.50
Funding Changes	0.00	(0.73)	(0.57)	(0.13)
Transfers to/(from) Reserves	0.00	0.20	0.00	0.00
Savings (not subject to further approval & consultation)	(1.48)	(3.92)	(3.91)	(3.91)
Updated Forecast Budget Shortfall (forecast as at end of October)	13.74	34.25	41.67	49.67
Savings subject to further approval & consultation	(0.07)	(0.86)	(2.09)	(1.72)
Updated Forecast Budget Shortfall	13.67	33.40	39.58	47.95
Potential Transformation Shortfall	0.94	5.01	3.22	0.00
Forecast Budget Shortfall after Transformation	14.61	38.41	42.80	47.95

Numbers are rounded

25. The updated medium term financial position, showing the overall changes since the budget was agreed in February 2023, is shown in Table 4 below.

26. **Table 4 Updated Medium Term Financial Position 2023/24 to 2026/27 (changes since February)**

	2023/24	2024/25	2025/26	2026/27
	£M	£M	£M	£M
Budget shortfall as at February 2023	0.00	21.22	22.56	24.79
Demand and price increases	25.23	28.26	30.23	32.11
Requirement for growth	1.43	2.52	4.40	4.15
Income pressures	2.51	3.69	3.69	3.69
Delayed or unachieved savings	2.21	3.34	4.13	4.13
New Proposed Commitments	0.08	0.15	0.15	0.15
Funding Changes	0.00	(4.55)	(4.21)	(3.68)

One-off Sums	(4.47)	(2.56)	0.00	0.00
Transfers to/(from) Reserves	4.87	4.31	0.40	3.88
Tranche 1 cost control measures (July)	(9.08)	(9.02)	(8.48)	(8.44)
Tranche 2 cost control measures (October)	(7.55)	(9.18)	(7.29)	(7.21)
Savings (not subject to further approval & consultation)	(1.48)	(3.92)	(3.91)	(3.91)
Updated Forecast Budget Shortfall (forecast as at end of October)	13.74	34.25	41.67	49.67
Savings subject to further approval & consultation	(0.07)	(0.86)	(2.09)	(1.72)
Updated Forecast Budget Shortfall	13.67	33.40	39.58	47.95
Potential Transformation Shortfall (see table 6 below)	0.94	5.01	3.22	0.00
Forecast Budget Shortfall after Transformation	14.61	38.41	42.80	47.95

Numbers are rounded

27. Table 4 includes considerable pressures over and above the pay award pressure outlined in paragraph 9, the most significant budget pressures in 2023/24 include:

- Home to School Transport (£4.10M),
- Looked After Children placement costs (£4.78M)
- Children's Safeguarding agency staffing, allowances and overtime (£1.69M)
- Increased Adult Social Care costs (£4.00M)
- Increasing client numbers (£2.69M) within Wellbeing & Housing, and
- IT Services staffing and income shortfalls (£1.91M) within Corporate Services;

Further details of the budgetary pressures are provided in Appendix 3.

28. The savings are set out in Appendix 5. These total £1.55M in 2023/24, £4.78M in 2024/25, £5.99M in 2025/26 and £5.63M in 2026/27. This brings the total cost control measures and savings to date for 2023/24 to £18.18M.

29. Table 5 Summary of Cash Limited Budgets

Directorate	2023/24 £M	2024/25 £M	2025/26 £M	2026/27 £M
Children & Learning	63.94	56.91	58.95	55.02
Corporate Services	38.54	32.41	33.48	34.37
Place	28.25	27.71	27.35	28.82
Strategy and Performance	3.71	3.02	3.11	2.92
Wellbeing and Housing	95.11	87.65	92.13	86.98
Sub total Directorate	229.55	207.70	215.02	208.11
Central items	-7.97	26.13	24.90	37.37
Total budget	221.58	233.83	239.92	245.48

30.	Updated cash limited budgets are set out in summary in Table 5 above and in more detail in Appendix 4.
31.	<u>Proposals subject to consultation – General Fund</u>
32.	Some proposals are subject to other consultations already in train. Two proposals subject to a budget consultation exercise are as follows for the General Fund:
33.	<u>Proposal for consultation: Additional council tax premium for properties that are empty for more than 12 months</u> A council tax premium is already charged on properties that are empty for more than 24 months. New legislation permits a premium to be charged once a property has been empty for more than 12 months, to act as an incentive to bring properties back into use. A decision to charge the premium is required before 1 April for the financial year to which it is to be implemented.
34.	<u>Proposal for consultation: Introduce an additional council tax premium for second homes</u> New legislation permits a council tax premium to be charged on second homes. A decision to charge the premium is required at least 12 months before 1 April for the financial year to which it is to be implemented. Both these new proposals being brought forward are include in Appendix 5 attached.
35.	<u>Housing Revenue Account</u>
36.	The Council is responsible for council housing and the operation of the Housing Revenue Account (the HRA). These responsibilities are outlined in legislation (principally the Local Government and Housing Act 1989 and subsequent amendments) and any guidelines on operation of the HRA from Government. This responsibility cannot be delegated.
37.	Cabinet/Council received an update on the HRA business plan at its October meeting, which outlined current pressures on the HRA and landlord controlled heating, and provided an update on potential savings within the HRA to mitigate pressures. The Cabinet agreed to recovery plan in July for the landlord controlled heating account and potential charges, which would be consulted alongside proposals for rent and service charges in due course.
38.	The current forecast for 2023/24 shows a deficit position overall of £2.1m, which is being mitigated by an equivalent reduction in the revenue contribution to the capital programme. The key variances were outlined in the July and October Cabinet updates. However, there has been an improvement in the forecast balance of the landlord controlled heating account. Following more favourable energy cost forecasts in October 2023, the forecast balance on the account has reduced from £3.6M to £3M, reducing pressure on future year charges.
39.	The HRA 40 year financial plan for 2024/25 is currently being drafted, and subject to a specific report in February 2024. However, the initial work suggests that, while current agreed spending plans are affordable, additional capacity needs to be built into the business plan in order to increase capacity to invest. In order to finalise business plan proposals, the following consultation needs to take place on two items below:
40.	<u>HRA Rental increase:</u> The maximum allowable rental increase for tenant rent in 2024/25 is set at 1% above the CPI figure for September 2023. This has been confirmed at 7.7%. A decision on the level of rent to set is required before 1 April for the financial year to which it is to be implemented.
41.	<u>HRA Landlord controlled heating charges – proposed increase:</u> There is currently a significant deficit on the Landlord controlled Heating Account, and the proposal is to move towards a 5 year recovery plan to manage deficit recovery while minimising impact on tenants. A decision on landlord controlled heating charges is required before 1 April for the financial year to which it is to be implemented and more details on the proposed increase are within the Equality and Safety Impact Assessment (EISA).

Savings Work

42. Further star chamber sessions will continue ahead of the budget setting meeting in February 2024 to identify further proposals to assist in meeting the budget shortfall and producing a financially sustainable council. Further proposals need to be brought forward for Children & Learning, Corporate Services and Wellbeing & Housing in particular for these directorates to be able to work within the cash limited budgets allocated.

Transformation and Improvement Plans

43. Activity is underway to develop transformation and improvement plans across the council. The Executive Management Team are discussing the priority outcomes that will be delivered through the Corporate Plan to help shape and size the organisation, clarifying where our areas of focus and investment should be, and what the rest of the organisation needs to look like to support it. This will lead to a revised organisational transformation programme to get us from current state to new state in the defined timescales. A review of all existing initiatives will seek to validate work to date, identify any high level gaps and opportunities, propose a revised programme structure and view of resource requirements, key priorities and realistic implementation plan. Alongside this we are working to ensure that whatever the future shape of the transformation programme, we have rigorous oversight of all activity to ensure it is appropriately aligned and resources are available to support priority areas as needed.

An initial estimate of the costs of transformation is provided in the table below, based on existing plans and recruited staffing, though work continues to refine these estimates. Work on quantifying the financial benefits of transformation is still underway. Transformation activity will only progress subject to demonstrable cash benefits being secured. The estimate does not include any costs arising from redundancy/severance arrangements.

Table 6: Transformation: Potential costs

	2023/24	2024/25	2025/26	Total
	£M	£M	£M	£M
Total estimated committed expenditure	2.83	4.95	2.67	10.45
Other potential projects and contingency	0.22	2.44	1.93	4.59
Total potential cost of Transformation	3.06	7.39	4.59	15.04
Less: Funding identified	(2.12)	(2.38)	(1.37)	(5.87)
Total funding still required	0.94	5.01	3.22	9.17

A reserve for transformation was set up under the previous MTFS update to Cabinet, as well as an Organisational Redesign reserve from a total of £4.47M one off funding received in 2023/24, primarily from a VAT refund following a national court case which meant a rebate was received by numerous councils. This has not yet been assumed as funding in the above table, as potential costs of service redesign have not been estimated or included as yet.

The Flexible use of Capital receipts policy the Council adopted may provide a means to generate funding to assist the transformation programme and cover funding gaps.

Capital Programme

44. Due to the current financial environment, there is an ongoing need to review the programme, against the backdrop of rising inflation which is significantly increasing construction costs and rising interest rates which has seen the cost of borrowing increase dramatically.

45. Table 7 shows the changes to the individual directorate programmes since the last reported position. The updated programme for the General Fund (GF) is £234.62M and £255.70M for the HRA. There has been no change in the HRA programme and an overall decrease of £3.04M for the GF. Net addition of £0.59M has been added to the programme by delegated decisions and £3.63M net reduction requires approval, as detailed in paragraphs 47 to 56 and summarised in Appendix 6.

46. Table 7 – Changes to Programmes

	Latest Programme £M	Previous Programme £M	Total Change £M
Children & Learning	60.72	58.56	2.16
Corporate Services	4.15	4.15	0.00
Place	158.46	163.89	(5.42)
Strategy & Performance and CEO	2.69	2.69	0.00
Wellbeing & Housing	8.60	8.37	0.23
Total GF Capital Programme	234.62	237.66	(3.04)
Housing Revenue Account	255.70	255.70	0.00
Total Capital Programme	490.32	493.36	(3.04)

NB. there may be small arithmetic variations in the table as figures have been rounded

47. Approval is sought for the addition and spend of £0.12M to the Children & Learning programme, in 2023/24 and 2024/25 to support the Family Hubs Transformation project. The council has been awarded additional grant funding to support the expansion of the centres previously known as Surestart centres.

48. Approval is sought for the net addition and spend of £0.19M to the Children & Learning programme. Following several urgent requests for Health and Safety works across several schools, a review has been undertaken to re-prioritise the programme, to enable these works to proceed immediately. The additional costs will be funded by Government grant. The projects affected are listed in appendix 6.

