

HAVANT BOROUGH COUNCIL
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BOROUGH COUNCIL

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CABINET AGENDA

Membership: Councillor Cheshire (Chairman)

Councillors Wilson, Briggs, Fairhurst, Guest and Weeks

Meeting: Cabinet

Date: Wednesday 18 November 2015

Time: 2.00 pm

Venue: Hollybank Room, Public Service Plaza, Civic Centre Road,
Havant, Hants PO9 2AX

The business to be transacted is set out below:

Nick Leach
Monitoring Officer

10 November 2015

Contact Officer: Penny Milne 02392446234
Email: penny.milne@havant.gov.uk

Page

PART 1 (Items open for public attendance)

1 Apologies for Absence

To receive and record any apologies for absence.

2 Minutes

1 - 6

To confirm the minutes of the last meeting held on 7 October 2015.

3 Matters Arising

To consider any matters arising from the minutes of the last meeting.

4 Declarations of Interests

To receive and record any declarations of interest.

5 Chairman's Report

6 Cabinet Lead Delegated Decisions, Minutes from Meetings etc. 7 - 34

To note the following delegated decisions taken since the last meeting of the Cabinet:

- (1) Spending of s106 Funds Collected for a Specific Purpose (Under Planning Application APP/10/00793);
- (2) Proposed Traffic Regulation Order – Reduction in Speed from 40mph to 30mph in Copse Lane and St Peters Road, Hayling Island;
- (3) Proposed Traffic Regulation Order – Purbrook.

Cabinet Lead for Planning and Built Environment

7 Havant Energy Strategy

Withdrawn.

Cabinet Lead For Governance, Logistics and HR

8 Council Tax Support Scheme 2016-17 35 - 38

PART 2 (Confidential items - closed to the public)

9 Exclusion of the Press and Public

The Cabinet is asked to consider whether to pass a resolution excluding the public from the meeting during consideration of any of the items on the agenda. If members wish to do so then this could be achieved by passing the following resolution. Members are not required to pass the resolution but the Solicitor to the Council recommends this as to the item set out below.

That the public be excluded from the meeting during consideration of the item headed and numbered as below because:

- (a) it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during that item there would be disclosure to them of exempt information of the descriptions specified in paragraphs of Part 1 of Schedule 12A (as amended) of the Local Government Act 1972 shown against the heading in question; and

- (b) in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Item 10 – Cabinet Lead Decisions - Exempt

(Paragraph 3)

10 Cabinet Lead Decisions - Exempt

39 - 42

To note the following exempt delegated decision:

- (1) Hayling Seaside Railway - Lease

GENERAL INFORMATION

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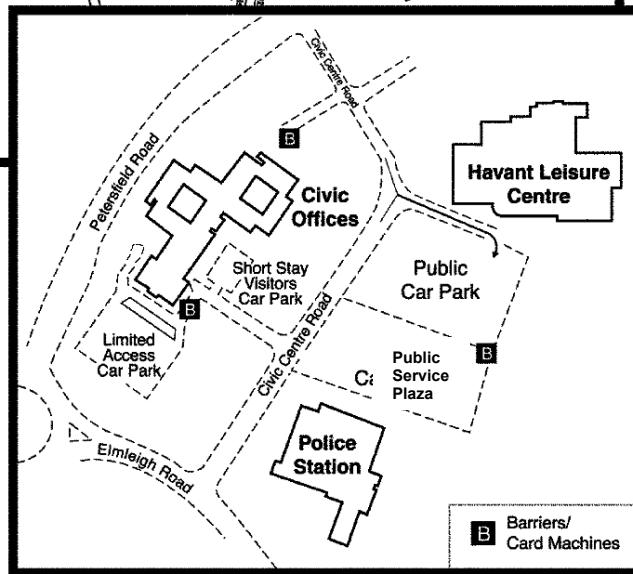
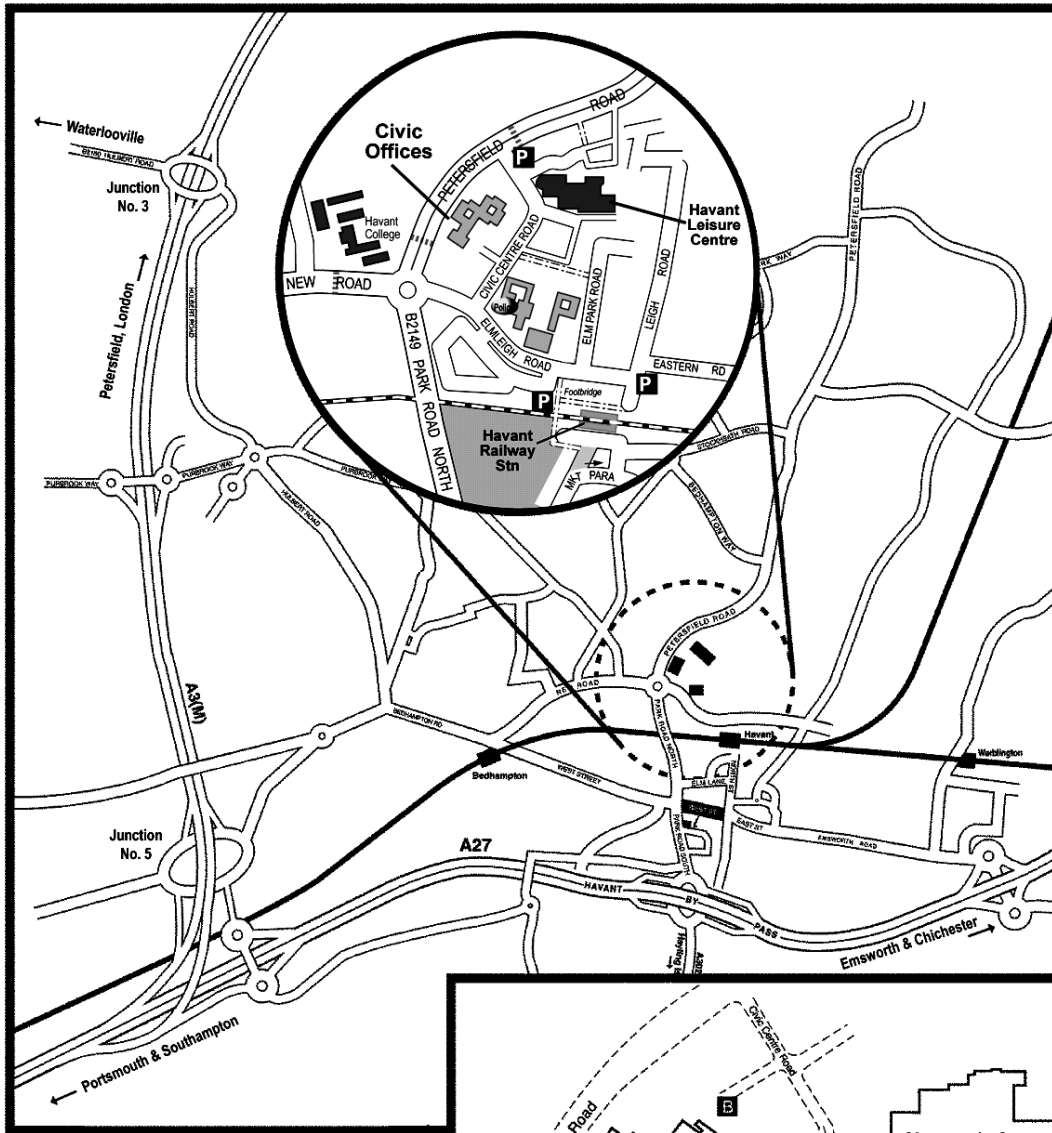
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HAVANT BOROUGH COUNCIL

At a meeting of the Cabinet held on 7 October 2015

Present

Councillor Cheshire (Chairman)

Councillors Wilson, Briggs, Fairhurst and Weeks

180 Apologies for Absence

Apologies were received from Councillor Guest.

