

HAVANT BOROUGH COUNCIL
PUBLIC SERVICE PLAZA
CIVIC CENTRE ROAD
HAVANT
HAMPSHIRE P09 2AX



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CABINET AGENDA

Membership: Councillor Wilson (Chairman)

Councillors Bains, Bowerman, Pike, Turner and Hughes

Meeting: Cabinet

Date: Wednesday 20 March 2019

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

12 March 2019

Contact Officer: James Harris 01730 234098
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PART 1 (Items open for public attendance)

1 Apologies for Absence

To receive and record any apologies for absence.

2 Minutes

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To confirm the minutes of the extraordinary meeting held on 30 January 2019 and the meetings held on 6 February 2019 and 13 February 2019.

3 Declarations of Interests

To receive and record any declarations of interest.

4 Chairman's Report

**Deputy Leader of the Council and Cabinet Lead for Finance
and Regeneration**

5 Civic Plaza Car Park Redevelopment Project

**6 Regeneration Programme Update – Brockhampton West,
Southwood Road and West Beach Hayling Island**

Cabinet Lead for Neighbourhoods, Safety and Enforcement

7 Civil Parking Enforcement - Revised Agency Agreement

11 - 40

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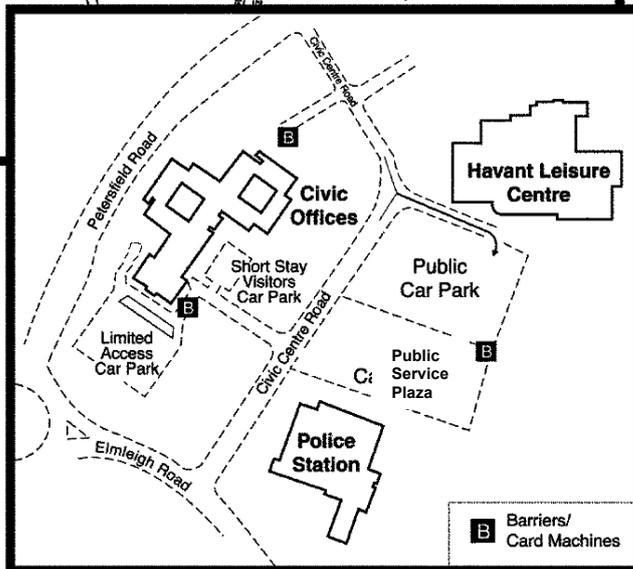
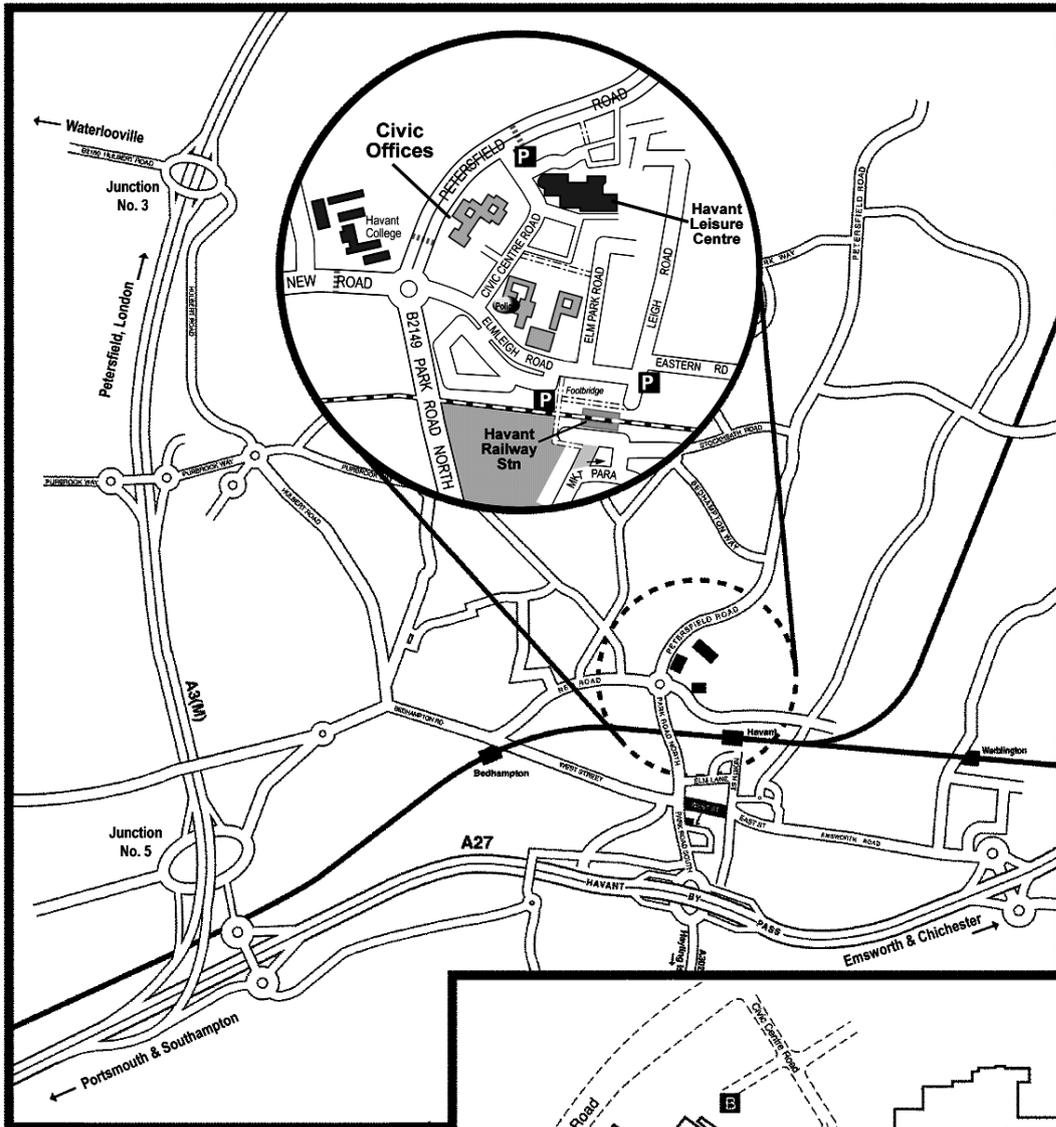
PROTOCOL AT MEETINGS – RULES OF DEBATE

