

# CABINET

**Monday, 25th October, 2010  
at 5.00 pm  
Council Chamber**

This meeting is open to the public

## **Members**

Councillor Smith, Leader of the Council  
Councillor Moulton, Cabinet Member for  
Resources and Workforce Planning  
Councillor Baillie, Cabinet Member for Housing  
Councillor Dean, Cabinet Member for Environment  
and Transport  
Councillor Hannides, Cabinet Member for Leisure,  
Culture and Heritage  
Councillor Holmes, Cabinet Member for Children's  
Services and Learning  
Councillor White, Cabinet Member for Adult Social  
Care and Health  
Councillor P Williams, Cabinet Member for Local  
Services and Community Safety

(QUORUM – 3)

## **Contacts**

Cabinet Administrator  
Judy Cordell  
Tel: 023 8083 2766  
Email: [judy.cordell@southampton.gov.uk](mailto:judy.cordell@southampton.gov.uk)

Director of Corporate Policy and Economic  
Development  
Dawn Baxendale  
Tel: 023 8091 7713  
Email: [dawn.baxendale@southampton.gov.uk](mailto:dawn.baxendale@southampton.gov.uk)

# **BACKGROUND AND RELEVANT INFORMATION**

## **The Role of the Executive**

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

## **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](http://www.southampton.gov.uk)

## **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](http://www.southampton.gov.uk)

## **Key Decisions**

A Key Decision is an Executive Decision that is likely to have a significant

- financial impact (£200,000 or more)
- impact on two or more wards
- impact on an identifiable community

Decisions to be discussed or taken that are key

## **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.

## **Southampton City Council's Six Priorities**

- Providing good value, high quality services
- Getting the City working
- Investing in education and training
- Keeping people safe
- Keeping the City clean and green
- Looking after people

## **Procedure / Public Representations**

Reports for decision by the Cabinet (Part A of the agenda) or by individual Cabinet Members (Part B of the agenda). Interested members of the public may, with the consent of the Cabinet Chair or the individual Cabinet Member as appropriate, make representations thereon.

**Smoking policy** – The Council operates a no-smoking policy in all civic buildings.

**Mobile Telephones** – Please turn off your mobile telephone whilst in the meeting.

**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.

**Access** – Access is available for disabled people. Please contact the Cabinet Administrator who will help to make any necessary arrangements.

## **Municipal Year Dates (Mondays)**

<b>2010</b>	<b>2011</b>
7 June	17 January
21 June	7 February
5 July	14 February
2 August	14 March
6 September	11 April
27 September	
25 October	
22 November	
20 December	

## 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.

### BUSINESS TO BE DISCUSSED

Only those items listed on the attached agenda may be considered at this meeting.

### RULES OF PROCEDURE

The meeting is governed by the Executive Procedure Rules as set out in Part 4 of the Council's Constitution.

### QUORUM

The minimum number of appointed Members required to be in attendance to hold the meeting is 3.

### DISCLOSURE OF INTERESTS

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "personal" or "prejudicial" interests they may have in relation to matters for consideration on this Agenda.

### PERSONAL INTERESTS

A Member must regard himself or herself as having a personal interest in any matter:

- (i) if the matter relates to an interest in the Member's register of interests; or
- (ii) if a decision upon a matter might reasonably be regarded as affecting to a greater extent than other Council Tax payers, ratepayers and inhabitants of the District, the wellbeing or financial position of himself or herself, a relative or a friend or:-
  - (a) any employment or business carried on by such person;
  - (b) any person who employs or has appointed such a person, any firm in which such a person is a partner, or any company of which such a person is a director;
  - (c) any corporate body in which such a person has a beneficial interest in a class of securities exceeding the nominal value of £5,000; or
  - (d) any body listed in Article 14(a) to (e) in which such a person holds a position of general control or management.

A Member must disclose a personal interest.

Cont/...

## **Prejudicial Interests**

Having identified a personal interest, a Member must consider whether a member of the public with knowledge of the relevant facts would reasonably think that the interest was so significant and particular that it could prejudice that Member's judgement of the public interest. If that is the case, the interest must be regarded as "prejudicial" and the Member must disclose the interest and withdraw from the meeting room during discussion on the item.

It should be noted that a prejudicial interest may apply to part or the whole of an item.

Where there are a series of inter-related financial or resource matters, with a limited resource available, under consideration a prejudicial interest in one matter relating to that resource may lead to a member being excluded from considering the other matters relating to that same limited resource.

There are some limited exceptions.