181 Minutes

The minutes of the meeting of the Cabinet held on 2 September 2015 were agreed as a correct record.

182 Matters Arising

There were no matters arising from the minutes of the last meeting.

183 Declarations of Interests

There were no declarations of interest from any of the members present.

184 Chairman's Report

There were no matters the Chairman wished to report.

185 Cabinet Lead Delegated Decisions, Minutes from Meetings etc.

RESOLVED that the following delegated decisions and minutes of meetings be noted:

- (a) Delegated Decision: Service Level Agreement with Hampshire Biodiversity Information Centre;
- (b) Delegated Decision: Response to draft planning documents relating to minerals and waste safeguarding and oil and gas development;
- (c) Delegated Decision: Proposed Traffic Regulation Order (Various Roads) Ver.2; and
- (d) Minutes of the Portchester Crematorium Joint Committee meeting held on 14 September 2015.

The Cabinet considered a proposal from the Local Plan Panel that its membership be extended to include all Councillors directly involved in planning issues in addition to the members of the Development Management Committee.

RESOLVED that membership of the Local Plan Panel be extended to include all members of the Development Management Committee, DMC Standing Deputies and members of the Economy and Planning Scrutiny and Policy Development Panel.

187 Recommendations from the Scrutiny Board

187a Tourism in the Borough

Councillor Branson, as Chairman of the Scrutiny Board, and Councillor Francis representing the Economy and Communities Panel, presented a report from the Panel setting out recommendations arising from its review of tourism in the Borough. Cabinet members were supportive of the Panel's recommendations and for a borough-wide approach to promoting Havant as a visitor destination.

RESOLVED that the following recommendations from the Economy and Communities Scrutiny and Policy Development Panel be endorsed by the Cabinet:

- (1) There needs to be increased coordination between the Public Service Plaza and Beachlands regarding tourist information to ensure visitors to the borough can access relevant information year round;
- (2) Progress continues to be made on raising the profile of the boroughs attractions online;
- (3) An investigation in to introducing the slogan "Havant: Where the Downs Meet the Sea" online and on road signs leading into the borough be conducted to help create a unique brand;
- (4) The need to develop tourism links with Chichester District Council and West Sussex County Council;
- (5) Investigate the possibility of introducing a Tourism Marketing Strategy for the borough; and
- (6) This should be an on-going piece of work with another review in two years time to assess whether the current and proposed tourism initiatives have been successful.

187b Mail Services and Document Management System

Cabinet (7.10.15)

The Cabinet considered a report from the Governance and Logistics Scrutiny and Policy Development Panel setting out the Panel's findings following its review of the Council's mail services.

RESOLVED that the findings of the review be noted.

187c Review of CIL Spending Allocations

The Cabinet considered a report from the Planning and Built Environment Scrutiny and Policy Development Panel setting out its findings following a review of Community Infrastructure Levy Spending Allocations.

RESOLVED that the Panel's findings on the allocation of CIL funds be noted.

188 Budget Outturn Report

The Cabinet considered the Financial Outturn report for the 2014-15 financial year. At the conclusion of the debate the Leader took the opportunity to thank all the officers for their prudent management of budgets during the course of the year.

RESOLVED that

- (1) the outturn position be noted; and
- (2) the surplus as set out in the report be committed to fund transformational projects in 20105-16 and beyond.

189 Enforcement Plan

The Cabinet considered a report setting out a draft Enforcement Plan providing a clear framework and a consistent approach to dealing with all enforcement cases across the borough.

RECOMMENDED to full Council that the Enforcement Plan be approved and adopted.

190 Councillor Competency Framework

Councillor Wilson presented a report providing an overview of the Councillor Competency Framework, which had been adapted from the LGA Political Skills Framework for use within the Council as an objective standard for measuring Councillors' performance, in conjunction with the Councillor Development Strategy and Training Plan.

Cabinet members fully endorsed the proposed framework for recommendation to full Council subject to additional wording referring to the need for political leadership across all parties in order to support individual councillors and secure a consistent application of the framework.

RECOMMENDED to full Council that the Councillor Competency Framework be approved and implemented, to ensure that there is a clear understanding of what is expected of Councillors in their role.

191 Exclusion of the Press and Public

RESOLVED that the press and the public be excluded from the meeting during the consideration of the following items as:-

- (i) it was likely, in view of the nature of the business to be transacted, or the nature of the proceedings, that if members of the public were present during that item there would be disclosure to them of exempt information as specified in paragraph 3 of Part I of Schedule 12A (as amended) to the Local Government Act 1972; and
- (ii) in all circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

The reports to be considered were exempt under Paragraph 3 – Information relating to the financial affairs or business affairs of any particular person (including the Authority holding that information).

192 Delivering Differently - Future Service Delivery of Operational Services - Outline Business Case for JVC

(This item was taken in Camera)

Councillor Briggs presented an exempt report setting out the outline business case for the future delivery of operational services. Officers reported at the meeting that the agreed implementation date for the proposed Joint Venture Company was now 1 April 2016, and that the timeframe for taking forward the negotiations and consultations set out in the report would be revised accordingly.

As part of a programme of consultations on the proposals prior to final consideration by the full Council in January 2016, the Leader reminded members that a presentation had been arranged and all members of the Council would be expected to attend as far as possible. The Scrutiny Board would also be given an opportunity to fully review the proposals and make recommendations to Cabinet. **Page 4**

Cabinet (7.10.15)

The Leader also took the opportunity to thank the officers on behalf of the Cabinet for their work in taking the complex negotiations forward.

RESOLVED that

- (1) the outline business case be noted and the officers proceed with a full business case subject to Cabinet comments as set out in the restricted minute; and
- (2) the Business Plan objectives that are due to be delivered prior to 1 April 2016 be noted subject to Cabinet comments as set out in the restricted minute.

193 Land at Horndean Road, Emsworth

(This item was taken in camera)

The Cabinet considered an exempt report providing an update on the future of land at Horndean Road, Emsworth, following previous consideration of this matter by the Cabinet at its meeting on 13 July 2015.

RESOLVED as set out in the restricted minute.

The meeting commenced at 2.00 pm and concluded at 3.32 pm

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Chairman

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Havant Borough Council Record of Decision

Non Key Decision

1. **TITLE:** Spending of 106 Funds Collected For A Specific Purpose (Under Planning Application APP/10/00793)

2. **PURPOSE OF DECISION**

Category 1 of the Scheme of Delegation to Cabinet Leads

3. **DECISION MADE BY:** Cabinet Lead for Economy, Planning and Built Environment

4. **DECISION:**

Authority for officers to expend the full £8,300 signage allocation from the Sainsbury's Waterlooville S106 Agreement for the procurement and installation of 4no external noticeboards within Waterlooville Town Centre.

5. **DOCUMENT CONSIDERED:** Report

Decision Status	Date of Decision Made	Call In Expiry Date
For Determination	19 October 2015	26 October 2015

1. **TITLE:**

2. **PURPOSE OF DECISION**

3. **DECISION MADE BY:**
4. **DECISION:**

5. **DOCUMENT CONSIDERED:**

Decision Status	Date of Decision Made	Call In Expiry Date

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HAVANT BOROUGH COUNCIL

Delegated Decision by Cabinet Lead

**Decision By: Cabinet Lead for Economy,
Planning and Built Environment**

**Spending of S106 Funds collected for a specific purpose (under
Planning Application APP/10/00793)**

Report by: Louise Weaver

Key Decision: No

1.0 Purpose of Report

1.1 The Council wishes to purchase 4no external noticeboards for installation around Waterlooville Town Centre, by utilising the full £8,300 allocation of Sainsbury's Waterlooville S106 funds "for the purpose of erecting appropriate signage between the Development and the Town Centre including finger posts and information boards in the Town Centre".