49. Approval is sought for the addition and spend of £1.84M to the Children & Learning programme, in 2024/25 and 2025/26 to fund the provision of a new children's residential home within the City. These additional funds will support the existing project to provide additional places and reduce expensive out of City placements. This will be funded by council resources.

50. Approval is sought for the virements within the Transforming Cities Fund project in the Place programme, to realign budgets as there is now a better understanding of costs as the schemes progress. There is a movement of £0.71M within the project, so no overall impact on the total budget. Projects affected are detailed in appendix 6.

51. Approval is sought for a £1.98M virement within the Place programme, to reduce the budgets for the Heritage Asset Repair Programme (HARP) and increase the Art Gallery Roof budget. Due to increasing construction costs the Art Galley project requires an additional £1.98M to ensure that essential works are undertaken to address the failing asphalt roof, air handling and heating plant, fire and security shutters, historic sky lights and windows, heating and electrical interventions. They have reached the end of their economic life with an ever-increasing risk of failure if these urgent condition items remain unaddressed. There is also a risk that the council would lose £2.2M grant funding. In

order to reduce the revenue burden of this additional cost it is proposed that only works identified as high risk as part of HARP Phase 2 and 3 are continued at this time. Phase 1 is due to complete in December 2023 and the plan is to investigate alternative funding options to enable the low risk works to be undertaken in the future.

52. Approval is sought for the addition and spend of £0.78M to the Place programme in 2023/24, for the Active Travel Fund. The award of additional grant funding from DFT is to support for works at Honeysuckle Road and to provide safer routes to school and school streets.

53. Approval is sought for the reduction of £4.92M to the Place programme. As detailed in the MTFS update report in October 2023 a number of projects have been identified to remove from the capital programme, as detailed below.

Table 8: Items Removed from Capital Programme

Project	£M	Description
Crematorium Refurbishment	0.49	Remove as business case needs to be reassessed
QE2 Mile - Bargate Square	1.23	Remove project following delays to other developments in the area
District Centre Improvements	2.00	Remove £0.50M to fund District Centre Master Planning Remove £1.50M which is not committed to any project, future budgets will be based on future business cases. (Not part of Oct MTFS report)
Green City Fund	1.20	Remove - Currently no projects in progress. New business cases will come forward as and when developed.
	4.92	

54. Approval is sought for the reduction of £2.00M to the Place programme in 2024/25. This reduction will be across the Carriageways programme, and will provide a reduction in borrowing costs.

55. Approval is sought for the addition and spend of £0.45M to the Wellbeing & Housing programme, in 2023/24 to provide additional funding for the Warm Homes project which supports residents (households) with advice and guidance on home heating and energy efficiency. This will be funded by S106 contributions and grant.

56. Approval is sought for the reduction of £0.22M to the Wellbeing & Housing programme. As detailed in the MTFS update report in October 2023, the 1000 Parking Space project is coming to an end and the scope has decreased. The is the remaining budget which is no longer required.

SLIPPAGE AND REPHASING

57. Slippage occurs where works are not expected to take place according to the provisions agreed in the capital programme. Re-phasing of capital expenditure is due to works being carried out sooner than anticipated, budget and funding is brought forward from future years to match the expenditure. The programme is continually reviewed to ensure that all projects are accurately profiled, and budgets are suitably aligned to anticipated works and spend. As part of the MTFS update in July 2023 it was recommended that a new Strategic Capital Board be set up to review the programme. As a result of ongoing reviews there is £7.25M of General Fund anticipated work in 2023/24 where work has slipped into later years.

There has also been extensive re-prioritisation of the HRA programme resulting in £11.95M slipping into future years.

	Details of schemes with major slippage and where any rephasing has been applied are provided in appendix 7.																											
58.	Table 9 below summarises resulting net slippage and rephasing by individual capital programmes. There is zero net effect to the budgets over the 5-year capital programme. Approval is sought for the slippage of £19.20M from 2023/24 into later years, £7.25M relating to GF and £11.95M HRA.																											
59.	<p><u>Table 9 – Net Slippage By Directorate</u></p> <table border="1"> <thead> <tr> <th></th> <th>Movement in 2023/24 £M</th> <th>Appendix 3 Ref</th> </tr> </thead> <tbody> <tr> <td>Children & Learning</td> <td>(1.98)</td> <td>1-5</td> </tr> <tr> <td>Corporate Services</td> <td>0.00</td> <td>-</td> </tr> <tr> <td>Place</td> <td>(3.48)</td> <td>6-9</td> </tr> <tr> <td>Strategy & Performance and CEO</td> <td>0.00</td> <td>-</td> </tr> <tr> <td>Wellbeing & Housing</td> <td>(1.79)</td> <td>10</td> </tr> <tr> <td>Total General Fund</td> <td>(7.25)</td> <td></td> </tr> <tr> <td>Housing Revenue Account</td> <td>(11.95)</td> <td>11-18</td> </tr> <tr> <td>Total Capital Programme</td> <td>(19.20)</td> <td></td> </tr> </tbody> </table> <p>NB. there may be small arithmetic variations in the table as figures have been rounded</p>		Movement in 2023/24 £M	Appendix 3 Ref	Children & Learning	(1.98)	1-5	Corporate Services	0.00	-	Place	(3.48)	6-9	Strategy & Performance and CEO	0.00	-	Wellbeing & Housing	(1.79)	10	Total General Fund	(7.25)		Housing Revenue Account	(11.95)	11-18	Total Capital Programme	(19.20)	
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	<u>Flexible Capital Receipts</u>																											
60.	<p>Capital receipts can only be used for specific purposes, and these are set out in Regulation 23 of the Local Authorities (Capital Finance and Accounting) (England) Regulations 2003 made under Section 11 of the Local Government Act 2003. The main permitted purpose is to fund capital expenditure, and the use of capital receipts to support revenue expenditure is not allowed by the regulations.</p> <p>The Secretary of State is empowered to issue Directions allowing revenue expenditure incurred by local authorities to be treated as capital expenditure and therefore funded by capital receipts.</p>																											
61.	In the Spending Review 2015, the Chancellor of the Exchequer announced the Government would allow local authorities to spend up to 100% of their capital receipts on the revenue costs of transformation projects, to support local authorities to deliver more efficient and sustainable services.																											
62.	<p>The Secretary of State for Communities and Local Government issued a Direction in March 2016, giving local authorities greater freedoms to use capital receipts to finance expenditure, up until 2018/19, extended until 2021/22. Allowing local authorities to treat qualifying expenditure on transformation projects as capital expenditure and to fund it from capital receipts received after April 2016. Qualifying expenditure was defined as:</p> <p><i>“Expenditure on any project that is designed to generate ongoing revenue savings in the delivery of public services and/or transform service delivery to reduce costs and/or transform service delivery in a way that reduces costs or demand for services in future years for any of the public sector delivery partners.”</i></p>																											
63.	<p>Then, in the 2022/23 Provisional Local Government Finance Settlement it was announced “a 3-year extension from 2022-23 onwards of the existing flexibility for councils to use capital receipts to fund transformation projects that produce long-term savings or reduce the costs of service delivery”.</p> <p>On 4 April 2022, the Department of Levelling Up, Housing, and Communities confirmed this extension and published Guidance and a Direction.</p>																											

64.	To take advantage of this freedom, the council must act in accordance with the Statutory Guidance issued by the Secretary of State. This guidance requires the Council to prepare, publish and maintain a Flexible Use of Capital Receipts Strategy, with future Strategies included within future Annual Budget documents.
65.	In February 2023 the council approved the Flexible Use of Capital Receipts Strategy for the period 2022/23 to 2024/25, detailing £3M of planned transformation, which was the value of expected receipts at the time.
66.	Since February work has progressed to scope and cost a significant transformation programme to support delivery of the changes required across the council, as summarised in Table 6.
<u>Reserves and Balances</u>	
67.	Appendix 2 sets out the balances on General Fund earmarked revenue reserves (excluding schools' balances) since 2018/19. The trend position is distorted by large sums for COVID-19 grants carried forward via reserves in 2019/20 to 2021/22 and by the change in accounting treatment of deficits on the Dedicated Schools Grant (DSG), which are now required to be held in a separate unusable reserve. Nevertheless, the appendix shows a trend of reducing reserves and a significant reduction in the level of reserves since 2020/21.
68.	At the start of 2023/24 earmarked revenue reserves (excluding schools' balances) were £49.59M and the General Fund balance was £10.07M. The forecast balance on earmarked revenue reserves at the end of 2023/24 is £26.54M, after taking into account the in-year contributions to the Organisational Redesign Reserve, Transformation & Improvement Reserve and Investment Risk Reserve that were approved by Cabinet in October 2023. However, the forecast does not include any use to meet the in-year deficit.
69.	If the in-year deficit is not reduced from the £14.6M noted in paragraph 24 above (and including transformation costs), all of the £9.42M forecast balance on the Medium Term Financial Risk (MTFR) reserve would be required to meet it and £5.2M from elsewhere. If this situation arose any remaining balance of the £4.47M held relating to the Organisational Redesign and Transformation & Improvement reserves would be the first call. CIPFA advise a minimum General Fund balance of 5% of net revenue budget (£11M), whereas there is £10.06M currently held and hence it would be hard to justify using this to address the overspend.
<u>In-Year Grants</u>	
70.	<p>The Council is in a position to accept a number of new grants for 2023/24, which in accordance with the Financial Procedure Rules are of the value whereby Cabinet is asked to confirm acceptance. These are as follows:</p> <p>Short Breaks: The Department for Education (DfE) invited local authorities to bid for the final round of the Short Breaks Innovation Fund which runs from 1st April 2024 to 31 March 2025. The fund is intended to expand or create new short breaks provision for disabled children and their families in local areas. Southampton City Council was invited to bid with Portsmouth City Council and were advised on 18 October 2023 that this has been successful.</p> <p>The project will develop Wellbeing Hubs that will deliver SEND (special educational needs and disabilities) specific and SEND friendly activities for young people up to age 25 years. This is an innovative approach to delivering short breaks and will meet a current gap in short break provision for neurodivergent young people (predominantly autism and ADHD) in both cities.</p> <p>The funding is time limited and there is no match funding requirement from the Council. Cabinet is asked to accept the funding of £979,204, split equally between each authority.</p> <p>Family Safeguarding Model: In June 2023, the Executive Management Team approved the receipt of a DfE grant value of around £514,000 to kick start the Family Safeguarding Model project</p>