Rules of Debate

- Councillors must always address each other as “Councillor ...” and must always address the meeting through the Chairman;
- A motion must relate to the business included on the agenda or accepted by the meeting as urgent business
- A motion must be proposed and seconded before it is debated until it is either accepted or rejected by a vote;
- An amendment can be proposed to the original motion and this must be seconded before it is debated;
- An amendment cannot be considered if it is inconsistent with an amendment previously adopted or repeats an amendment previously rejected;
- The mover of an original motion may, with the consent of the mover of an amendment, incorporate an amendment into the motion;
- Only one amendment may be moved at a time. No further amendments can be moved until the previous amendment has been dealt with;
- Each amendment must be voted on separately;
- If an amendment is carried, the amended motion becomes the substantive motion to which further amendments may be moved;
- If an amendment is lost, other amendments may be moved to the original motion.
- The mover may withdraw an amendment at any time
- After an amendment has been carried, the Chairman will read out the amended (substantive) motion, before accepting any further amendment, or if there are none, put it to the vote.

Voting

- Voting may be by a show of hands or by a ballot at the discretion of the Chairman;
- Councillors may not vote unless they are present for the full duration of the item;
- Where there is an equality of votes, the Chairman may exercise a second (casting) vote;
- Two Councillors may request, before a vote is taken, that the names of those voting be recorded in the minutes
- A recorded vote will always be taken in respect of approval of the Annual Budget
- Councillors may not vote unless they are in the meeting for the full debate on any particular item
- A Councillor may request that his/her vote be recorded in the minutes



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HAVANT BOROUGH COUNCIL

At a meeting of the Cabinet held on 30 January 2019

Present

Councillor Wilson (Chairman)

Councillors Bains, Bowerman, Pike, Turner and Hughes

119 Apologies for Absence

There were no apologies for absence.

120 Declarations of Interests

The Leader was aware that an amendment might be proposed that may be perceived to cause him a conflict of interest. If the amendment was proposed he would leave the meeting during the consideration and voting on it.

121 Pre-Submission Havant Borough Local Plan 2036

Councillor Turner presented a report to Cabinet seeking a recommendation to Council to approve the Pre-Submission Havant Borough Local Plan 2036. In commending the document to Cabinet she believed the draft plan to be robust, well informed and reflected the Council's Regeneration Strategy.

Cabinet received the following deputations:

- Ms Law (SW Hayling Group)

Ms Law raised concerns regarding the mitigation measures for wildlife and infrastructure proposed on Hayling Island. She also highlighted that the Hayling Island Transport Assessment was incomplete and not supported by Hampshire County Council. She requested that the sites at Rook Farm and Sinah Lane be removed from the allocations as she did not believe that the rate of mitigation could keep pace with development.