2.0 Decision

2.1 Authority for officers to expend the full £8,300 signage allocation from the Sainsbury's Waterlooville S106 Agreement for the procurement and installation of 4no external noticeboards within Waterlooville Town Centre.

3.0 Summary

3.1 This report sets out the proposal for expenditure of S106 funds that have been collected for a specific purpose. The 4no notice boards are proposed for the following locations:

	Location	Display size 1600x1130mm	Land ownership
1	Centre South - London Rd Bus Route	double sided	Adopted Highway
2	Wellington Way Car Park Entrance	double sided	HBC owned
3	Centre North – by 'Denmead Queen'	double sided	Adopted Highway
4	Wellington Retail Park – by Link Bridge	single sided	Adopted highway

3.2 Each board will host an area map with information about local shops, services and events. Additionally, one side of the Centre North noticeboard (item 3) will comprise an information panel regarding public artwork already installed within Waterlooville Town Centre. Separate funding for this arts panel will combine with the S106 monies for optimal efficiency – since a combined sign achieves a 24% saving against supply of two separate noticeboards, with further installation and maintenance efficiencies to be gained.

4.0 Subject of Report

4.1 There is an existing Greenbarnes Ltd Noticeboard already located within the Town Centre, hence the above proposed have been specified to match for the following reasons:

- To achieve a matching suite for a uniform, smart appearance
- For minimal future maintenance – comprising corrosion free aluminium that requires no re-painting
- A lockable, reliable system that is already familiar to HBC teams
- ‘Self-healing’ pin boards to ensure future flexibility of display use

4.2 Greenbarnes Ltd have quoted £8,698.38 for supply and delivery of the 4no noticeboards. Separate monies allocated for this arts interpretation panel will effectively contribute an additional £398.38 plus sufficient for installation costs.

4.3 Although initial quotations were obtained from other companies during the early stage of the project, there was a preference to procure noticeboards to match that existing. We have intentionally selected a high quality product, with a proven track record of use within the borough for long-term durability and low maintenance requirements.



4.4 Ongoing Maintenance of the new boards will be within the scope of the existing ‘noticeboards, bus shelters and precincts budget’ (managed by Transport & Implementation).

5.0 Implications

- 5.1 **Resources:** The project will be financed by funds specifically collected for this purpose, the project will be led by Michelle Good in the Transportation and Implementation Team
- 5.2 **Legal:** Advertisement Consent is not required.
- 5.3 **Strategy:** The project supports the priorities of Economic Growth and Environmental Sustainability.
- 5.4 **Risks:** If the funds are not spent in the agreed timeframe by 05/11/2024, then the funds will need to be returned to the developer.
- 5.5 **Communications:** Not applicable.
- 5.6 **For the Community:** Improved signage and therefore legibility of Waterlooville Town Centre.

Agreed and signed off by:

Team Leader: *David Hayward (26/08/2015)*

Finance: *Al Tottle (08/09/2015)*

Executive Head of Services: *(Julia Potter 24/09/2015)*

Portfolio Holder: *(Councillor David Guest 19/10//2015)*



Contact Officer: Louise Weaver
Job Title: Community Infrastructure Officer
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E-Mail: louise.weaver@havant.gov.uk

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**Havant Borough Council
Record of Decision**

Non Key Decision

1. **TITLE:** Proposed TRO - Reduction in speed from 40mph to 30mph in Copse Lane and St Peters Road, Hayling Island

2. **PURPOSE OF DECISION**

Proposed reduction in speed limit from 40mph to 30mph in Copse Lane and St Peters Road, Hayling Island.

3. **DECISION MADE BY:** Deputy Leader and Cabinet Lead for Environment and Neighbourhood Quality and Cabinet Advice

4. **DECISION:**
 - (1) officers proceed with the process of implementing a Traffic Regulation Order (TRO) in Copse Lane and St Peter's Road, Hayling Island to impose a 30mph speed limit and undertake the public consultation regarding the proposed change;

 - (2) officers bring the proposed TRO into force except where:
 - a) a ward councillor registers a request that the matter be dealt with by Cabinet; or
 - b) ten or more representations from separate addresses are received (and not withdrawn) which are in objection to the officer recommendation.

 - (3) subject to the approval and implementation of proposals set out at (2) officers submit an application to the Department for Transport for special authorisation to be granted to allow 30 mph carriageway roundels to be installed on Copse Lane and St Peter's Road in place of the existing 40 mph carriageway roundels. This is due to the roads being narrow, rural lanes without any system of street lighting and in most cases, the land adjacent to the carriageway being privately owned or too narrow to accommodate/erect a post.

5. **DOCUMENT CONSIDERED:** Proposed TRO - Reduction in speed from 40mph to 30mph in Copse Lane and St Peters Road, Hayling Island
Plan

Decision Status	Date of Decision Made	Call In Expiry Date
Recommendations Approved	03 November 2015	10 November 2015

(subject to call-in)		
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Delegated Decision by Cabinet Lead

Decision By: Councillor Anthony Briggs

Proposed TRO - Reduction in speed from 40mph to 30mph in Copse Lane and St Peters Road, Hayling Island

Report by: Emma Pond

Key Decision: No

1.0 Delegated Decision Category

1.1 An executive decision in accordance with section B of part 3 of the council's constitution.

2.0 Decision

2.1 This report requests that a decision be made in line with the recommendation that:

2.1.1 officers can proceed with the process of implementing a Traffic Regulation Order (TRO) in Copse Lane and St Peter's Road, Hayling Island to impose a 30mph speed limit and undertake the public consultation regarding the proposed change;

2.1.2 officers can bring the proposed TRO into force except where:

- a) a ward councillor registers a request that the matter be dealt with by Cabinet; or
- b) ten or more representations from separate addresses are received (and not withdrawn) which are in objection to the officer recommendation.

2.1.3 subject to the approval and implementation of proposals set out at 2.1.1 officers may submit an application to the Department for Transport for special authorisation to be granted to allow 30 mph carriageway roundels to be installed on Copse Lane and St Peter's Road in place of the existing 40 mph carriageway roundels. This is due to the roads being narrow, rural lanes without any system of street lighting and in most cases, the land adjacent to the carriageway being privately owned or too narrow to accommodate/erect a post.

2.0 Issue

- 2.1 Copse Lane and St Peter's Road were identified for a reduced speed limit by Members at the Hampshire County Council Highways Workshop in 2014/15. Hampshire County Council has given approval for Havant Borough Council's Traffic Management Team to carry out the speed limit review on their behalf and implement any necessary changes to the existing Traffic Regulation Order and associated road markings and signage.
- 2.2 The section of A3023 Havant Road between a point 100 metres north of New Cut and a point 50 metres south of Mill Rythe Lane was also identified for a reduced speed limit and has now been reduced from 40 mph to 30 mph (as of 21 September 2015). During Hampshire County Council's consultation period for these proposals, a number of comments were received from residents stating that as a result of the reduced speed limit along A3023 Havant Road, motorists may migrate to Copse Lane as the speed limit is currently set at 40mph in part.
- 2.3 As part of the speed limit review for Copse Lane and St Peter's Road, Speed data was obtained in 2013 and more recently in 2015. The results can be found in **Appendix A**.
- 2.4 Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. The Department for Transport (Setting Local Speed Limits circular 2013) advises traffic authorities to continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.
- 2.5 The mean speeds for both locations (listed below) would support the introduction of a 30 mph speed limit along Copse Lane and St Peter's Road in their entirety.