	<p>with Hertfordshire Children's Services. Implementation is predicted to contribute to a further reduction in statutory demand. There is no financial risk to the local authority. The cabinet member for Children is receiving regular updates. Cabinet is asked to confirm agreement to this grant.</p> <p>Wraparound Childcare Programme: This provides grant funding to local authorities in England to help make sure that there is sufficient childcare such as breakfast and after-school clubs in their area. The Council has been awarded £1,180,550 over 3 years to support the expansion of wraparound childcare. This is to remove barriers to setting up new provision or expanding current provision, including removing the financial risk of setting up new provision when demand is not yet guaranteed. Local authorities will be able to use funding to contribute to the start-up, expansion and running costs of provision, including costs for staffing, training, and resources, while demand for provision builds. The expectation is that provision will become self-sustainable through parental payments alone by the end of the funding term.</p>
71.	<u>Budget Consultation</u>
72.	The draft savings proposals that have been put forward have been subject to consultation with the Executive Management Board (EMB) and relevant Cabinet Members.
73.	The Executive will undertake a public engagement exercise on the proposals set out in paragraphs 33,34, 40 and 41 above. The Leader and the Cabinet are keen to receive feedback on those proposals and on the potential impact they may have to help finalise the Executive's budget to be recommended to Full Council in February 2024.
74.	<p>The aim of this public engagement exercise is to:</p> <ol style="list-style-type: none"> a) Make residents aware of the significant financial pressures the council is facing; b) Ensure residents are aware of savings that are being proposed and what this will mean for them; c) Enable residents, businesses and stakeholders to comment and raise any impacts the proposals may have; d) Ensure that resident feedback is taken into account when final decisions are made; e) Provide a summary of feedback received and how these have influenced the final decision.
75.	The engagement exercise will run from 23 November 2023 to 17 January 2024. The exercise will be based around an online questionnaire and paper copies will also be made available where required.
76.	<u>Equality and Safety Impact Assessments</u>
77.	The Public Sector Equality Duty is a duty on public bodies which came into force on 5 April 2011 and requires the council to show that it has 'had regard' to the impact of its decisions on its equality duties and the need to advance equality of opportunity between people who have protected characteristics and those who do not.
78.	While the Public Sector Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment, it does require public bodies to show how they considered the Equality Duty and that they have been consciously thinking about the aims of the Equality Duty as part of the process of decision making. To comply with these requirements as well as other relevant impacts including Community Safety (Section 17 of the Crime and Disorder Act 1998), poverty and health and wellbeing, the council has used its existing Impact Assessment framework so that it can ensure the use of a consistent, council wide mechanism to evidence how decision making took into account equality and safety considerations.
79.	Draft individual Equality and Safety Impact Assessments (ESIAs) have been completed by the council's Executive Management Board for those proposals contained in the appendices that have been identified as requiring such an assessment, as they could have an impact on a particular group

	or individuals. The draft individual ESAs are available in Members' Rooms and will be published alongside the budget consultation.
80.	The individual ESAs have been analysed to consider the cumulative impacts the draft savings proposals may have on particular groups and the mitigating actions that could be considered. In order to give the right perspective to the draft savings proposals, the Cumulative Impact Assessment has to be considered in light of the available information on the City's profile, service user and non-user information. The Cumulative Impact Assessment is available in Members' Rooms and will be published alongside the budget proposals to inform the public engagement exercise.
	<u>Financial Position and Way Forward</u>
81.	The position presented in this report is not a balanced position whilst work continues to get to a balanced position, it is important that consideration is given to the potential consequences of this position.
	<u>Exceptional Financial Support</u>
82.	The shortfall for 2023/24 is forecast at £14.6M and for 2024/25 at £38.40M (including possible transformation costs). Cabinet will be aware of the duty to ensure the in year financial position balances and to agree a balanced budget annually. This proposed budget must be viewed as robust by the council's S151 officer. The council faces an unprecedented financial challenge in seeking to deliver a balanced budget, against the backdrop of much reduced revenue reserves and major on-going financial pressures, in particular around the provision of adults and social care as well as the on-going impact of high inflation and interest rates.
83.	Since 2020, the government has agreed to provide a small number of local authorities with support via the Exceptional Financial Support framework, following requests from these councils for assistance to manage financial pressures that they considered unmanageable and was likely to mean the requirement to agree a balanced budget could not be achieved. The support is provided on an exceptional basis, and often requires that each local authority is subject to an external assurance review on their financial position.
84.	The exceptional support is in the form of a 'capitalisation directive'. It is important to note that this is not additional funding or any form of 'bailout', but it does permit the council to use capital resources to fund revenue expenditure, which is not allowed under normal accounting rules for local government. It offers only a 'window' to take some pressure off the General Fund revenue budget by using capital as a funding source thereby providing a time-limited opportunity to review spending plans and to re-balance revenue budgets taking a longer-term view.
85.	Any use of exceptional support has to be agreed by Government, and there are no guarantees their agreement will be forthcoming. But if granted, it comes at the cost of generating capital receipts to create the necessary funding, or at a cost of creating new loan debt, which also has to be financed, adding to financial pressure. If sufficient asset sales cannot be generated within the necessary timescales to meet requirements, future years' revenue budgets may need to be increased to reflect the extra borrowing costs, although the aim would be to eventually generate sufficient asset sales to repay borrowing.
86.	As an illustration only, the table below shows the estimated potential costs the authority may incur, if the budget shortfall identified in table 4 (for 2024/25 only) above were to be funded from this source. There is an assumed 20 years period of repayment as well as an additional premium assumed of 1% on borrowing costs, and that any borrowing would be undertaken late in the year, meaning most financing costs would fall into 2025/26 (for simplicity all financing costs are shown in the following year).

Table 10: Possible costs arising to cover deficit

	2024/25 £M	2025/26 £M
Updated Forecast Budget Shortfall (per table 3)	33.40	39.58
Possible Transformation costs (per table 3 and table 6)	5.01	3.22
Estimated costs if borrowing allowed to fund the shortfall		3.48
REVISED ESTIMATE	38.41	46.28

87. In the long term, the disposal of assets in itself is likely to create additional pressures on the revenue budget as some sales are likely to relate to assets that generate significant rental income to the council. Hence, if granted the use of 'Exceptional Financial Support' is not a panacea in itself. It buys time to find new solutions to balance the revenue budget, it does not avoid the reductions necessary and it comes at the price of disposing of assets many of which are income generating.

88. As reported to the Council meeting in July, the authority has already been in informal contact with the Department for Levelling Up, Housing and Communities on this option.

Section 114 notice

89. Due to the exceptionally challenging financial position now faced, and the difficulties faced with reducing the forecast in-year overspend whilst also agreeing a draft balanced budget for 2024/25, Cabinet need to be aware of the position should a notice under Section 114 Local Government Finance Act 1988 be required to be issued.

90. The Chief Finance Officer of a local authority can issue a formal report (called a s114 notice) if they consider that a council is unable to set or maintain a balanced budget. A s114 notice simply but clearly and formally indicates that a council's forecast funding and other available resources (such as reserves) is insufficient to meet its forecasted expenditure for that year. Although media reports may describe the issue of s114 notice as indicating bankruptcy, there is no procedure for a UK local authority to become bankrupt.

91. A s114 notice puts stringent spending controls in place and prohibits all new expenditure by a council, other than that required to provide statutory services, payments required by law or ordered by the courts and contractual obligations. New expenditure may only be authorised by the Chief Financial Officer where it will prevent the situation that led to the s114 notice from getting worse.

92. Full Council would be required to consider a s114 notice within 21 days of one being issued. Council would consider if it agrees or disagrees with the views contained in the report and what action (if any) it proposes to take in consequence of it.

93. Following the issuing of a s114 notice, the Chief /Financial Officer, the Chief Executive and the Monitoring Officer would be tasked to develop a plan for returning the budget to a balanced position. It would inevitably mean hard choices on what service to prioritise, and what would need to be curtailed or stopped completely. A smaller council and cessation of discretionary services would be the inevitable initial consequence.

94. Pending consideration of the report by Full Council, there is a prohibition period which runs from the date the report is made to the date of the full Council meeting. During this period, the Council must not enter into any new agreement which may involve the incurring of expenditure (at any time) by the authority unless the S151 officer authorises it to do so and/or it is required to do so by law.

95. A recent survey found by the Special Interest Group of Metropolitan Authorities (SIGOMA) found that at least 10% of upper tier urban councils outside London ie Council's with similar responsibilities at

Southampton, were considering a section 114 notice this year, and almost 20% thought one could be possible in the next year.

Conclusion and Next Steps

96. At the time of writing, we are awaiting the Government’s Autumn Statement from the Chancellor on 22 November. This will be carefully reviewed for any funding announcement impacting on local councils.

97. The Provisional Local Government Finance Settlement (PLGFS), which will provide funding allocations from Government for 2024/25 is also yet to be announced. This is again expected to be very late – with an announcement expected immediately prior to Christmas. Currently, the draft budget used to forecast the budget shortfalls identified for 2024/25 are based on assumptions and best information. This is expected to be proceeded by a local government finance policy statement (as occurred last year). However, as it is expected only a matter of days before the provisional settlement, it will most likely have limited value and it will not identify specific funding allocations to each council, only broad policy intentions.

98. Neither the Autumn Statement, or the provisional local government finance settlement for 2024/25, is expected to fundamentally alter the picture identified above of considerable future budget shortfalls. Work therefore continues at pace to identify ways to bridge the gap by further efficiency measures, income generation and above all by service transformation. It is likely that there will be further engagement with Government over the potential to secure Exceptional Financial Support during December, although it is likely Government may await the December provisional settlement before expecting final approaches to be made by councils and to then assess with the Treasury what support may be contemplated.

RESOURCE IMPLICATIONS

Capital/Revenue

99. The revenue and capital implications are contained in the report

HR Implications

100. The proposed savings contained within this report do have implications on the number of full time equivalent posts within the council. Table 11 below details the overall impact.

101. Table 11 – The estimated impact of full-time equivalent staff for tranche 3 measures

Directorate	2023/24 Total FTE	2024/25 Total FTE	2025/26 Total FTE	2026/27 Total FTE
Place	4.0	6.1	6.1	6.1
Wellbeing & Housing	1.6	43.4	43.4	43.4
Total	5.6	49.5	49.5	49.5
Impact from previous MTFS updates	98.4	99.4	99.6	103.4
Total Impact of proposals	104.0	148.9	149.1	152.9

102. There are other proposals which will impact staff numbers (redesign of Childrens and Learning / Supplier Management target operating model), but until detailed consultation takes place, it is not possible to say how many of these will be vacant posts, but there is an initial estimated impact of 25 FTE in total.

Property/Other

103. The implications for property are outlined in the report.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

104. Budget reports are consistent with the Section 151 Officer's role to align budget with the aims of the Council and also the duty to ensure good financial administration.