- Mr Hunnibal (Save Long Copse Lane)

Mr Hunnibal asked that site H8, Land at Long Copse Lane be removed from the plan. The site was not suitable for development, being a greenfield site situated in a sparsely populated rural lane without any nearby infrastructure and less than 1/3 mile from the South Downs National Park.

- Havant Borough Councillor Clare Satchwell

Cllr Satchwell explained that Hayling Island was in effect a large cul-de-sac and a lot of traffic data models could not be applied. The transport study had not been completed and she requested that version 2 of the study be published, prior to the submission of the draft local plan.

Cabinet discussed the pre-submission plan and was advised that under the National Planning Policy Framework (NPPF) the housing target was a minimum and that any sustainable site should be identified within a local plan. Officers had sought to maximise the use of brownfield sites, however the targets could not be met without allocating greenfield sites.

With regard to Long Copse Lane, the Sustainability Assessment had objectively balanced all considerations and officers believed that it should be allocated, although some landscape impact was acknowledged. The removal of this site or Sinah Lane would result in the council not having a five-year land supply.

In respect of the deed of variation in respect of land covered by KP5 'Southleigh', the Leader proposed an amendment to recommendation (i) to add the words 'subject to Cabinet approval on the final wording of such variation'.

This amendment was duly seconded by Cllr Pike and unanimously agreed by Cabinet.

In respect of the deputation made by Cllr Satchwell, the Leader proposed an amendment that the following additional recommendation be added as recommendation (n):

"Delegates authority to the Planning Policy Manager, in consultation with the Cabinet Lead for Communities, Development and Housing, to publish version two of the Hayling Island and Mainland Transport Assessments, in order to clarify the mitigation packages needed to accommodate development, prior to the submission of the Havant Borough Local Plan 2036 to the Secretary of State for Housing, Communities and Local Government."

This amendment was duly seconded by Cllr Pike and unanimously agreed by Cabinet.

In response to a question from Cllr Turner, the Planning Policy Manager confirmed that the removal of Rooks Farm from the plan would not impact on the Councils five-year land supply.

The Leader left the room as per his previous declaration of interest.

Cllr Turner proposed the following amendment to the recommendation:

Recommendation (a) be amended to "Approves the publication of the Pre-submission Havant Borough Local Plan 2036 (appendix 1), omitting the Rook Farm site"

And an additional recommendation (o)

"Delegates authority to the Planning Policy Manager, in consultation with the Cabinet Lead for Communities, Development and Housing, to make any resulting amendments following the Cabinet and Council meetings to the Pre-Submission Havant Borough Local Plan 2036 (appendix 1) and the Policies Map".

This amendment was duly seconded by Cllr Bowerman.

Following a vote the amendment was declared LOST, two councillors voting for the amendment and three councillors voting against.

The Leader returned to the room.

Cabinet believed that whilst it contained controversial sites, the draft local plan was sound and that it would be premature to remove any sites at this stage.

The Leader proposed the following motion:

Cabinet recommends to Full Council that it:

- a) Approves the publication of the Pre-Submission Havant Borough Local Plan 2036 (Appendix 1);
- b) Approves the consultation on the Pre-Submission Havant Borough Local Plan 2036 from 4th February 2019 to 18th March 2019;
- c) Approves the revocation of the Local Plan Housing Statement;
- d) Notes the Borough's five year housing land supply position as of January 2019 (available at <http://www.havant.gov.uk/localplan/evidence-base>);
- e) Notes that on publication, the Pre-Submission Havant Borough Local Plan 2036 would have planning weight and is a material consideration in decision making;
- f) Notes the publication of the proposed submission documents (the Sustainability Appraisal, the Policies Map, the Consultation Statement, evidence base);
- g) Approves the Local Development Scheme (January 2019) for publication (Appendix 2);
- h) Delegates authority to the Planning Policy Manager to prepare a report, which forms one of the required documents to submit to the Secretary of State, noting the number of representations made through the Pre-Submission consultation (recommendation b) and a summary of the main issues raised;
- i) Agrees in principle to enter a deed of variation of the legal agreement between the Council and the landowners of land covered by KP5 'Southleigh', subject to Cabinet approval on the final wording of such variation;
- j) Approves the submission of the Havant Borough Local Plan 2036 and the necessary supporting documents to the Secretary of State for Housing, Communities and Local Government following the consultation (recommendation b);
- k) Makes representations through the Council Leader and the Cabinet Lead for Communities, Development and Housing to local MPs, the Secretary of State for Housing, Communities and Local Government, Homes England, Hampshire County Council and the Solent Local Enterprise Partnership regarding the urgent need for infrastructure delivery alongside new development;