	Site Ref: 72023093 (just north of Lower Tye Farm, Copse Lane)		Site Ref: 72023094 (at the point where Copse Lane currently changes from 40mph to 30mph)	
	2013	2015	2013	2015
Southbound	20.9 mph	21.9 mph	30.8 mph	29.6 mph
Northbound	22.2 mph	23.9 mph	31.4 mph	31.7 mph

- 2.6 It is noted that the data at **Appendix A** states that location 72023094 has an 85th percentile that is just above 30 but it should be noted that the location of the speed detection radar is at the point at which the speed limit changes from 40 mph to 30 mph and vice versa. Therefore, it is anticipated that vehicle speeds would be slightly higher in this location as vehicles approach or leave the 40 mph speed limit.
- 2.7 For the five year period from 1 April 2010 to 31 March 2015 there were a total of 2 recorded Personal Injury Accidents (PIA's) along the length of Copse Lane that is currently subject to a 40 mph speed limit. Both injury accidents were recorded as slight in severity and involved the motorist failing to negotiate a bend in the road and veering onto the opposing side of road.

- 2.8 As well as collision and injury savings, it is important to consider what the road looks like to road users as this is a principal consideration in determining an appropriate speed limit. Copse Lane and St Peter's Road are rural and narrow in parts and do not have a pedestrian footway. Copse Lane and St Peter's Road are routes used by all road users including pedestrians, cyclists and equestrians, as well as the drivers and riders of motorised vehicles. The composition of road users, road geometry, history of collisions, existing traffic speeds, impact on the community and road function have all been considered in determining whether a reduction in speed limit would be advantageous.
- 2.9 Following investigation it is proposed that:
- 2.9.1 the section of Copse Lane from a point 427 metres north-east of its junctions with Yew Tree Road, eastwards and northwards to its junction with St Peter's Road, and St Peter's Road from its junction with Copse Lane northwards to a point 236 metres south of its junction with St Peter's be reduced to a 30 mph speed limit to:
 - 2.9.1.1 improve safety for all road users including pedestrians, cyclists and equestrians, as well as the drivers and riders of motorised vehicles; and
 - 2.9.1.2 reflect the recent reduction in speed limit of A3023 Havant to 30 mph.
 - 2.9.2 the necessary application be made to the Department for Transport for special authorisation to be granted to allow 30 mph carriageway roundels to be installed on the carriageway in place of the existing 40 mph carriageway roundels. This is due to the roads being narrow, rural lanes without any system of street lighting and in most cases, the land adjacent to the carriageway being privately owned or too narrow to accommodate/erect a post. These markings would be in place of upright signs so as to enable enforcement of the revised speed limit.
- 2.10 The proposed change in speed limit would result in a continuous 30 mph speed limit from a point 760 metres east of the junction of Northney Road with the A3023 Havant Road through St Peter's Road and Copse Lane in its entirety.
- 2.11 Plan 2015HIE01 details the lengths of road subject to the proposed restrictions.

4.0 Implications

- 4.1 **Resources:** Funding for the TRO and the associated works will be sourced from Hampshire County Council's aids to movement budget.
- 4.2 **Legal:** The Order will be made under the provisions of the Road Traffic Regulation Act 1984.
- 4.3 **Strategy:** The regulation of traffic meets the Council's safer vision.
- 4.4 **Risks:** Should the proposals not be implemented the risk is that safety concerns will remain and displaced traffic off the A3023 Havant Road may use Copse Lane

more frequently increasing the likelihood of increased volumes of traffic, speeds and the potential for accidents.

- 4.5 **Communications:** Interested parties will be notified of the proposals by means of notices, information on the Council website and in the local press as per the Councils statutory duties.
- 4.6 **For the Community:** Interested parties will be notified of the proposals by means of notices, information on the Council website and in the local press as per the Council's statutory duties.
- 4.7 **The Integrated Impact Assessment (IIA) has been completed and concluded the following:** There are no concerns about the proposals having a differential impact and it is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council.
- 4.8 **Consultation:** The County Councillor, Ward Councillors and the Police are being *consulted* on the scheme.

Appendices:

- Appendix A - Speed data obtained from Hampshire County Council
Appendix B - Plan of proposed restrictions

Background Papers: None

Date of Decision by Cabinet Lead:

Agreed and signed off by:
Team Leader:

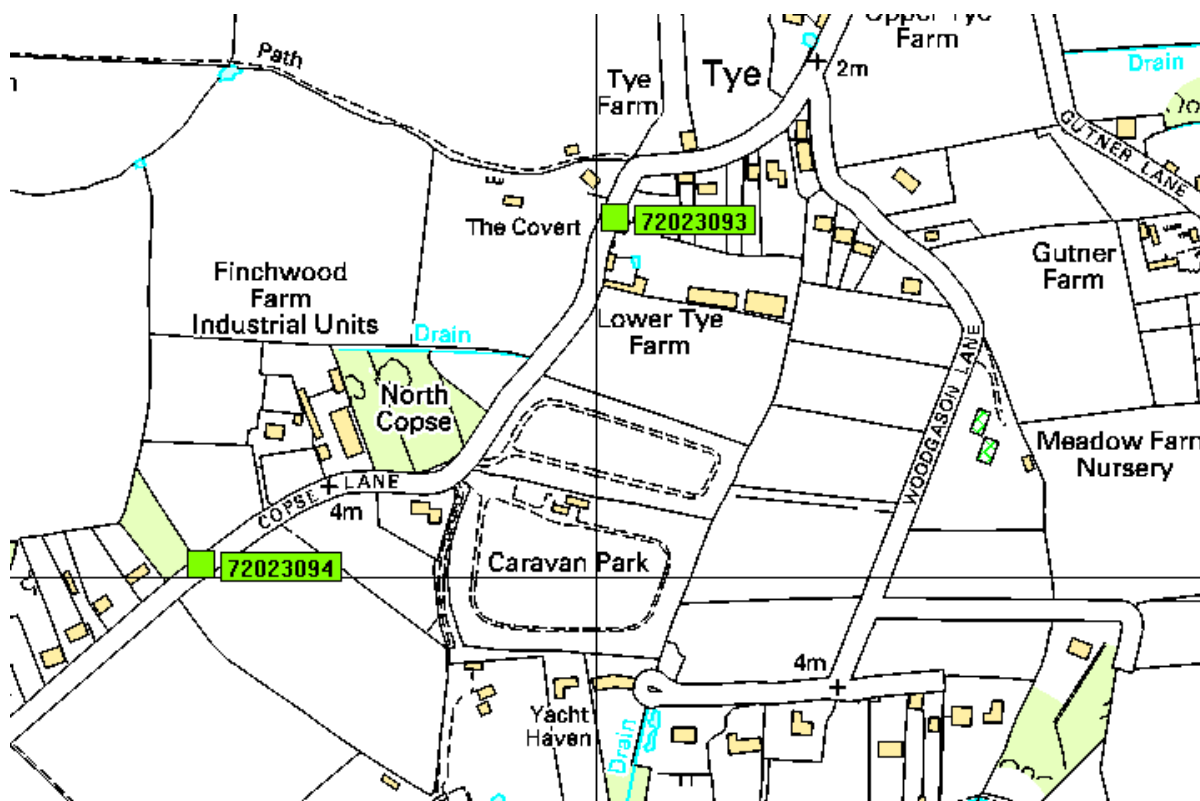
Reviewed by
Legal Services:
Finance:

Contact Officer: Emma Pond
Job Title: Senior Traffic Engineer
Telephone: 02392 446218
E-Mail: emma.pond@havant.gov.uk

Appendix A

Extract of speed data obtained from 2013 and 2015 for Copse Lane, Hayling Island. Data obtained by Hampshire County Council.

The map below shows the locations for where the speed data was obtained. The locations are represented by the green boxes.