Other Legal Implications:

105. The proposals within this report have been put forward having regard to the council's duties under the Equalities Act 2010 and the Human Rights Act 1998, together with other pervasive legislation. Where required, individual projects, proposals and programmes will be subject to completion of EISAs as part of the governance and decision making foundations.

RISK MANAGEMENT IMPLICATIONS

106. The financial forecast included in this report are based upon a variety of assumptions, including funding, future spending projections and savings delivery.

107. Financial projections have been based on the best known information on the likely cost and demand for services for 2023/24 and beyond. External factors add further to uncertainty with the cost of living crisis, energy costs, labour shortages and increases to interest rates. Nor is there any certainty on funding from government, with the 2024/25 local government finance settlement not expected to be announced until late December 2023 and including technical changes to the business rates retention scheme. These all present significant levels of uncertainty and potential financial risk and instability.

108. Delivery of a high level of savings will be critical to the authority's future financial stability. The need to implement and achieve a high level of savings to balance the budget is in itself a major risk – as any significant non delivery can easily lead to major overspending and the council has inadequate reserves with which to cover this risk.

109. Savings are already monitored as part of the in-year work on comparing budget to forecasts.

110. The spending and funding assumptions outlined in this report will be subject to continual review over the coming months to ensure maximum opportunity is given to protect the council's short term and medium term financial stability, by flagging any changes to the financial situation faced.

111. On school deficits, the Schools Finance team are working with schools and providing advice on areas where the schools need to make changes to return to surplus.
The current 3-year deficit recovery timetable for schools in deficit to get back to a balanced budget may be extended to 5 years if necessary, for schools that have experienced significant COVID-19 pressures.

112. As at 31 October 2023 there were 15 schools forecasting a deficit balance totalling £3.7M which compares to deficits totalling £4.5M at the end of the last financial year (2022/23). There are 27 schools forecasting a surplus balance of £8.8M which compares to surpluses totalling £9.5M at the end of the last financial year. The net position is therefore a £4.1M surplus.

At the time of writing there are two schools in deficit working with the Executive Director for Children and Learning, and the finance team to finalise their deficit recovery plans (DRP). These are:

- Compass Alternative Provision
- Townhill Junior

Compass Alternative Provision have received advice during September from a School Resource Management Adviser, provided free of charge by the Department for Education. The results are expected to be incorporated into a Deficit Recovery Plan.

Townhill Junior have produced a Deficit Recovery Plan which needs to be approved by their board of governors as soon as possible, the Council will expect a decision prior to Christmas holidays.

113.	When a school is required to become an academy by the Department for Education, normally following an inadequate Ofsted inspection grade, then the deficit on conversion becomes a charge to SCC's General Fund. There are currently two schools with an Ofsted grade "Requires Improvement"; with a combined deficit totalling £0.8M.
114.	The Council is due to receive one-off additional funding of £0.5M to provide additional support to schools. Officers will present a plan for use of this funding for approval.
115.	<p>The Dedicated Schools Grant (DSG) budget will be adjusted by £15M, to align with the final figure for 2023/24 allocation received from Government, including the yearly uplift. This will have a net nil effect on the DSG budget, as both grant income (£15M) and spending (£15M) will be adjusted by the same amount, with the adjustment made to simply reflect final grant allocations from Government. The 2023/24 DSG budget is therefore £159.7M.</p> <p>The forecast outturn for this year for the Dedicated Schools Grant (DSG) as at the end of October 2023 is a £9.4M cumulative deficit, an improvement of £0.7M from the £10.1M cumulative deficit as at 31 March 2023.</p>
116.	<p>The DSG deficit is being driven primarily by the significant year on year increases in Education Health Care Plans (EHCPs) and with higher levels of needs in these plans. Whilst this reflects the national picture, the impact is reflected in our local financial resilience. The increase in High Needs funding in 2023/24 helps mitigate some of the pressure being experienced and further work is being undertaken as part of the DfE programme Delivering Better Value in SEND. The primary strategy for managing the increase in High Needs is threefold:</p> <ol style="list-style-type: none"> 1. Reduce the number of children requiring an Education and Health Care Plan through targeted early intervention support, through enhanced training and support to schools and parents. 2. Reduce the number of children requiring a place at a special school, by improving the consistency of offer and inclusive practice at mainstream schools and by developing SEND units and resourced provisions within mainstream schools. <p>Maintain a reduction in the reliance of placements in high cost out of city special independent school places, by enhancing the offer and facilities of local mainstream schools, and on the development of highly specialist units and resourced provisions.</p>
117.	The Schools Budget is ring-fenced and presently the DSG deficit is subject to a statutory override which means that the deficit will not impact on the wider council services or council tax payers. The statutory override is in place until March 2026, having recently been extended by 3 years.
118.	What this means, however, is that whatever deficit remains, as of April 2026, will impact directly on the council and will need to be covered by General Fund resources. It is therefore important the council ensures robust plans are in place to address the deficit within the 3 year window allowed by Government. The council will need to engage with other authorities and Government to control this deficit. This is likely to be a difficult challenge, which faces many councils nationally.
119.	To assist with promoting good financial management and best practice, Accountability Statements for budget holders are planned to be introduced. A draft example of one is attached at Appendix 1. These are intended to be introduced with the necessary training, advice and support to budget holders.
120.	Details of further risks to the council's financial position are given in Appendix 8.
POLICY FRAMEWORK IMPLICATIONS	
121.	The proposals contained in the report are in accordance with the council's Policy Framework Plan.

KEY DECISION? Yes

WARDS/COMMUNITIES AFFECTED:	All
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SUPPORTING DOCUMENTATION

Appendices

1.	Draft Accountability Statement
2.	Earmarked Revenue Reserves and Balances
3.	Budgetary Pressures
4.	Cash Limited Budgets
5.	Savings
6.	GF & HRA Capital Programme Changes
7.	GF & HRA Slippage & Rephasing (CONFIDENTIAL)
8.	Further risks to the council's financial position (CONFIDENTIAL)

Documents In Members' Rooms

1.	Savings - Summary Sheets (item by item)
2.	Cumulative Impact Assessment
3.	Individual Equality and Safety Impact Assessments

Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out?	Yes
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Privacy Impact Assessment

Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out?	No
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Other Background Documents

Equality Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	The Revenue Budget 2023/24, Medium Term Financial Strategy and Capital	
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	Programme (Approved by council in February 2023)	
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Accountability Statements

The Council's Financial Procedure Rules provide a framework within which all staff can carry out their responsibilities in an open and consistent manner. They outline the financial responsibilities of all officers and members of the Council, and have been designed to promote and maintain the high standards expected of the public sector in dealing with financial and other resources financed from their taxation by:

- placing clear accountability with officers appointed to manage resources;
- establishing key principles and processes which they should follow, supported by detailed operating arrangements approved by the Section 151 Officer.

This is essential in order to promote the highest standards of management with public resources and is a part of what is needed to respond to the CIPFA report and improve financial accountability.

Whilst responsibility for the administration of the council's financial affairs lies with the Section 151 Officer, all individuals engaged in council activities have a responsibility for ensuring that their actions comply with Financial Procedure Rules. Cabinet Members and Executive Directors hold a dual role to ensure that strategic policies and priorities are delivered within resources and meet all fiduciary responsibilities, recommendations to Council are deliverable and that they support Budget Managers to spend within the agreed cash limits.

The accountable Budget Holders (starting at Executive Directors level, Directors, Heads of Service and other officers deemed to be Senior Officers or Budget Managers) possess overall accountability for their budget or group of budgets. Each Budget Holder is ultimately accountable for ensuring effective planning and management of their budgets to deliver their service priorities within the agreed budget envelope.

It is proposed any staff managing a budget, signs an annual Budget Accountability Statement. Their key responsibility is to make best use of financial resources through good planning and management, taking corrective action where required. An example of such a statement is attached.

This will be introduced from 1 April 2024, but will be done so in a supportive way, with all budget holders invited to financial training sessions held by Finance to ensure they are equipped to carry out their responsibilities. Job Descriptions will need to be checked to ensure they are consistent with the sound financial management expected within this new framework.

DRAFT EXAMPLE OF BUDGET ACCOUNTABILITY STATEMENT:

As budget holder and a senior officer of Southampton City Council, you have overall accountability for a revenue budget or group of revenue budgets. You are ultimately accountable for ensuring effective planning and management of your budgets to deliver your service priorities and outcomes within the agreed budget envelope, whilst reporting any variations and working to rectify them as soon as possible. You may also have overall responsibility for a capital budget or group of capital budgets and are ultimately accountable for ensuring effective planning and management of your budgets to deliver against the capital budget. It should be understood, that failure to deliver within budget is a performance matter.

Specifically, your role is to:

- Deliver your service or capital projects within the agreed cash limits, unless express agreement has been reached with the S151 Officer (and Members where necessary) that a budget variance is required;
- Monitor income and expenditure against the budget on a monthly basis and take corrective action where necessary to keep spending within available resources;
- Develop plans to deliver savings, monitor their progress and adapt plans to maximise achievement of savings;
- Regularly check that income and expenditure are posted to the correct budgets;
- Forecast income and expenditure for the full year;
- Work with the Finance Business Partner to determine the budget requirement over a rolling 5 year period setting out and agreeing clear assumptions.
- Highlight any significant variances and forecast variances as early as possible so mitigating and alternative actions can be developed and implemented.
- If there is an overspend, develop deficit recovery plans quickly to tackle this issue and agree them with the Finance Business Partner, senior management, EMB and the S151 officer.

To help you with these tasks:

Your Finance Business Partner and the Finance team will work closely with you to support and enable you to effectively manage your budget. If you have any questions, please speak to your Finance Business Partner.

Training will be provided and made available for all budget holders on how to manage their budgets. These sessions will be repeated annually.

'Drop in' sessions will be organised each quarter to facilitate an opportunity to discuss any financial matter that may be of concern, with members of the Finance team.