- l) Delegates authority to the Director of Regeneration and Place to prepare and submit bids to available funding streams regarding infrastructure provision and other measures intended to support the delivery of the Havant Borough Local Plan 2036;
- m) Delegates authority to the Planning Policy Manager, in consultation with the Cabinet Lead for Communities, Development and Housing, to make any necessary amendments to the documents listed above. These shall be limited to the inclusion of a contents page and page numbers, factual updates, correction of minor errors, typographical errors and other minor changes that do change the meaning of the material; and
- n) Delegates authority to the Planning Policy Manager, in consultation with the Cabinet Lead for Communities, Development and Housing, to publish version two of the Hayling Island and Mainland Transport Assessments, in order to clarify the mitigation packages needed to accommodate development, prior to the submission of the Havant Borough Local Plan 2036 to the Secretary of State for Housing, Communities and Local Government.

The recommendation was duly seconded by Cllr Bowerman and unanimously agreed by Cabinet.

122 Draft Community Infrastructure Levy Charging Schedule

Councillor Turner presented a report to Cabinet seeking a recommendation to Council to approve the Community Infrastructure Levy Draft Charging Schedule.

RESOLVED that Cabinet recommends to full Council that it:

- a) Notes the findings of the Infrastructure Delivery Plan, the Local Plan and CIL Viability Study (available at <https://www.havant.gov.uk/localplan/evidencebase>);
- b) Approves the publication of the CIL Draft Charging Schedule Consultation document (Appendix 1);
- c) Approves the consultation on the Draft Charging Schedule from 4th February to 18th March 2019;
- d) Approves the submission of the Draft Charging Schedule and the necessary supporting documents for independent Examination following the consultation; and
- e) Delegates authority to the Planning Policy Manager, in consultation with the Cabinet Lead for Communities, Development and Housing to make any necessary amendments to the Draft Charging Schedule and supporting consultation documents. These shall be limited to factual updates, correction of minor errors, grammatical, typographical, formatting and graphic design changes and shall not change the meaning of the material.

The meeting commenced at 2.00 pm and concluded at 3.38 pm

HAVANT BOROUGH COUNCIL

At a meeting of the Cabinet held on 6 February 2019

Present

Councillor Wilson (Chairman)

Councillors Bowerman, Pike, Turner and Hughes

123 Apologies for Absence

Apologies were received from Councillor Bains.

124 Minutes

The minutes of the extraordinary meeting held on 5 December 2018 were agreed and signed as a correct record.

125 Declarations of Interests

There were no declarations of interest.

126 Chairman's Report

The Chairman reported that he had attended a recent Partnership for Urban South Hampshire (PUSH) meeting which had discussed the Statement of Common Ground for the delivery of housing in the region and the updated Solent Waders and Brent Goose Strategy.

127 Budget 2019/20

Councillor Pike, as Cabinet Lead for Finance and Regeneration, presented a report and recommendation to Cabinet setting out the proposed Revenue, Capital Budget and Business Plans 2019/20 and the Medium Term Financial Strategy to 2023/24 for onward recommendation to Council.

Cabinet discussed the Regeneration Team and was advised that the success of this team would be measured in the successful delivery of projects. Cabinet felt that the new Inward Investment Officer post would be a valuable addition to the Council.

Councillor Crellin, as a representative of the Governance, Audit and Finance Board, was invited to join the meeting and presented a report and recommendations arising from the Scrutiny Board.

Cabinet thanked officers and the Cabinet Lead for their work, which it believed had resulted in a sound budget which would bring a mix of social and regeneration benefits to the Borough.

In respect of the recommendations from the Governance, Audit and Finance Board, Cabinet debated the future approach to Serving You.

Cllr Pike proposed that recommendation b) be amended to include the words 'subject to a business case being brought to Cabinet to consider proposals to reduce the number of issues of Serving You.'

This amendment was duly seconded by the Leader.

Following a vote it was unanimously RESOLVED that Cabinet recommends that Council:

- a) Approves the proposed Revenue and Capital Budgets for 2019/20 including a Council Tax rate of £204.47 at Band D, representing a 2.99% increase on the current charge;
- b) Approves the budget savings and growth proposals set out in Section 5 of the report, subject to a business case being brought to Cabinet to consider proposals to reduce the number of issues of Serving You;
- c) Agrees the Capital Strategy, Treasury Management Strategy and Prudential Indicators;
- d) Agrees the Corporate Strategy and Business Plans 2019-20; and
- e) Agrees the proposed fees and charges increases set out in Appendix I.

The meeting commenced at 2.00 pm and concluded at 2.43 pm

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Chairman

HAVANT BOROUGH COUNCIL

At a meeting of the Cabinet held on 13 February 2019

Present

Councillor Wilson (Chairman)

Councillors Bains, Pike, Turner and Hughes

128 Apologies for Absence

Apologies were received from Cllr Bowerman.