The tables below provide details of the data that was obtained:

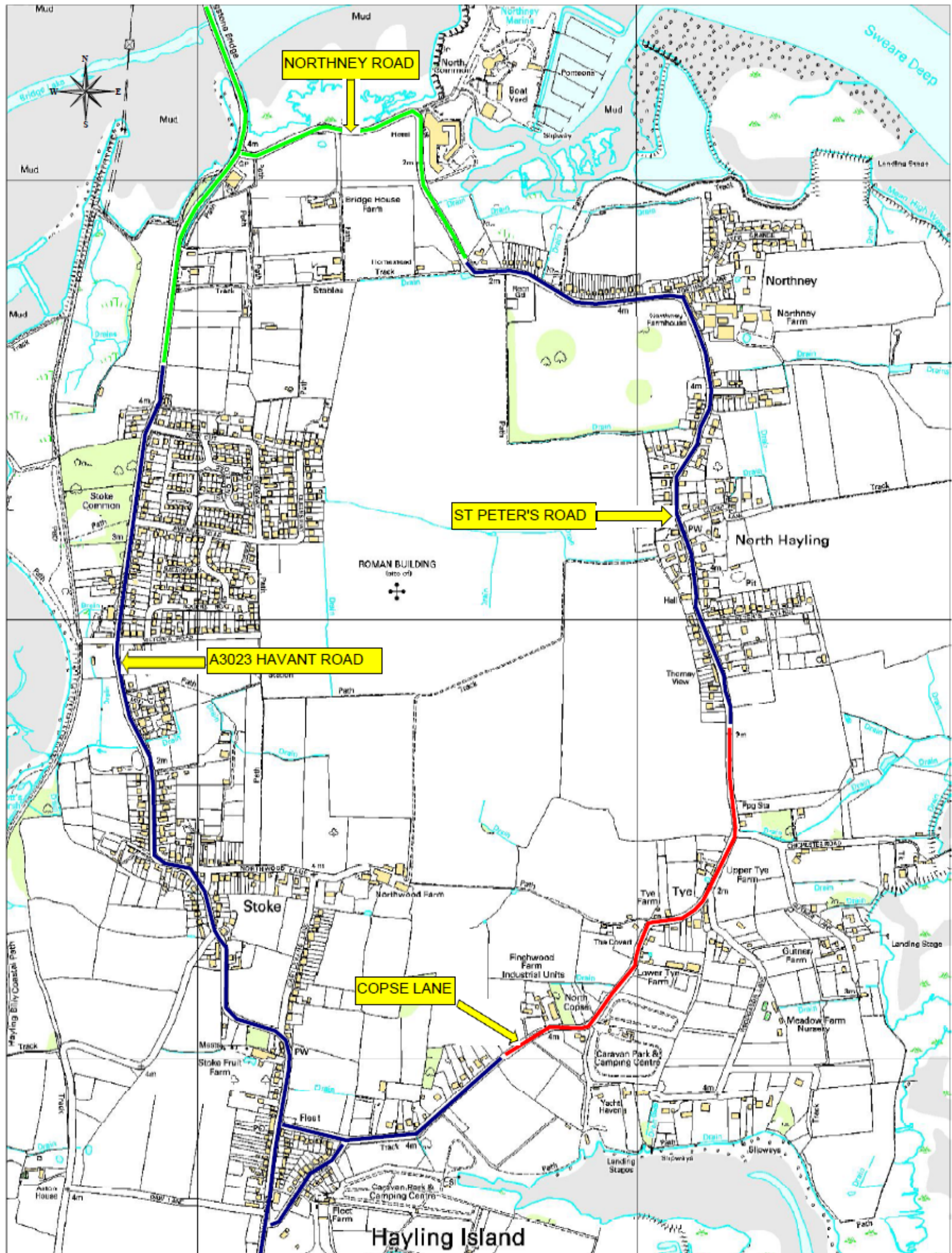
Location: 72023093	2013		2015	
	85 th %ile	Mean speed	85 th %ile	Mean speed
Southbound	25.4 mph	20.9 mph	25.4 mph	21.9 mph
Northbound	27.1 mph	22.2 mph	29 mph	23.9 mph

Location: 72023094	2013		2015	
	85 th %ile	Mean speed	85 th %ile	Mean speed
Southbound	37.8 mph	30.8 mph	35 mph	29.6 mph
Northbound	37.5 mph	31.4 mph	37.6 mph	31.7 mph

Key

85th %ile - The speed at or below which 85% of vehicles are travelling

Mean Speed - The average speed



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Title
COPSE LANE
HAYLING ISLAND
PROPOSED 30MPH SPEED LIMIT

Drawn By: ECP

Scale: 1:8000

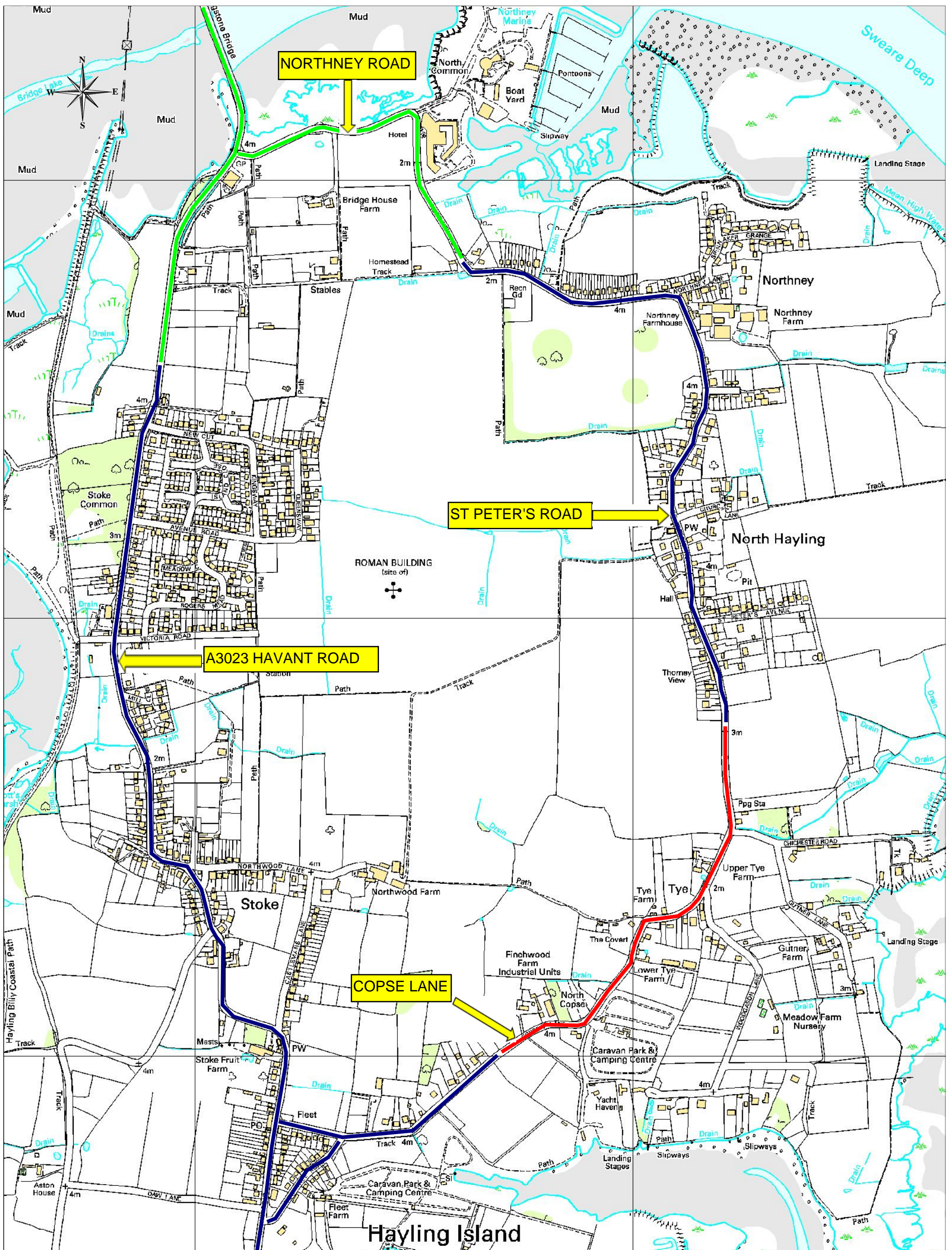
Drawing No: 2015HIE01

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KEY:

- = Existing 40MPH
- = Existing 30MPH
- = Proposed 30MPH (Existing 40MPH)

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Title:
 COPSE LANE
 HAYLING ISLAND
 PROPOSED 30MPH SPEED LIMIT

Drawn By:
 ECP

Scale:
 Scale: 1:8000

Drawing No:
 2015HIE01

Cleaner, Safer, More Prosperous

KEY:

- = Existing 40MPH
- = Existing 30MPH
- = Proposed 30MPH (Existing 40MPH)

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**Havant Borough Council
Record of Decision**

Non Key Decision

1. **TITLE:** Proposed Traffic Regulation Order - Purbrook

2. **PURPOSE OF DECISION**

No waiting at any time proposed for lengths of Kennedy Close, Jacqueline Avenue, Stakes Road, St John's Avenue, Privett Road, Park Avenue and Alameda Road.