**General Fund Earmarked Reserves (excluding Schools Balances) and Balances
Before any use to meet the 2023/24 in-year deficit**

	Balance As At 31/03/2019	Balance As At 31/03/2020	Balance As At 31/03/2021	Balance As At 31/03/2022	Balance As At 31/03/2023	Forecast Balance As At 31/03/2024
	£M	£M	£M	£M	£M	£M
<u>Risk & Budget Related Reserves</u>						
Medium Term Financial Risk Reserve	31.56	50.32	59.79	57.05	28.35	9.42
Taxation Reserve	8.98	0.00	0.00	0.00	0.00	0.00
Capital Funding Risk Reserve	4.03	0.00	0.00	0.00	0.00	0.00
Organisational Design Reserve	7.75	6.64	0.00	0.00	0.00	0.00
Organisational Redesign Reserve - NEW	0.00	0.00	0.00	0.00	0.00	2.00
Transformation & Improvement Reserve - NEW	0.00	0.00	0.00	0.00	0.00	2.47
Digital Strategy Reserve	6.16	6.16	2.23	0.00	0.00	0.00
Social Care Demand Risk Reserve	0.00	0.00	11.61	0.00	0.00	0.00
Revenue Contributions to Capital	6.90	4.26	1.62	0.93	0.93	0.93
Portfolio Carry Forwards	3.16	2.60	6.06	4.49	1.34	0.00
Sub total	68.53	69.97	81.32	62.47	30.63	14.82
<u>Non Risk Reserves (Required by accounting regulations, legislation or contractual terms)</u>						
Revenue Grants Reserve*	1.78	9.52	35.04	20.93	5.43	0.00
PFI Sinking Fund	4.55	4.52	4.53	4.39	4.38	4.26
On Street Parking	3.04	3.09	2.82	2.33	3.21	1.92
DSG Reserve [#]	0.00	-7.42	0.00	0.00	0.99	1.69
Insurance Reserve	2.54	2.81	2.66	2.37	2.00	2.00
Investment Risk Reserve - NEW	0.00	0.00	0.00	0.00	0.00	0.40
Other Reserves	5.37	3.70	4.01	3.71	2.96	1.45
Total Non Risk Reserves	17.28	16.22	49.06	33.73	18.97	11.71
Total Earmarked Reserves (excl. Schools Balances)	85.81	86.20	130.38	96.19	49.59	26.54
General Fund Balance	10.07	10.07	10.07	10.07	10.07	10.07
* COVID-19 grants held in the Revenue Grants Reserve	0.00	6.87	32.06	14.08	0.27	0.00
[#] DSG Adjustment Account (unusable reserve)	0.00	0.00	-8.93	-11.09	-11.09	-11.09

[#]Regulations required the cumulative deficit on the Dedicated Schools Grant to be transferred to an unusable reserve in 2020/21 and any subsequent in-year deficits

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Budget Pressures, Unachievable Savings and Proposed New Commitments

Directorate	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Children & Learning	13,815	15,332	16,779	17,942
Corporate Services	4,097	4,355	4,355	4,105
Place	4,288	5,053	4,685	4,575
Strategy & Performance and CEO	190	234	234	234
Wellbeing & Housing	8,437	9,278	10,116	10,834
Centrally Held Budgets	620	3,707	6,430	6,547
Total	31,446	37,958	42,598	44,237

Portfolio	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Adult, Health & Housing	8,107	9,531	9,749	10,467
Children & Learning	13,802	15,309	16,756	17,920
Communities & Leisure	294	235	235	235
Economic Development	1,622	2,025	2,127	1,967
Environment & Transport	1,680	1,876	1,926	1,976
Finance & Change	4,532	4,698	4,698	4,448
Leader	407	311	291	291
Safer City	382	265	385	385
Non-Portfolio	620	3,707	6,430	6,547
Total	31,446	37,958	42,598	44,237

Pressure Type	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Demand and Price Pressures	25,227	28,261	30,227	32,112
Income Pressures	2,508	3,689	3,689	3,689
Growth	1,428	2,517	4,402	4,155
Unachievable Savings	2,208	3,342	4,131	4,131
New Proposed Commitment	75	150	150	150
Total	31,446	37,958	42,598	44,237

CHILDREN & LEARNING

Item	Description	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
<u>Demand and Price Pressures</u>					
Home to School Transport costs	Increased demand for Home to School Transport	4,098	5,045	6,103	7,267
Nursery building rectification issues	Repair liabilities	10	40	40	40
Looked After Children Placement spend pressure	High numbers in residential placements	4,775	4,775	4,775	4,775
Staffing pressures in Young People Service	High service demand reflecting in more resource required	280	280	280	280
Agency staff in the Quality Assurance Business Unit	Increased demand in this area	200	200	200	200
Safeguarding - Agency, Allowances and Overtime	High service demand reflecting in more resource required	1,690	1,690	1,690	1,690
Special Guardianship Order (SGO) placement spend pressure	Increased placement spend	395	395	395	395
Children In Care Remand	Remand costs and increasing transport costs	280	0	0	0
Education Psychologists staffing	Increased demand arising from increased numbers of Education & Health Care Plans (EHCP)	113	113	113	113
Children In Care Residential	New high cost residential and Parent & Child placements	408	0	0	0
Jigsaw - High Cost Placement SCC (50/50 with Health)	Single high cost placement	300	300	300	300
2023/24 Increased Pay Offer over and above the budget provision	Directorate wide pressure on the increase in the pay award to that assumed in the Feb budget report	518	518	518	518
Additional 1% for 2024/25 pay award - Children & Learning	Pay award forecasts affecting all SCC	0	333	333	333
<u>Income Pressures</u>					
Education - reduced capacity for traded services	Less capacity due to increased demand on support of children with EHCP's	75	75	75	75
<u>Growth</u>					
Care Director System Super User Additional Posts	Pressure relating to further system support requirements for Care Director	21	198	198	198
Year of the Child Workstream	Expenditure pressure	140	0	0	0
<u>Delayed or Unachieved Savings</u>					
Residential unit savings projections deferred (22S1)	Project delayed - one property purchased - awaiting planning permission likely operational 24/25	0	299	509	509
Merge Youth work Lead and Inclusion Officer		111	111	111	111
Fostering - savings projections deferred (22S5)	Business case in progress to make payments to carers simpler from 24/25	0	534	713	713
Home to school transport	Being addressed as part of Home to School Transport transformation	60	120	120	120
Asset Management & Capital Strategy	Unrealised prior year savings	84	84	84	84
Education Services staffing	Unrealised prior year savings	222	222	222	222
Vacancy management factor as posts filled	Full staffing complement	36	0	0	0
Total		13,815	15,332	16,779	17,942

CORPORATE SERVICES

Description		2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Demand and Price Pressures					
IT - Staffing & Income pressure	Shortfall in funding for existing staffing structure	1,910	1,910	1,910	1,910
Treasury Management	Reducing interest rates	94	94	94	94
Corporate Management	Cost pressures	57	0	0	0
Business Support	Cost pressures	29	0	0	0
Customer Services	Cost pressures	16	0	0	0
Street Lighting	Cost pressures	125	187	187	187
Accounts Payable	Cost pressures	43	0	0	0
Spending less on external building security provisions with external providers (23S83)	Contract costs higher than anticipated	20	20	20	20
2023/24 Pay Offer - shortfall against budget provision - Corporate Services	Directorate wide pressure on the increase in the pay award to that assumed in the Feb budget report	451	451	451	451
Revisions to 2024/25 contract inflation estimate	Adjustment to contract inflation for major contracts - Street lighting, highways, IT, Leisure and Risk and insurance	0	(186)	(186)	(186)
Additional 1% for 2024/25 pay award - Corporate Services	Pay award forecasts affecting all SCC	0	276	276	276
Growth					
Strategic Procurement Projects - cost of implementing	Additional resource requirements for projects		250	250	0
Finance and Commercialisation Directorate – cost reduction (21S108)	More resource required due to stalled self serve roll out	107	107	107	107
Accounts Payable - cost reduction (21S108)	More resource required due to stalled self serve roll out	37	37	37	37
Customer Payments and Debt - cost reduction (21S108)	More resource required due to stalled self serve roll out	118	118	118	118
Redesign of Finance service, including removal of vacant posts (23S184)	More resource required due to stalled self serve roll out	60	60	60	60
Unachievable Directorate agency saving	More resource required due to stalled self serve roll out	39	39	39	39
Income Pressures					
Cost Recovery and Charging policy	Fees and charges review income, superseded by current fees work	60	60	60	60
School Insurance premiums	Loss of income from schools	74	74	74	74
Unachievable Savings					
Civic Centre energy controls (23S205)	Energy costs higher than assumptions	60	60	60	60
Improve and automate business support processes (23S58)	Resource reduction not realised due to automation of processes in City Services not meeting expectations	169	169	169	169
Greater use of purchase cards (21S55)	Cash back opportunities lower than expected	115	115	115	115
Customer Experience - Accounts Payable savings	Savings from charging for appointments, the reduction in duplicate payments and renegotiation of payment terms with suppliers did not materialise & self serve savings	101	101	101	101
Staff Travel and office consumables (21Ss)	Staff travel, office consumables, postage etc savings did not materialise as expected	32	32	32	32
IT Major Projects - Anticipated Revenue Savings	Recharge of officer time to capital projects not realised due to reduction in IT related capital projects	200	200	200	200
Reduction in cost of collecting council tax and business rates and review of bad debt provisions	Partially achieved - actuals lower than assumptions	160	160	160	160
Customer Experience - Accounts Receivable savings	Savings from income related to deferred payments did not materialise	22	22	22	22
Total		4,098	4,356	4,356	4,106