129 Declarations of Interests

There were no declarations of interest.

130 Chairman's Report

There were no matters that the Chairman wished to report.

131 Cabinet Lead Delegated Decisions, Minutes from Meetings etc.

RESOLVED that the following be noted:

- (1) Minutes of the meeting of the Portchester Crematorium Joint Management Committee held on 10 December 2018;
- (2) Delegated Decision – Beach Hut Fees 19-20;
- (3) Delegated Decision – Garden Waste Collection Charges; and
- (4) Delegated Decision – Building Control IT System Preferred Bidder

132 Community Infrastructure Levy: Proposed Spending & Revision of CIL Spending Protocol

Councillor Turner presented a report providing detail on the bids received following the CIL Bidding Process and seeking the approval of a revised CIL Spending Protocol.

She drew Cabinet's attention to a revised recommendation to award St Faith's Church Havant £21.5k towards making the church accessible to all.

Cabinet had mixed opinions around the merits of awarding CIL funding to St Faith's Church. Whilst Cabinet acknowledged that St Faith's was viewed as the Civic Church for the Borough and open to all faiths, the Council's policy on CIL spending precluded awarding funding to places of worship.

Cabinet also discussed the merits of the proposed highways scheme for Hambledon Road, which some members did not feel was necessary. During the discussion it was explained that highways works were often put forward by highways engineers and based upon identified needs.

Councillor Turner proposed the following amendment to the third recommendation:

iii) The Council invest the available Neighbourhood Portion funds as at 31 March 2018 outlined in Table D in the capital infrastructure projects:

Title and bid reference number	Amount Requested	Proposed Spend	Cumulative Amount
HIADS Ltd (Replacement Lobby) (D)	£45K	£22,500	£22,500
Age Concern Kitchen Renovation (F)	£27K	£22,962	£45,462
Bidbury Infants School Lighting Project (H)	£19K	£9,500	£54,962
Hayling Sports Centre Extension Feasibility (I)	£18K	£18,000	£72,962
Acorn Centre Extension (J)	£51K	£19,000	£91,962
Church Access Project: Making St Faith's Accessible to All (C)	£21.5K	£21,500	£113,462

Table D: Current recommended spends and cumulative effect on Neighbourhood Portion if all spending options are supported

This proposal was duly seconded by Cllr Pike.

Following a vote this amendment was declared LOST, 2 Councillors voting FOR the amendment and 3 Councillors voting AGAINST the amendment.

The Leader proposed the recommendation as set out in the report, which was duly seconded by Cllr Turner.

Following a vote the recommendation was declared CARRIED, 4 Councillors voting FOR the recommendation and 1 Councillor voting AGAINST the recommendation.

It was therefore RECOMMENDED to full Council that:

(1) The Council invest the available 123 List CIL funds as at 31 March 2018 in the capital infrastructure projects outlined in Table A:

Title and bid reference number	Amount	Cumulative amount
Langstone FCERM Scheme (1)	£575,000	£575,000
Hayling FCERM Strategy (2)	£0*	£575,000
Hooks Row - Shared Pedestrian and Cycle Link (16)	£115,000	£690,000
Park Road Corridor Feasibility (3)	£10,000	£700,000
Elmleigh Road - Pedestrian and Cycle Improvement (4)	£269,000	£969,000

Waterlooville Town Centre London Road Shared Cycleway (5)	£16,000	£985,000
Milton Road Roundabout - Accessibility and Safety (6)	£100,000	£1,085,000
Hambledon Road - Provision of Cycle Route (7)	£60,000	£1,145,000
Warblington Interchange - Feasibility (13)	£12,000	£1,157,000

Table A: Current recommended spends and cumulative effect on 123 CIL Pot if all spending options are supported

* Funds are not required for this round of CIL Spending but a future commitment is needed to support the spending of CIL Funds in accordance with Table C outlined below. See also Paragraph 6.3

(2) To commit future 123 Pot funds to the following capital infrastructure projects outlined in Tables B and C and that the balance of the CIL 123 Pot be retained to contribute to this expenditure:

Langstone FCERM Scheme – CIL Pot Building Request 2018-2022					
Year	2018 /19	2019 /20	2020 /21	2021 /22	Total
CIL funding 'Pot Building' – Inc. 60% Risk	575,000	575,000	700,000	700,000	2,550,000
CIL funding – No Risk	359,375	359,375	437,500	437,500	1,593,750