3. **DECISION MADE BY:** Deputy Leader and Cabinet Lead for Environment and Neighbourhood Quality and Cabinet Advice

4. **DECISION:**
 - 1 Officers proceed with the process of implementing a Traffic Regulation Order (TRO) in Jacqueline Avenue, Stakes Road, Kennedy Close, Privett Road, Park Avenue, Alameda Road and St John's Avenue and undertake the public consultation regarding the proposed changes; and

 - 2 Officers bring the proposed TRO into force except where:
 - a) a ward councillor registers a request that the matter be dealt with by Cabinet; or
 - b) ten or more representations from separate addresses are received (and not withdrawn) which are in objection to the officer recommendation.

5. **DOCUMENT CONSIDERED:** Proposed Traffic Regulation Order - Purbrook
Plan 2015PUR01
Plan 2015PUR03
Plan 2015PUR02A

Decision Status	Date of Decision Made	Call In Expiry Date
For Determination	03 November 2015	10 November 2015

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HAVANT BOROUGH COUNCIL

Decision by Councillor Anthony Briggs

Proposed Traffic Regulation Order - Purbrook: Jacqueline Avenue, Stakes Road, Kennedy Close, Privett Road, Park Avenue, Alameda Road and St John's Avenue

Report by: Emma Pond

Key Decision: No

1.0 Delegated Decision Category

1.1 An executive decision in accordance with section B of part 3 of the council's constitution.

2.0 Decision

2.1 This report requests that a decision be made in line with the recommendation that:

2.1.1 officers can proceed with the process of implementing a Traffic Regulation Order (TRO) in Jacqueline Avenue, Stakes Road, Kennedy Close, Privett Road, Park Avenue, Alameda Road and St John's Avenue and undertake the public consultation regarding the proposed changes; and

2.1.2 officers can bring the proposed TRO into force except where:

- a) a ward councillor registers a request that the matter be dealt with by Cabinet; or
- b) ten or more representations from separate addresses are received (and not withdrawn) which are in objection to the officer recommendation.

3.0 Issue

3.1 Local residents have reported that obstructive parking takes place in and around the junctions of the above mentioned roads.

3.2 Following investigation it is proposed that “no waiting at any time” be implemented at the following junctions to provide increased visibility and manoeuvrability for highway users:

- 3.2.1 Alameda Road with Park Avenue;
- 3.2.2 Jacqueline Avenue with Stakes Road;
- 3.2.3 Jacqueline Avenue with Kennedy Close;
- 3.2.4 Privett Road with Park Avenue;
- 3.2.5 Stakes Road with Park Avenue; and
- 3.2.6 Stakes Road with St John’s Avenue.

3.3 Plans 2015PUR01, 2015PUR02A and 2015PUR03 details the lengths of road subject to the proposed restrictions.

4.0 Implications

4.1 **Resources:** Funding for the TRO and the associated works will be sourced from Hampshire County Councils aids to movement budget.

4.2 **Legal:** The Order will be made under the provisions of the Road Traffic Regulation Act 1984.

4.3 **Strategy:** The regulation of traffic and on-street parking meets the Council’s safer vision.

4.4. **Risks:** Current long or short stay parking may migrate to other residential roads in the vicinity. Should the proposals not be implemented the risk is that safety, visibility and accessibility problems will remain which may increase the risk of accidents occurring.

4.5 **Communications:** Interested parties will be notified of the proposals by means of notices, information on the Council’s website and in the local press as per the Council’s statutory duties.

4.6 **For the Community:** Interested parties will be notified of the proposals by means of notices, information on the Council’s website and in the local press as per the Council’s statutory duties.

4.7 **The Integrated Impact Assessment (IIA) has been completed and concluded the following:** There are no concerns about the proposals having a differential impact.

4.8 **Consultation:** The County Councillor, Ward Councillors and the Police are being consulted on the scheme.

Appendices: Plan of proposed restrictions

Background Papers: None

Date of Decision by Cabinet Lead:

Agreed and signed off by:

Team Leader: 4/9/2015

Cabinet Lead: 3/11/2015

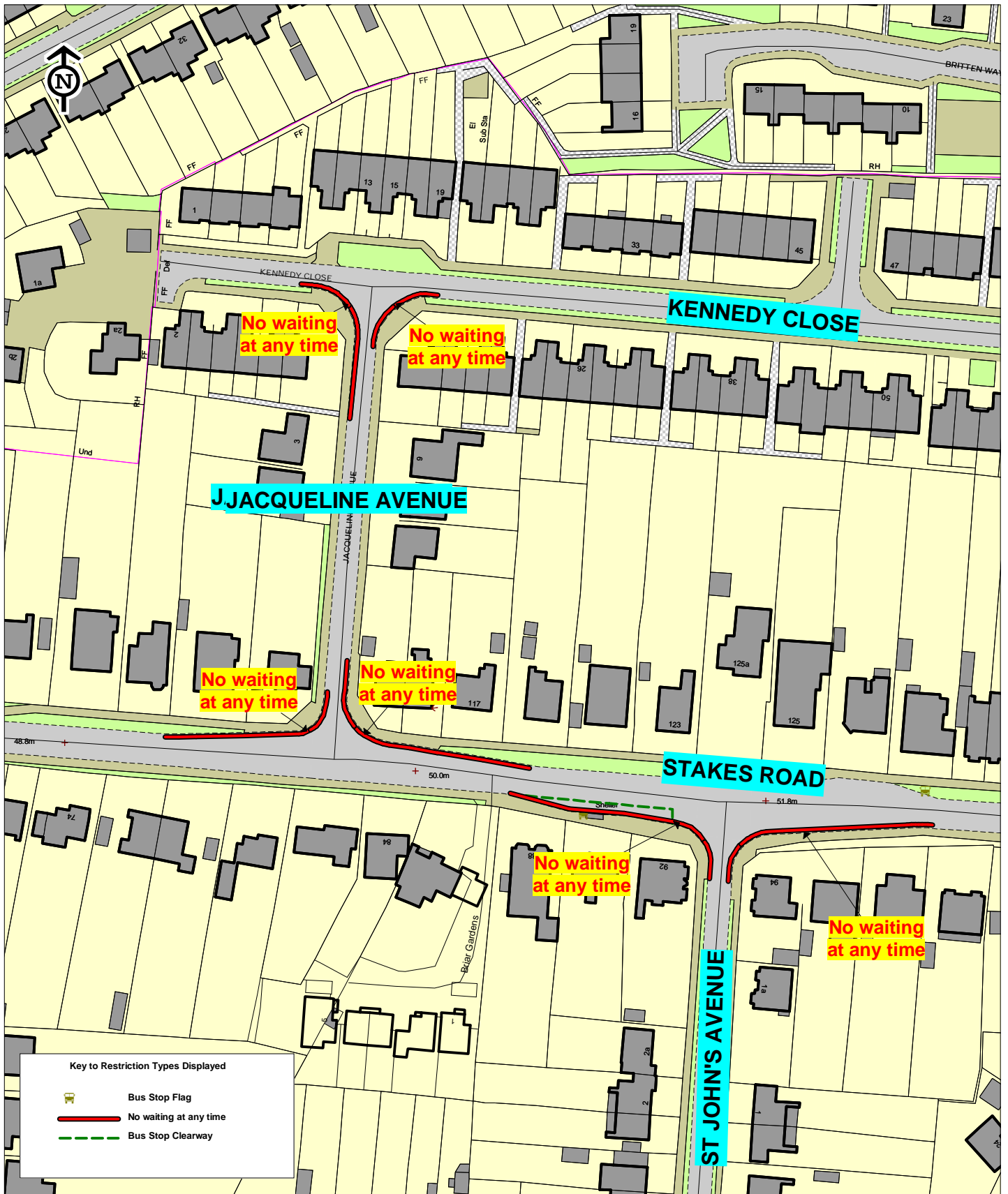
Reviewed by

Legal Services: 21/10/15




Finance: 3/9/2015

Contact Officer: Emma Pond
Job Title: Traffic Management Engineer
Telephone: 02392 446218
E-Mail: emma.pond@havant.gov.uk

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Key to Restriction Types Displayed

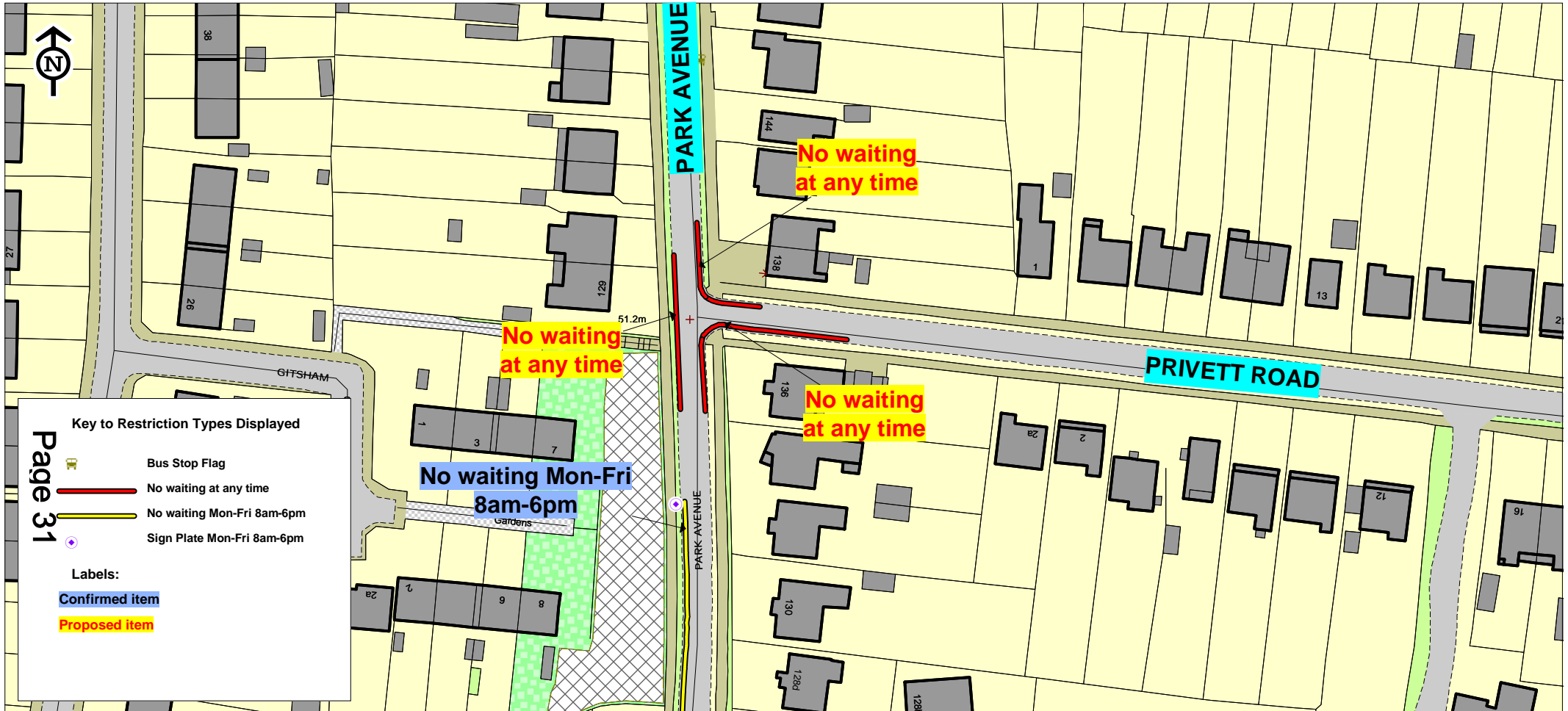
-  Bus Stop Flag
-  No waiting at any time
-  Bus Stop Clearway



TRO Proposals

SCALE	1 : 1250
DATE	24/08/2015
DRAWING No.	2015PUR01
DRAWN BY	EP
Page 1 of 1	

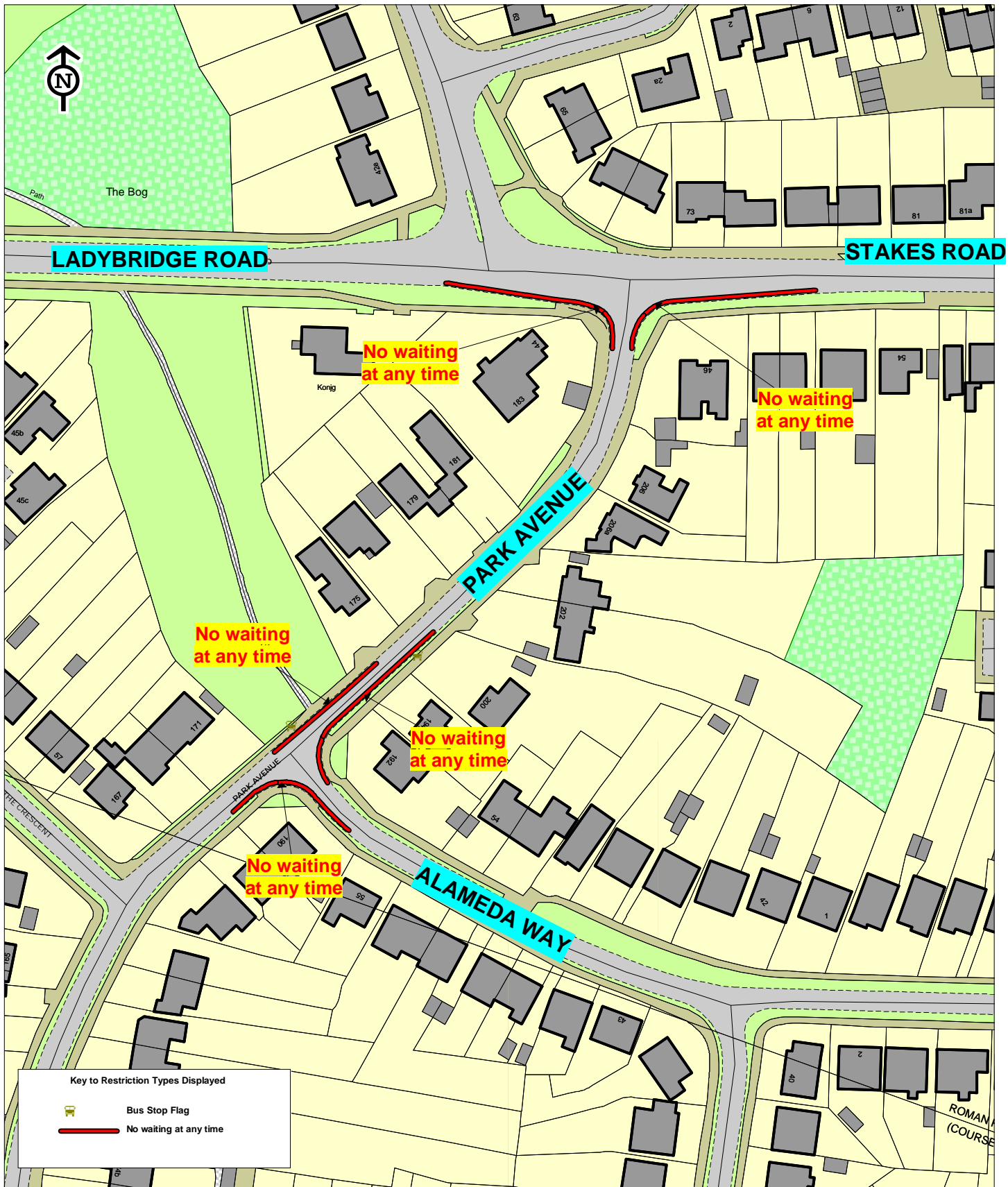
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TRO Proposals