PLACE

Item	Description	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Demand and Price Pressures					
British Libraries Business	Future loss of funding for project, alternative solution being developed	0	71	101	101
Sunday site opening charge for street cleansing waste	Cost to enable disposal of collected waste on Sunday. Cost free, alternative arrangement now implemented.	30	0	0	0
Economic Development unfunded post	Historic unfunded post	75	75	75	75
Coroner's Service	Increase in coroners costs due to post pandemic backlog and cost inflationary pressures on the coroners service provided by Hampshire County Council.	100	100	100	100
Update of Local Plan	The Local Plan is statutory requirement to be funded by one-off budget allocations during the period of production	104	148	160	0
Food safety inspections	Carry forward of funding identified to undertake food safety inspection work in line with FSA requirements.	45	0	0	0
Reactive repairs levels	Based on estimated level of reactive repairs required in year	200	0	0	0
Concessionary Fares increase in patronage	Forecast increase in number of concessionary bus passengers	0	400	450	500
School Ground Maintenance - in year financial monitoring forecast variance	Operational cost pressures creating adverse variance	60	0	0	0
Increased public toilet cleaning costs from new contract	Additional cost to maintain current provision	16	16	16	16
City Services - District Operating Areas - in year financial monitoring forecast variance	Operational cost pressures	116	0	0	0
City Services - Fleet & Landscapes Trading in year financial monitoring forecast	Operational cost pressures	46	0	0	0
Development Management - in year financial monitoring forecast variance	Staffing pressures from requirement to keep team fully staffed to meet performance targets	120	0	0	0
Minor pressures	Minor variances from across directorate from budget monitoring activity	24	0	0	0
Property Portfolio Management	Additional legal fees from lease arrangements	82	0	0	0
Landscapes	Residual costs borne by service that are unable to be recharged to capital	100	0	0	0
2023/24 Pay Offer - shortfall against budget provision - Place	Directorate wide pressure on the increase in the pay award to that assumed in the Feb budget report	576	606	606	606
Revision to 2024/25 contract inflation estimate - Building Costs	Adjustment to existing pressure based on updated inflation estimates	0	(6)	(6)	(6)
Revision to 2024/25 contract inflation estimate - Waste Contracts	Adjustment to existing pressure based on updated inflation estimates	0	53	53	53
Revision to 2024/25 contract inflation estimate - Concessionary Fares	Adjustment to existing pressure based on updated inflation estimates	0	(234)	(234)	(234)
Additional 1% for 2024/25 pay award - Place	Pay award forecasts affecting all SCC	0	376	376	376
Growth					
Visitor Economy	Contractual and partnership contributions to Culture & Tourism activity	160	50	0	0
Home to school transport resource review	Additional resources required to manage Home to School transport service	70	140	140	140
Port Health & Private Sector Housing commitments	Commitments made previously that required underspend to be carried forward, but due to overall overspend this could not be facilitated	60	0	0	0
Mayflower Park redevelopment - revetments	Development of an improvement scheme for the revetments in the park	200	175	0	0
Private Sector Housing condition survey	Private sector condition survey has not been carried out for some years and there is a need to evidence policy decisions in future. Pressures based on unsuccessful procurement exercise during 2022.	0	500	0	0
Arts & Heritage - Urgent conservation & income generation	Commitments made previously that required underspend to be carried forward, but due to overall overspend this could not be facilitated	96	0	0	0
Formation of the Economic Development & Regeneration team, including operational budget and ongoing Freeport contributions	Investment in new team to drive local growth	100	350	350	350
Network Eagle Labs	Estimated residual Council contribution to operation of centre	60	60	0	0
Moving Traffic Enforcement - Setup & running costs	Setup & running costs of scheme are off-set by corresponding income generation included as a cost control measure	75	75	75	75
Procurement strategy post in Corporate Estates & Assets team	Post to support the development of a new strategic procurement process	60	75	0	0
Income Pressures					
Planning - reduced income from fewer major development due to financial climate	Economic climate is impacting number of planning applications received	338	283	283	283
Planning Policy unachievable income	Previously achieved level income from partnership arrangements no longer viable due to team focus on Local Plan activity for the Council	88	88	88	88
Trees team unachievable income target	Priority works for health & safety reasons are making commercial income targets unachievable	100	100	100	100
Pest Control - unachievable income target	Service budgeted to generate surplus but annual trend of not meeting target	100	100	100	100
Fleet income target	Right sizing budget following change in recharging arrangements	375	375	375	375
Port Health - reduced trade volumes - Month 5	Volume of trade through the port has reduced over the last year, with consequent net adverse impact on income, and is not expected to recover to pre pandemic level. Updated estimate provided during month 5 monitoring,	100	0	0	0
Crematorium	Income forecast	30	0	0	0
Loss of existing lease income from OGS	Loss of existing rental income from sale of the building may be offset by reduced cost		382	382	382
City Services Trees & Ecology	Reduced in-year grant funding	17	0	0	0
Port Health – reduced volumes of trade	Volume of trade through the port has reduced over the last year, with consequent net adverse impact on income, and is not expected to recover to pre pandemic level	100	100	100	100
Delayed or Unachievable Savings					
Delay in saving from solar bins	Compaction rates to be optimised once new vehicle operational	100	0	0	0
Transfer Cobbett Road Library to third party operator (23S119)	Transfer to operator later than estimated in budget saving, making a proportion of the saving unachievable in-year.	11	0	0	0
Partnership Delivery Models (22S32)	Historic saving proposal, replaced by new cost control proposals	0	165	165	165
Relocate services from One Guildhall Square into the Civic Centre and rent out vacated space (23S20)	Previous saving proposal implemented on assumption that vacant floorspace in OGS would be rented out.	0	0	400	400
Place staffing/agency costs	Historic savings targets held centrally in Directorate, replaced by new service specific cost control proposals	280	280	280	280
New Proposed Commitment					
Masterplanning & Development	Investment in master planning required as a catalyst for local growth	75	150	150	150
Total		4,288	5,053	4,685	4,575

STRATEGY & PERFORMANCE AND CHIEF EXECUTIVE'S OFFICE

Description		2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Demand and Price Pressures					
2023/24 Pay Offer - shortfall against budget provision - Strategy & Performance	Adjustment to existing pressure based updated inflation estimates	66	66	66	66
Additional 1% for 2024/25 pay award - Strategy & Performance and CEO	Adjustment to existing pressure based updated inflation estimates	0	44	44	44
Income Pressures					
Senior Communications Officer post	HRA funded post duplicated income target with central services.	52	52	52	52
Unachievable Savings					
Data team unachieved savings	Review of policy related roles across the organisation to understand any synergies and whether additional income can be obtained through funding opportunities. This review has not taken place and superseded by current transformation work.	72	72	72	72
Changes to Inflation					
Total		190	234	234	234

WELLBEING & HOUSING

Description		2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Demand and Price Pressures					
Adult Social Care (ASC) - demography	Recalculated increase in demand due to demographic pressures	2,690	4,015	4,733	5,451
Adult Social Care - increased costs of care	Increase in the cost of Adult Social Care over winter 2022 into 2023 that has had an impact on base budget.	4,000	4,000	4,000	4,000
Housing Benefits Subsidy & homeless costs - increase in deficit due to unsubsidised costs of homelessness provision	Increasing numbers of homeless presentations is increasing the cost of temporary accommodation. This pressure is in excess of that which can be met through the use of government funding.	260	200	200	200
Smaller variances in ASC	Minor variances in year	46	0	0	0
Housing Benefits Subsidy & homeless costs	Increasing numbers of homeless presentations is increasing the cost of temporary accommodation. This pressure is in excess of that which can be met through the use of government funding.	60	0	0	0
2023/24 Pay Offer - shortfall against budget provision - Wellbeing & Housing	Pay award affecting all SCC	360	360	360	360
Revision to 2024/25 contract inflation estimate - Care Home Contracts	Movement in inflation forecast reducing care home pressure forecast	0	(23)	(23)	(23)
Additional 1% for 2024/25 pay award - Wellbeing & Housing	Pay award forecasts affecting all SCC	0	229	229	229
Growth					
Care Director System Super User Additional Posts - Adults	Pressure relating to further system support requirements for Care Director	21	234	234	234
Kanes Hill site investment	Significant capital investment is required on the Kanes Hill site to bring to acceptable standard. This pressure relates to the associated capital borrowing cost of that investment.	0	40	160	160
Income Pressures					
Bad Debt provision increase	Increasing debt levels having an effect on bad debt provision. Review of aged debt	1,000	0	0	0
Delayed or Unachievable Savings					
Adult Social Care - Contract Reviews (22S40)	Outstanding amount to be found in future years by ICU in contracts as element of savings met in 23/24 were in year only.	0	223	223	223
Total		8,437	9,278	10,116	10,834

CENTRALLY HELD BUDGETS

Description		2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Demand and Price Pressures					
Inflationary pressure on capital projects	Adjustment to existing pressure based updated inflation estimates	92	244	342	456
Increase in charge for pre-local government reorganisation debt - held by Hampshire County Council		50	50	50	50
Externalisation of internal debt	External borrowing to match cashflow need	0	930	930	930
Increased Minimum Revenue Provision (MRP) for Infrastructure Assets	Audit requirement to reassess useful economic life	100	100	100	100
Growth					
Transformation Programme operational costs		0	0	2,622	2,622
Environment Agency and Southern Fisheries Levies - budget shortfall		5	10	13	16
Income Pressures					
Contingency for loss of property income		0	2,000	2,000	2,000
Unachievable Savings					
Commercialisation delivery plan and strategy		270	270	270	270
Enhancement of Salary Sacrifice Scheme (21S90)		42	42	42	42
Administration Staffing review		61	61	61	61
Total		620	3,707	6,430	6,547

Directorate Cash Limits

2023/24	Children & Learning	Corporate Services	Place	Strategy & Performance and CEO	Wellbeing & Housing	Central - Inflation	Central - Capital Financing	Central - Other	Central - Use of Reserves	Central - Funding	TOTAL
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Working Budget - Base	64,183	38,700	28,479	3,719	95,487	(0)	10,065	5,696	(24,746)	(221,582)	0
Previously Agreed Adjustments to Base											0
TOTAL BASE	64,183	38,700	28,479	3,719	95,487	(0)	10,065	5,696	(24,746)	(221,582)	0
Pay Award & Inflation Allocation											0
Pressures & Commitments	13,814	4,097	4,288	190	8,436	0	242	378	0	0	31,446
Funding Changes											0
On-off Gains								(4,471)			(4,471)
Use of Reserves									4,871		4,871
Sub-Total	77,997	42,797	32,767	3,910	103,923	(0)	10,307	1,603	(19,875)	(221,582)	31,846
Cost control measures tranches 1, 2 and savings	(6,132)	(2,675)	(4,523)	(73)	(4,579)		(200)				(18,183)
Savings required to meet pressures	(7,682)	(1,422)	235	(117)	(3,857)		200				(12,644)
Contribution to capital financing pressures	(54)	(39)	(55)	(3)	(90)						(242)
Contribution to other central pressures	(174)	(126)	(178)	(9)	(291)						(778)
Contribution to funding shortfall											0
Replenishing reserves											0
Cash Limited Budget	63,954	38,535	28,245	3,707	95,105	(0)	10,307	1,603	(19,875)	(221,582)	0

2024/25	Children & Learning	Corporate Services	Place	Strategy & Performance and CEO	Wellbeing & Housing	Central - Inflation	Central - Capital Financing	Central - Other	Central - Use of Reserves	Central - Funding	TOTAL
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Working Budget - Base	64,183	38,700	28,479	3,719	95,487	(0)	10,065	5,696	(24,746)	(221,582)	0
Previously Agreed Adjustments to Base	(3,365)	(1,123)	1,280	(170)	(6,072)	10,530	2,640	452	24,746	(7,695)	21,222
TOTAL BASE	60,817	37,577	29,758	3,549	89,415	10,530	12,705	6,148	0	(229,277)	21,222
Pay Award & Inflation Allocation	642	2,019	1,961	84	5,823	(10,530)					(0)
Pressures & Commitments	15,331	4,355	5,054	234	9,278	0	1,324	2,383	0	0	37,958
Funding Changes										(4,548)	(4,548)
On-off Gains								(2,563)			(2,563)
Use of Reserves									4,314		4,314
Sub-Total	76,791	43,951	36,774	3,867	104,515	(0)	14,029	5,968	4,314	(233,825)	56,384
Cost control measures tranches 1, 2 and savings	(7,503)	(4,236)	(6,133)	(112)	(4,297)			(351)		(357)	(22,988)
Savings required to meet pressures	(7,829)	(119)	1,079	(122)	(4,981)			351		357	(11,264)
Contribution to capital financing pressures	(296)	(214)	(303)	(16)	(495)						(1,324)
Contribution to other central pressures	(623)	(450)	(637)	(34)	(1,040)						(2,783)
Contribution to funding shortfall	(3,628)	(6,525)	(3,071)	(565)	(6,054)						(19,842)
Replenishing reserves									1,817		1,817
Cash Limited Budget	56,913	32,407	27,710	3,019	87,649	(0)	14,029	5,968	6,131	(233,825)	(0)