Table B: Spending commitment requirement for Langstone FCERM Strategy

Hayling Island FCERM Strategy – CIL Pot Building Request 2018-2022					
Year	2018 /19	2019 /20	2020 /21	2021 /22	Total
CIL funding Pot Building request 30% Risk	0	170,700	262,218	100,082	533,000
CIL funding – No Risk	0	131,308	201,706	76,986	410,000

Table C: Spending Commitment for Hayling FCERM Scheme

(3) The Council invest the available Neighbourhood Portion funds as at 31 March 2018 outlined in Table D in the capital infrastructure projects:

Title and bid reference number	Amount Requested	Proposed Spend	Cumulative Amount
HIADS Ltd (Replacement Lobby) (D)	£45K	£22,500	£22,500
Age Concern Kitchen Renovation (F)	£27K	£22,962	£45,462
Bidbury Infants School Lighting Project (H)	£19K	£9,500	£54,962
Hayling Sports Centre Extension Feasibility (I)	£18K	£18,000	£72,962
Acorn Centre Extension (J)	£51K	£19,000	£91,962

Table D: Current recommended spends and cumulative effect on Neighbourhood Portion if all spending options are supported

- (4) The CIL Protocol be updated to reflect current practice in view of lessons learned; and**
- (5) The Council enter a formal agreement with Network Rail to spend £150K on feasibility only in respect of the Warblington Footbridge CIL Spend as agreed by Council on the 21 February 2018.**

Councillor Bains left the meeting.

133 Regeneration Programme Governance

Councillor Pike presented a report to Cabinet seeking approval of a revised governance structure for the Regeneration Programme.

RESOLVED that the delivery of the Regeneration Programme in line with the attached revised governance structure in order to meet the objectives set out in the Opportunity Havant Regeneration Strategy 2018-2036 as adopted by the Council in November 2018 be AGREED.

The meeting commenced at 2.00 pm and concluded at 2.59 pm

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Chairman

NON EXEMPT

HAVANT BOROUGH COUNCIL

Cabinet

20th March 2019

CIVIL PARKING ENFORCEMENT – REVISED AGENCY AGREEMENT
Head of Neighbourhood Support

FOR DECISION

Portfolio: Cabinet Lead for Neighbourhoods, Safety and Enforcement
Cllr Narinder Bains

Head of Service: Sam Ings - Interim Head of Service (Environmental Health, Parking & Traffic Management)

Key Decision: Yes

1.0 Purpose of Report

- 1.1. This report is submitted to Cabinet for policy decision. The report is to seek approval to enter into a new agency agreement with Hampshire County Council (HCC) for the Enforcement of On Street Parking Controls

2.0 Recommendation

- 2.1. Cabinet is recommended to approve the details of the proposed Agency Agreement as shown in Appendix 1 and agree, in principle, to Havant Borough Council entering into the revised agency agreement with HCC from April 2020, subject to the Legal team agreeing the final wording.
- 2.2. Cabinet is recommended to approve the setting up of a new Parking Enforcement agreement with East Hampshire District Council (EHDC).
- 2.3. To adopt a zero tolerance approach to the contravention of parking restrictions.
- 2.4. It is recommended that all On Street Parking Permit fees and charges be fully reviewed and that responsibility for this is delegated to the Portfolio Lead.

3.0 Executive Summary

- 3.1. Havant Borough Council has been operating the enforcement of on-street parking restrictions on behalf of HCC under an agency agreement since April 2005. Subsequently, the parking enforcement

was further delegated to EHDC in July 2015. To date, the operation has run smoothly in conjunction with the Off-Street Car Park enforcement, albeit showing that the on-street account running at a deficit in comparison to the off-street account.

- 3.2. The combination of Boroughs/Districts running both services has always seemed logical and economically effective and as such all districts in Hampshire (except Gosport who does not have Civil Parking Enforcement (CPE)) have been operating in this manner.
- 3.3. As part of their Transformation to 2019 savings proposals, HCC has needed to look at areas where savings could be made. Their target for savings relating to on street CPE has been identified as £900,000 across the County. To achieve this they have made the decision that all Districts/Boroughs operating CPE on their behalf should not be reporting a deficit in the on-street account. The operation of the enforcement should be fully self funding. HCC has identified the operation of CPE as a potential area where savings could be made and where there is a potential to achieve these savings by the implementation of on-street parking charges.
- 3.4. Legislation states that any surplus from the on-street account is to be spent on transport related schemes and cannot be used for any other purpose.
- 3.5. HCC has drafted a new Agency Agreement, attached as Appendix 1, which is based on the enforcement of parking restrictions (on-street) being either cost neutral or in surplus. This should be achieved by way of an effectively managed, well accounted service.
- 3.6. The cost of enforcement and any other on-costs associated with it will be met through the income from Penalty Charge Notices (PCNs) and income from any on-street permits, such as Residents' Permits, visitor permits, tradesman waivers etc.
- 3.7. As part of the agreement the County Council intend that all Residents Parking Schemes are operated on a full cost recovery basis. This would include the cost of the administration and enforcement of any existing scheme and potentially set up costs for any future Residents Parking Schemes. As part of the review HCC has looked at the cost of Residents Permits for Resident Parking Schemes across the County and has discovered that there is a significant variation between different boroughs/districts. To enable districts to run these schemes effectively they are intending to set the cost of a Residents Permit to a minimum of £50.00. Currently HBC charges residents £30.00. Having undertaken some cost analysis work regarding the admin and enforcement costs of a Residents Parking Scheme, there is scope to increase our charges, although this would be dependent on the size, location and number of properties taking part in the scheme. HCC is stating that the new costs should be in effect from April 2020. It should