SCALE	1 : 1000
DATE	25/08/2015
DRAWING No.	2015PUR03
DRAWN BY	EP
	Page 1 of 1

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TRO Proposals

SCALE	1 : 1250
DATE	05/10/2015
DRAWING No.	2015PUR02A
DRAWN BY	EP
Page 1 of 1	

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HAVANT BOROUGH COUNCIL

CABINET

18 November 2015

Council Tax Support Scheme 2016/17 Report by Service Manager (Revenues & Benefits)

FOR DECISION

Portfolio: Governance & Logistics

Key Decision: No

1.0 Purpose of Report

1.1 To agree the Council Tax Support Scheme for 2016/17.

2.0 Recommendation

2.1 That Cabinet recommend to Council the following:

- 1) that the 2015/16 Council Tax Support Scheme is retained for 2016/17 but with the following amendments:
 - (i) the Allowances and Premiums used in determining entitlement for working age claims are changed as set out in paragraph 5.3 of this report
 - (ii) the Non-Dependant deductions used in determining entitlement for working age claims are changed as set out in paragraph 5.4 of this report.
- 2) that the necessary amendments are made to the Council Tax Support Scheme document and that it is then published in accordance with Local Government Finance Act 1992 Section 13A(2)

3.0 Summary

- 3.1 The localised Council Tax Support scheme was introduced by the Local Government Finance Act 2012 to replace the national Council Tax Benefit scheme from 1/4/13
- 3.2 The legislation imposes a duty on each Council to adopt a scheme by 31 January each year to apply for the forthcoming financial year
- 3.3 This report puts forward a recommended approach for 2016/17.

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4.0 HBC's current scheme

- 4.1 HBC's current scheme is based on the Department for Communities & Local Government (DCLG) default scheme (which mirrored the former council tax benefit scheme) but with a reduced maximum amount of support available for certain working age households.
- 4.2 The scheme requires a minimum payment of 8.5% of the council tax liability from all working age households apart from those in receipt of disability related incomes. For these households, the scheme therefore offers a slightly reduced level of support compared to the former council tax benefit scheme.
- 4.3 Scheme expenditure and caseload has reduced since 2013/14 mainly as a result of the improving economic situation;

Council tax support scheme caseload and expenditure

	Cases in payment on 31 March	Amount of benefit paid out	note
2012/13	11,118	£9,174,118	last year of council tax benefit
2013/14	10,569	£8,632,007	
2014/15	10,059	£8,207,832	
2015/16	10,002	£8,027,685	Actual to 31/08/15
2015/16 est.	9,980	£8,020,000	

5.0 2016/17 scheme

- 5.1 The estimated cost of retaining the current scheme for 2016/17 is £8,200,000. This estimate assumes that there is no significant increase in caseload during 2016/17 and that there is no increase in the council tax charged to residents. A 1% increase in council tax by all of the precepting authorities would increase the scheme cost by around £130,000 based on current caseload. The estimated cost of the scheme for 2016/17 also reflects as far as possible the potential impact of the planned welfare reform changes announced by the Chancellor in the summer budget although the currently available data is insufficient to enable a detailed forecast of the impact of this to be made.
- 5.2 Uprating – this is the process under which various elements (Personal Allowances, Premiums and Non-Dependant deductions) used in the calculation of entitlement under the scheme are altered to reflect inflation and changes to the level of pensions and other Benefits.
- 5.3 Personal Allowances and Premiums – the arrangements for pensioners within our scheme are prescribed by the DCLG and they will be advising Councils of the new figures that must be included in our scheme for 2016/17. However, for

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working age claims it is for the Council to decide. The Personal Allowances and Premiums in our current scheme match those that are used to calculate Housing Benefit for working age claimants. To retain this consistency with the Housing Benefit scheme, it is recommended that the Council adopts the same figures that the DWP will be specifying for the Housing Benefit scheme for 2016/17. The DWP will advise councils of these in due course. It is anticipated that the DWP will freeze most of the personal allowances and premiums for 2016/17.

- 5.4 Non-Dependant deductions – our current Council Tax Support scheme includes the same levels for non-dependant deductions for both pension age and working age claims. The DCLG will be prescribing the revised non dependant deduction levels for pension age claims and to retain consistency, it is recommended that the revised figures set by the DCLG for pension age claims for 2016/17 are also adopted for working age claims for 2016/17. The DCLG will advise councils of the amounts in due course

6.0 Implications

6.1 Resources:

Assuming that the caseload remains fairly stable, the estimated cost of retaining the current scheme for 2016/17 is £8,200,000. Retaining the current scheme would require no increase in staffing or other administration costs

6.2 Legal:

The Council has a statutory duty to operate a Council Tax Support scheme. Any changes to the current scheme for 2016/17 must be adopted by full Council by 31/01/2016.

6.3 Strategy:

The Council Tax Support scheme provides financial assistance to those on low incomes. The proposed scheme retains comparable levels of support to those provided for in the 2015/16 scheme.

6.4 Risks:

A full Customer Impact Assessment of the proposed 2013/14 scheme was completed during 2012. The proposed scheme for 2016/17 differs only marginally from the 2013/14 scheme.

An increase in caseload would lead to an increase in the cost of the scheme. However, the trend over the last 18 months has been for caseload to decrease and this is expected to continue.

A 1% increase in council tax charged by all of the precepting authorities to residents would increase the annual cost of the scheme by around £130,000 based on current caseload.

It has not been possible to forecast the precise impact of the welfare reform initiatives announced by the Chancellor in the summer budget.

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6.5 Communications:

Hampshire County Council will be advised of the proposed scheme for 2016/17 on behalf of the major precepting authorities. It is not anticipated that they will have any difficulties with the proposal. As the proposed scheme for 2016/17 retains comparable levels of support to those in the 2015/16 scheme, it is considered unnecessary to undertake any further public consultation.

6.6 For the Community:

The Council Tax Support scheme provides financial assistance to those on low incomes. The proposed scheme for 2016/17 retains comparable levels of support to those provided for in the 2015/16 scheme and does not therefore impose a significant additional burden on council tax payers.

6.7 The Integrated Impact Assessment (IIA) has been completed and concluded the following:

An Integrated Impact Assessment (IIA) of the 2013/14 scheme was completed in 2012.

8.0 Consultation *(to advise who has been consulted)*

Portfolio Holder
Finance
Legal

Hampshire County Council will be made aware of the proposed scheme.

Appendices:

None

Background Papers:

None

Agreed and signed off by:

Legal Services: 14/10/15

Executive Head of Governance & Logistics: 06/10/15

Relevant Executive Head: 06/10/15

Portfolio Holder: 22/10/15

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of the Local Government Act 1972.

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