2025/26	Children & Learning	Corporate Services	Place	Strategy & Performance and CEO	Wellbeing & Housing	Central - Inflation	Central - Capital Financing	Central - Other	Central - Use of Reserves	Central - Funding	TOTAL
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Working Budget - Base	64,183	38,700	28,479	3,719	95,487	(0)	10,065	5,696	(24,746)	(221,582)	0
Previously Agreed Adjustments to Base	(3,769)	(1,312)	131	(170)	(5,572)	17,021	4,152	(548)	26,746	(14,119)	22,560
TOTAL BASE	60,414	37,388	28,610	3,549	89,915	17,021	14,216	5,148	2,000	(235,700)	22,561
Pay Award & Inflation Allocation	1,312	3,277	3,302	170	8,960	(17,021)					0
Pressures & Commitments	16,778	4,355	4,686	234	10,116	0	1,422	5,008	0	0	42,598
Funding Changes										(4,211)	(4,211)
On-off Gains								0			0
Use of Reserves									400		400
Sub-Total	78,504	45,020	36,598	3,954	108,990	0	15,638	10,156	2,400	(239,911)	61,348
Cost control measures tranches 1, 2 and savings	(7,080)	(3,479)	(5,979)	(112)	(3,350)		(307)			(1,458)	(21,764)
Savings required to meet pressures	(9,699)	(876)	1,293	(122)	(6,766)		307			1,458	(14,405)
Contribution to capital financing pressures	(318)	(230)	(325)	(17)	(531)						(1,422)
Contribution to other central pressures	(1,210)	(874)	(1,237)	(66)	(2,021)						(5,408)
Contribution to funding shortfall	(1,242)	(6,085)	(3,005)	(532)	(4,194)			(3,292)			(18,350)
Replenishing reserves											0
Cash Limited Budget	58,954	33,477	27,345	3,105	92,129	0	15,638	6,864	2,400	(239,911)	0

2026/27	Children & Learning	Corporate Services	Place	Strategy & Performance and CEO	Wellbeing & Housing	Central - Inflation	Central - Capital Financing	Central - Other	Central - Use of Reserves	Central - Funding	TOTAL
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Working Budget - Base	64,183	38,700	28,479	3,719	95,487	(0)	10,065	5,696	(24,746)	(221,582)	0
Previously Agreed Adjustments to Base	(3,769)	(1,396)	243	(123)	(5,572)	23,342	5,073	452	26,746	(20,212)	24,786
TOTAL BASE	60,414	37,304	28,722	3,597	89,915	23,342	15,138	6,148	2,000	(241,794)	24,786
Pay Award & Inflation Allocation	1,994	4,440	4,570	258	12,080	(23,343)					0
Pressures & Commitments	17,942	4,105	4,576	234	10,834	0	1,536	5,011	0	0	44,237
Funding Changes										(3,677)	(3,677)
On-off Gains								0			0
Use of Reserves									3,883		3,883
Sub-Total	80,350	45,848	37,868	4,089	112,828	(0)	16,674	11,159	5,883	(245,471)	69,229
Cost control measures tranches 1, 2 and savings	(7,005)	(3,285)	(5,952)	(112)	(3,350)		(480)			(1,093)	(21,276)
Savings required to meet pressures	(10,938)	(820)	1,376	(122)	(7,484)		480			1,093	(16,414)
Contribution to capital financing pressures	(344)	(248)	(351)	(19)	(574)						(1,536)
Contribution to other central pressures	(1,121)	(810)	(1,146)	(61)	(1,872)						(5,011)
Contribution to funding shortfall	(5,924)	(6,315)	(2,977)	(859)	(12,565)						(28,640)
Replenishing reserves									3,649		3,649
Cash Limited Budget	55,019	34,371	28,817	2,917	86,983	(0)	16,674	11,159	9,532	(245,471)	(0)

Portfolio Cash Limits

2023/24	Adult, Health & Housing	Children & Learning	Communities & Leisure	Economic Development	Environment & Transport	Finance & Change	Leader	Safer City	Central - Inflation	Central - Capital Financing	Central - Other	Central - Use of Reserves	Central - Funding	TOTAL
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Working Budget - Base	93,678	63,496	3,885	5,308	25,731	30,218	5,732	2,519	(0)	10,065	5,696	(24,746)	(221,582)	0
Previously Agreed Adjustments to Base														0
TOTAL BASE	93,678	63,496	3,885	5,308	25,731	30,218	5,732	2,519	(0)	10,065	5,696	(24,746)	(221,582)	0
Pay Award & Inflation Allocation														0
Pressures & Commitments	8,107	13,802	294	1,622	1,680	4,532	407	382	0	242	378	0	0	31,446
Funding Changes														0
On-off Gains														(4,471)
Use of Reserves														4,871
Sub-Total	101,786	77,298	4,179	6,931	27,411	34,750	6,138	2,900	(0)	10,307	1,603	(19,875)	(221,582)	31,846
Cost control measures tranches 1, 2 and Savings	(4,509)	(6,132)	(90)	(977)	(2,604)	(2,301)	(525)	(249)		(352)	(10)		(432)	(18,183)
Savings required to meet pressures	(3,599)	(7,669)	(204)	(645)	924	(2,231)	119	(132)		352	10		432	(12,643)
Contribution to capital financing pressures	(89)	(54)	(5)	(11)	(43)	(31)	(6)	(4)						(242)
Contribution to other central pressures	(287)	(172)	(15)	(35)	(137)	(101)	(18)	(13)						(778)
Contribution to funding shortfall														0
Replenishing reserves														0
Cash Limited Budget	93,302	63,271	3,865	5,263	25,552	30,085	5,708	2,502	(0)	10,307	1,603	(19,875)	(221,582)	0

2024/25	Adult, Health & Housing	Children & Learning	Communities & Leisure	Economic Development	Environment & Transport	Finance & Change	Leader	Safer City	Central - Inflation	Central - Capital Financing	Central - Other	Central - Use of Reserves	Central - Funding	TOTAL
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Working Budget - Base	93,678	63,496	3,885	5,308	25,731	30,218	5,732	2,519	(0)	10,065	5,696	(24,746)	(221,582)	0
Previously Agreed Adjustments to Base	(5,951)	(3,368)	(215)	(167)	1,412	(1,193)	(61)	93	10,530	2,640	452	24,746	(7,695)	21,222
TOTAL BASE	87,728	60,128	3,670	5,141	27,143	29,025	5,670	2,612	10,530	12,705	6,148	0	(229,277)	21,222
Pay Award & Inflation Allocation	5,806	626	285	237	2,328	1,031	116	100	(10,530)					(0)
Pressures & Commitments	9,531	15,309	181	2,025	1,624	5,005	311	265	0	1,324	2,383	0	0	37,958
Funding Changes														(4,548)
On-off Gains														(2,563)
Use of Reserves														4,314
Sub-Total	103,065	76,063	4,137	7,404	31,096	35,060	6,097	2,976	(0)	14,029	5,968	4,314	(233,825)	56,383
Cost control measures tranches 1, 2 and Savings	(4,427)	(7,503)	(120)	(1,004)	(2,528)	(5,491)	(481)	(192)		(431)	(10)		(802)	(22,988)
Savings required to meet pressures	(5,105)	(7,807)	(61)	(1,021)	904	486	171	(73)		431	10		802	(11,263)
Contribution to capital financing pressures	(489)	(293)	(26)	(59)	(233)	(172)	(31)	(22)						(1,324)
Contribution to other central pressures	(1,028)	(616)	(54)	(124)	(489)	(362)	(65)	(46)						(2,783)
Contribution to funding shortfall	(5,521)	(3,428)	(704)	1,739	(6,619)	(3,846)	(1,223)	(240)						(19,843)
Replenishing reserves												1,817		1,817
Cash Limited Budget	86,496	56,417	3,172	6,935	22,130	25,676	4,468	2,403	(0)	14,029	5,968	6,131	(233,825)	(0)

2025/26	Adult, Health & Housing	Children & Learning	Communities & Leisure	Economic Development	Environment & Transport	Finance & Change	Leader	Safer City	Central - Inflation	Central - Capital Financing	Central - Other	Central - Use of Reserves	Central - Funding	TOTAL
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Working Budget - Base	93,678	63,496	3,885	5,308	25,731	30,218	5,732	2,519	(0)	10,065	5,696	(24,746)	(221,582)	0
Previously Agreed Adjustments to Base	(5,451)	(3,772)	(215)	(817)	900	(1,382)	(48)	93	17,021	4,152	(548)	26,746	(14,119)	22,560
TOTAL BASE	88,228	59,724	3,670	4,491	26,631	28,836	5,684	2,612	17,021	14,216	5,148	2,000	(235,700)	22,561
Pay Award & Inflation Allocation	8,930	1,278	330	447	3,743	1,861	234	199	(17,021)					0
Pressures & Commitments	9,749	16,756	181	2,127	1,674	5,005	291	385	0	1,422	5,008	0	0	42,598
Funding Changes													(4,211)	(4,211)
On-off Gains											0			0
Use of Reserves												400		400
Sub-Total	106,907	77,759	4,181	7,065	32,048	35,701	6,208	3,195	0	15,638	10,156	2,400	(239,911)	61,348
Cost control measures tranches 1, 2 and Savings	(3,230)	(7,080)	(120)	(1,012)	(2,581)	(4,819)	(481)	(192)		(347)			(1,903)	(21,764)
Savings required to meet pressures	(6,520)	(9,677)	(61)	(1,115)	907	(186)	191	(193)		347			1,903	(14,404)
Contribution to capital financing pressures	(525)	(315)	(27)	(63)	(250)	(185)	(33)	(24)						(1,422)
Contribution to other central pressures	(1,997)	(1,196)	(104)	(241)	(951)	(703)	(125)	(90)						(5,408)
Contribution to funding shortfall	(4,043)	(1,050)	(652)	1,574	(6,140)	(3,492)	(1,180)	(75)			(3,293)			(18,350)
Replenishing reserves														0
Cash Limited Budget	90,592	58,442	3,217	6,208	23,032	26,317	4,580	2,622	0	15,638	6,863	2,400	(239,911)	0