be noted that this is a minimum charge and the Borough Council has the flexibility to set the charge higher or lower. However, if a lower charge is set the cost of any shortfall relating to the delivery of CPE would need to be met by the Borough.

3.8. The new agreement stipulates that the Traffic Management Agency Agreement must be maintained to support the CPE Agreement. If HBC were to decide not to continue with CPE on behalf of HCC then the Traffic Management Agency will also be terminated. This would result in the following being directly delivered by HCC:-

- Implementation of Traffic Regulation Orders (TROs) – HBC Councillors would have no power or control over the investigation into local parking problems and providing solutions.
- Implementation of Temporary TROs (TTRO) – HBC would lose all income related to this activity £1300 per TTRO – This was around £45,000 in 18/19
- Implementation of Disabled Parking Bays
- Access Protection Lines – Loss of income (£120.00 each)
- Speed Limit Reminder Signs – HBC would have no means of community reassurance where speeding concerns are raised
- Local directional signing schemes would be HCC responsibility – This will also result in a loss of income
- Local knowledge would be lost as staff would not be retained
- There would be no traffic management/parking input/advice for Planning Applications or for other departments within the Council
- All enquiries would be dealt with by HCC which is likely to result in a reduction in customer service and satisfaction.
- Impact on resources in other departments, such as Legal services, who would not be required to carry out the legislative side of the implementation of TROs

3.9. The new agreement also includes the following key proposals-

- A requirement for the Borough to operate on street parking to ensure full cost recovery. This includes HCC's associated costs
- Where surplus income is achieved from the service, this will be shared equally between the Borough and County
- The Borough must produce an Annual Parking Report
- The on-street parking account must show true operational costs for running the service
- The Borough must be willing to work in partnership with HCC to deliver pilot on-street electric charging points and targeted areas of 'paid for' parking
- HCC will have overall responsibility for on-street 'paid for' chargeable parking
- HCC will retain metered income achieved through on street 'paid for' chargeable parking

- If the Borough continues to deliver on-street enforcement, it will also be required to have a Traffic Management Agency agreement with HCC
- The Borough will conform to policies for operation of the service including the proposed Operational Policy for Residential Parking Schemes (Attached as Appendix 2)

3.10. On Street Parking Controls - Where new parking controls are deemed to be required, they will be introduced on the basis that income from parking charges will cover their full costs. HCC intend therefore to implement chargeable parking in these areas, the expectation is that this will generate revenue and simplify enforcement. In addition, areas of existing free limited waiting are being identified by HCC for potential paid for parking.

3.11. Electric Vehicle On-Street Charging Points - HCC is also looking at opportunities to meet both initial and growing demand for EV charging points. Small scale off street charging provision is being implemented across Hampshire, there is no current on street provision in place.

3.12. HBC Costs for On-Street Parking - Annual financial returns submitted to HCC by district and borough councils show the majority report annual losses on their on-street parking accounts resulting in a collective deficit across the County. The operation in HBC currently runs at a deficit and the 2019/20 forecast is £17,700. Officers will be looking at options to bring this back to a break-even position by a combination of increased charges and operational changes where possible.

3.13. Apart from the loss of the Traffic Management Agency, the main risk of not entering into this agreement is the loss of control of the service. This would result in the following:-

- No ability for Councillors to request direct enforcement
- No flexibility to be reactive to customers
- No targeted enforcement (especially around Schools)
- No enforcement of local 'hotspots'
- No ability to react to special enforcement requests
- No flexibility for 'out of hours' enforcement
- No control over parking policy (leave alones, special concessions for events, zero tolerance)
- No flexibility for concessions to take into account specific local issues
- No flexibility for compromise
- No public service ethos – currently the CEOs offer an ambassadorial role to promote safety, traffic flows and customer engagement. A private enforcement company may have a conflicting ethos likely to be giving priority to profits and targets.