2026/27	Adult, Health & Housing	Children & Learning	Communities & Leisure	Economic Development	Environment & Transport	Finance & Change	Leader	Safer City	Central - Inflation	Central - Capital Financing	Central - Other	Central - Use of Reserves	Central - Funding	TOTAL
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Working Budget - Base	93,678	63,496	3,885	5,308	25,731	30,218	5,732	2,519	(0)	10,065	5,696	(24,746)	(221,582)	0
Previously Agreed Adjustments to Base	(5,451)	(3,772)	(215)	(817)	982	(1,418)	(18)	93	23,342	5,073	452	26,746	(20,212)	24,786
TOTAL BASE	88,228	59,724	3,670	4,491	26,714	28,799	5,713	2,612	23,342	15,138	6,148	2,000	(241,794)	24,786
Pay Award & Inflation Allocation	12,036	1,944	427	663	4,946	2,674	353	298	(23,343)					0
Pressures & Commitments	10,467	17,920	181	1,967	1,724	4,755	291	385	0	1,536	5,011	0	0	44,237
Funding Changes													(3,677)	(3,677)
On-off Gains											0			0
Use of Reserves												3,883		3,883
Sub-Total	110,731	79,588	4,278	7,121	33,384	36,228	6,358	3,295	(0)	16,674	11,159	5,883	(245,471)	69,228
Cost control measures tranches 1, 2 and Savings	(3,230)	(7,005)	(120)	(1,134)	(2,432)	(4,625)	(481)	(192)		(520)			(1,538)	(21,276)
Savings required to meet pressures	(7,238)	(10,915)	(61)	(833)	708	(130)	191	(193)		520			1,538	(16,414)
Contribution to capital financing pressures	(567)	(340)	(30)	(68)	(270)	(200)	(36)	(26)						(1,536)
Contribution to other central pressures	(1,851)	(1,108)	(97)	(223)	(881)	(651)	(116)	(83)						(5,011)
Contribution to funding shortfall	(12,193)	(5,676)	(799)	1,561	(6,099)	(3,895)	(1,324)	(217)						(28,641)
Replenishing reserves												3,649		3,649
Cash Limited Budget	85,653	54,544	3,172	6,424	24,410	26,728	4,590	2,584	(0)	16,674	11,159	9,532	(245,471)	(0)

Savings Proposals

Directorate	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Children & Learning	(288)	(1,538)	(1,511)	(1,511)
Corporate Services	(231)	(596)	(607)	(607)
Place	(373)	(575)	(703)	(703)
Strategy & Performance and Chief Executive's Office	(20)			
Wellbeing & Housing	(638)	(1,713)	(1,713)	(1,713)
Centrally Held Budgets	0	(357)	(1,458)	(1,093)
Total	(1,549)	(4,779)	(5,992)	(5,627)

Portfolio	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Adult, Health & Housing	(638)	(1,593)	(1,593)	(1,593)
Children & Learning	(288)	(1,538)	(1,511)	(1,511)
Communities & Leisure	0	(120)	(120)	(120)
Economic Development	(13)	(57)	(57)	(57)
Environment & Transport	(360)	(518)	(646)	(646)
Finance & Change	(251)	(953)	(2,065)	(1,700)
Leader				
Safer City				
Total	(1,549)	(4,779)	(5,992)	(5,627)

Savings Type	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Service Redesign	0	(2,909)	(2,909)	(2,909)
Income Efficiency	(356)	(965)	(2,167)	(1,802)
Efficiencies	(125)	(905)	(916)	(916)
Cost Control Measures	(1,068)	0	0	0
Total	(1,548)	(4,779)	(5,992)	(5,627)

CHILDREN & LEARNING

Description	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
<u>Service Redesign</u>				
Managed move to permanent staffing corresponding reduction in agency		(600)	(600)	(600)
Children and Learning rapid service redesign		(600)	(600)	(600)
<u>Income Efficiency</u>				
Maximise Supporting Families payment by results claim.	(81)	(81)	(81)	(81)
Increasing offset with Family Hubs grant	(27)	(27)		
<u>Efficiencies</u>				
Adjust SGO allowances in line with carers' annual reviews and SCC policy. Net reduction in cost		(230)	(230)	(230)
<u>Cost control and monitoring changes</u>				
Safeguarding Service	(120)			
Children Social Care	(60)			
Total	(288)	(1,538)	(1,511)	(1,511)

CORPORATE SERVICES

Description	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
<u>Service Redesign</u>				
Facilities Management - To produce new target operating model to maximise opportunities		(100)	(100)	(100)
Supplier Management and Procurement: To produce a new target operating model in collaboration with the Integrated Commissioning Unit to ensure we are maximising opportunities, empowering our people to self-serve where appropriate and streamlining systems and processes		(309)	(309)	(309)
<u>Efficiencies</u>				
Extend street lighting switch off from current hours to 00:30 – 05:30 in line with consultation	(125)	(187)	(187)	(187)
Discontinue Insurance cover for Schools IT Equipment			(11)	(11)
<u>Cost control and monitoring changes</u>				
	(106)			
Total	(231)	(596)	(607)	(607)

PLACE

Description	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Efficiencies				
Business Rates savings from the disposal of vacant council buildings		(57)	(57)	(57)
Review Ranger team including any income opportunities		(68)	(68)	(68)
Street Cleansing - review		(150)	(150)	(150)
Income Efficiency				
To simplify the itchen bridge tariff by replacing the current fees with a flat fee of £1 / 40p (smartcards)	(72)	(300)	(428)	(428)
Cost control and monitoring changes				
City Services - Waste Operations	(328)			
Economic Development	(13)			
Increase of charges to simplify and uplift tariffs - City Centre Car parks - adjustment to saving	40			
Total	(373)	(575)	(703)	(703)

STRATEGY & PERFORMANCE AND CHIEF EXECUTIVE'S OFFICE

Description	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Staffing forecast adjustments	(20)			
Total	(20)	0	0	0

WELLBEING & HOUSING

Description	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Service Redesign				
Following consultation on the closure of Holcroft House residential home and reprovision for occupants elsewhere		(1,300)	(1,300)	(1,300)
Income Efficiency				
ASC charging policy changes		(200)	(200)	(200)
Repurposing of public health grant for employment support in delivery of public health outcomes (resulting in saving for ASC)	(38)			
Repurposing of public health grant for employment support in delivery of public health outcomes (resulting in saving for ICU)	(138)			
Efficiencies				
Stronger Communities full deletion of existing vacant posts		(120)	(120)	(120)
SCC Mental Health Team not using NHS Southern Health accommodation		(93)	(93)	(93)
Cost control and monitoring changes	(461)			
Total	(637)	(1,713)	(1,713)	(1,713)

CENTRALLY HELD BUDGETS

Description	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Additional Council Tax premium for properties empty more than 12 months - legislation dependent		(357)	(268)	(201)
Introduce additional Council Tax premium for second homes - legislation dependent			(1,190)	(893)
Total	0	(357)	(1,458)	(1,093)

GENERAL FUND & HRA: PROGRAMME AMENDMENTS SINCE LAST REPORTED POSITION

Directorate	Scheme	£M	*Council/Cabinet **Delegated Approval	Funding Source
<u>Additions to the Programme</u>				
Children & Learning	Family Hubs Transformation	0.12	^	Government Grant
	Early Years Expansion	0.22	^	Government Grant
	SEND - 2 primary classrooms	0.15	^	Government Grant
	Shirley Warren - Lintels	0.04	^	Government Grant
	Valentine - Lintels	0.06	^	Government Grant
	St Georges - Boilers	0.15	^	Government Grant
	Regents Park - Roof, Boiler & Flooring	0.13	^	Government Grant
	Modular relocation & purchase from Springwell to Vermont	0.01	^	Government Grant
	St Marys - Downpipes	0.11	^	Government Grant
	St Marks - Wall	0.10	^	Government Grant
	Oakwood - Heating	0.16	^	Government Grant
	Redbridge Primary School - Flooring	0.15	^	Government Grant
	Bitterne Park Primary - Windows	0.06	^	Government Grant
	Fairisle Infants - Pipework	0.42	^	Government Grant
	Mount Pleasant Roof	0.15	^	Government Grant
	Children;s Residential Unit	1.84	^	Council Resources
	<u>3.86</u>			
Place	Redbridge Wharf	0.17	**	S106
	Daisy Dip Flood Alleviation	0.08	**	Government Grant
	Schools Surface Water Resilience	0.31	**	Government Grant
	British Library Project	0.03	**	Government Grant
	Travel to School - ATF	0.47	^	Government Grant
	Cycling	0.31	^	Government Grant
	TCF2 - HCC Payments	0.28	^	Government Grant
	TCF2 - St Denys Rd Bus Priority	0.21	^	Government Grant
	TCF2 - Winchester Road Roundabout	0.01	^	Government Grant
	TCF2 - Wessex Lane Super Stop	0.09	^	Government Grant
	TCF2 - Woolston Active Travel Zone	0.11	^	Government Grant
	Mayflower Park Barriers	0.14	^	DRF (On Street Reserve)
	Art Gallery Roof	1.98	^	Council Resources
		<u>4.19</u>		
Wellbeing & Housing	Warm Homes	0.45	^	Government Grant / Contributions
		<u>0.45</u>		
<u>Reductions to the Programme</u>				
Children & Learning	Fire Safety Works Mason Moor Primary	(0.07)	^	Government Grant
	Regent Park Sports Facility	(1.33)	^	Government Grant
	Springhill Primary Academy School - one modular building	(0.04)	^	Government Grant
	Schools Condition Works	(0.27)	^	Government Grant
	<u>(1.71)</u>			
Place	Crematorium Refurbishment	(0.49)	^	Council Resources / CIL
	Corporate Assets Decarbonisation Scheme (CADS)	(1.20)	^	Council Resources
	QE2 Mile - Bargate Square	(1.23)	^	Council Resources / S106
	District Centre Improvements	(2.00)	^	CIL Contributions
	TCF2 - A35-A33 Smart Technology	(0.28)	^	Government Grant
	TCF2 - Portsmouth Rd Cycle	(0.15)	^	Government Grant
	TCF2 - SCN6 Portswood Road Cycle	(0.19)	^	Government Grant
	TCF2 - High Street Swaythling Bus	(0.09)	^	Government Grant
	Carriageways	(2.00)	^	Council Resources
	Restoring and Promoting Heritage Assets	(1.98)	^	Council Resources
	<u>(9.61)</u>			
Wellbeing & Housing	1000 Parking Spaces (General Fund Element)	(0.22)	^	Council Resources
Total Variations to the Overall Programme		<u>(3.04)</u>		
	£M			
* - Approved By Council/Cabinet	0.00			
** - Approved under Delegated Powers	0.59			
^ - Require Approval	(3.63)			
Total Variations to the Overall Programme	<u>(3.04)</u>			

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