- No ability to influence the location for on street parking meters

Other risks are identified in the Risk Register attached as Appendix 3

4.0 Additional Budgetary Implications

4.1.1. Opportunities to Increase Revenue - Residents Permit Schemes in the Borough total around 133 permits, in response to earlier discussions with HCC, work has already been undertaken to review pricing for permits. Early indications suggest that to provide the Permit Schemes on a full cost recovery basis, HBC's current charges need to be increased by 100%. However, whilst this will generate additional income for the council the positive impact this will have on the overall deficit is not significant.

No of Residents Permits	Current income - £30 fee	Income by increasing fee to £50 - 60% in line with HCC policy	Income by increasing fee to £60 100% to ensure full cost recovery
133	£3,990	£6,650	£7,980

4.1.2 Potential Loss of Revenue due to loss of the Traffic Management Agency (as detailed in paragraph 3.8).

Income from Temporary TRO's	£46,000 in 2018/19
Income from Access Protection Lines	£1,500 in 2018/19
Total Income	£47,500

4.1.3 A review of all On Street permits including Residents' Permits, Tradesman Waivers and Visitor permits is recommended to fully recover the cost of administration and enforcement, in line with the new agreement with effect from April 2020.

5.0 Background and relationship to the Corporate Strategy and Directorate Business Plan/s

- 5.1. The recommendations put forward in this report aim to support the corporate priorities of financial stability and public service excellence. The recommendation to enter into a new agreement with HCC supports the corporate priority to formulate partnerships and opportunities for collaborative working.
- 5.2. The proposals also support the Business Plan objective which is to contribute to and mutually benefit from HCC's aspirations as set out in the 'Transformation to T19' Programme if appropriate. Also to explore options in conjunction with EHDC to determine how to shape Parking and Traffic Management.

6.0 Options considered and reasons for the recommendation

- 6.1. Option One – Enter into an agreement with HCC in April 2020 – This is the recommended option given the risks associated with Option 2.
- 6.2. Option Two – Hand back on-street parking services in April 2020 – There are numerous risks associated with this option, primarily reputational. These are outlined in the attached Risk Register (Appendix 3). Given the risks associated with this option it is recommended that Option One is pursued.

7.0 Resource Implications

7.1. Financial Implications – Option 1

As mentioned above the On-Street Parking Enforcement will be required to run on a full cost recovery basis. Any deficit will be met by the Borough and any surplus will be split evenly between the Borough and HCC. For clarification income will be solely from PCNs and On Street Parking Permits.

Whilst HCC is requiring a balanced account, in view of previous years accounts, we are not in a position to guarantee this, but financially nothing would change for the Council.

To ensure that the service runs on a full cost recovery basis the cost of all permits will need to be reviewed and likely increased.

Permits for 'on street' residents parking permits will need to be increased in line with HCC Policy.

7.2. Financial Implications – Option 2

Whilst some savings may be made by not entering into this agreement these are not quantifiable at this time and would likely be minimal as resource will still be required to undertake the off-street enforcement.

7.3. Human Resources Implications

7.3.1. There are no implications with Option One above.

7.3.2. The loss of the 'On Street' parking enforcement (Option 2) will have implications on staffing numbers. This will potentially affect Civil Enforcement Officers and Parking back office staffing. Entering into the agreement will ensure that staffing remains at the current levels. Section 9 of the draft agreement attached as Appendix 1 sets out any TUPE arrangements should they be required.

7.3.3. Currently all Parking staff are employed by EHDC. EHDC undertakes Parking enforcement on behalf of HBC through an

agreement. Therefore the staffing implications would mainly fall to EHDC. However, it should be noted that should the agreement with HCC not be entered into, sufficient staffing to enforce the Boroughs' Off Street Car Parks would still be required through an agreement with EHDC.

8.0 Legal Implications

8.1. The new Agency agreement will be legally binding and the implications are being considered by our Legal Team.

9.0 Risks

9.1. Risks have been identified in the table shown as Appendix 3

10.0 Consultation

10.1. If the Borough agrees to entering into this Agency agreement there should be no need to undertake any formal consultation.

11.0 Communication

11.1. Any changes to the current parking enforcement arrangements would need to be communicated by means of a press release, use of the Council's website and through Serving You as appropriate.

12.0 Appendices: Appendix 1 – Draft new agreement
Appendix 2 – Proposed Operational Policy for Residential Parking Schemes
Appendix 3 - Risks Associated with new agreement

13.0 Background Papers: None.

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