Note: Members are encouraged to seek advice from the Monitoring Officer or his staff in Democratic Services if they have any problems or concerns in relation to the above.

## **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

**Agendas and papers are now available via the Council's Website**

### **1 APOLOGIES**

To receive any apologies.

### **2 DISCLOSURE OF PERSONAL AND PREJUDICIAL INTERESTS**

In accordance with the Local Government Act, 2000, and the Council's Code of Conduct adopted on 16th May, 2007, Members to disclose any personal or prejudicial interests in any matter included on the agenda for this meeting.

NOTE: Members are reminded that, where applicable, they must complete the appropriate form recording details of any such interests and hand it to the Democratic Support Officer

## **TRAFFIC REGULATION ORDERS**

### **3 PROPOSAL TO INTRODUCE NO WAITING AT ANY TIME RESTRICTIONS IN THE VICINITY OF THE JUNCTION OF BASSETT GREEN CLOSE AND BASSETT GREEN ROAD (TRO)**

Report of the Head of Highways and Parking Services detailing the unresolved objections to the proposed introduction of no waiting at any time restrictions in the vicinity of the junction of Bassett Green Close and Bassett Green Road, attached.

## **EXECUTIVE BUSINESS**

### **4 STATEMENT FROM THE LEADER**

### **5 RECORD OF THE PREVIOUS DECISION MAKING**

Record of the decision making held on 6 September 2010, attached.

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

There are no matters referred for reconsideration.

### **7 REPORTS FROM OVERVIEW AND SCRUTINY COMMITTEES (IF ANY)**

Report of the Chair of Scrutiny Panel A detailing the Panel's inquiry into the Highways approach to asset management and presenting its final report, attached.

## **8 EXECUTIVE APPOINTMENTS**

To deal with any executive appointments, as required.

### **ITEMS FOR DECISION BY CABINET**

## **9 APPROVAL OF THE NORTH SOLENT SHORELINE MANAGEMENT PLAN**

Report of the Cabinet Member for Environment and Transport seeking approval for the adoption of the non statutory North Solent Shoreline management plan, attached.

## **10 HMS ARTFUL**

Report of the Leader of the Council seeking a decision on whether the City Council should enter into an affiliation with HMS Artful, attached.

NOTE: This report is presented as a general exception item in accordance with paragraph 15 of the Access to Information Procedure Rules of Part 4 of the Council's Constitution. This has not been included in the publication of the City Council's Forward Plan due to the need to take soundings and fulfil protocol requirements prior to public announcements being made by the Royal Navy.

## **11 QE2 MILE PROGRAMME RE-PRIORITISATION**

Report of the Leader of the Council seeking approval to revise the QE2 Mile programme, attached.

## **12 EXCLUSION OF THE PRESS AND PUBLIC - CONFIDENTIAL 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 appendix to item no: 13.

Confidential appendix 1 contains information deemed to be exempt from general publication based on Category 3 of paragraph 10.4 of the Council's Access to Information Procedure Rules. In applying the public interest test it is not considered appropriate to make public offers received as this could lead to a revision of bids and, in the event of the transaction failing to complete, prejudice re-marketing of the property, therefore reducing the amount receivable by the Council.

## **13 SALE OF LAND AT PARKVILLE ROAD, SWAYTHLING**

Report of the Cabinet Member for Resources and Workforce Planning seeking a decision on matters related to the sale of land in Parkville Road, Swaythling, attached.

**NOTE** there is a confidential appendix attached to this report.

**14 EXCLUSION OF THE PRESS AND PUBLIC - CONFIDENTIAL 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 appendix to item no: 15.

Confidential Appendix 1 contains information deemed to be exempt from general publication based on Category 3 of Paragraph 10.4 of the Council's Access to Information Procedure Rules - Information relating to the financial or business affairs of any particular person (including the Authority holding that information).

In applying the public interest test it is not considered appropriate to make the agreed lease terms public as, if disclosed prior to entering into a contract, this could put the Council at a commercial disadvantage.

**15 MERIDIANS HOUSE, OCEAN VILLAGE - RENEWAL OF LEASE TO THE COUNCIL**

Report of the Cabinet Member for Resources and Workforce Planning seeking approval for the renewal of the lease held by the City Council of accommodation at Meridians House, Ocean Village, attached.

**NOTE** there is a confidential appendix attached to this report

FRIDAY, 15 OCTOBER 2010

SOLICITOR TO THE COUNCIL

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<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	PROPOSAL TO INTRODUCE NO WAITING AT ANY TIME RESTRICTIONS IN THE VICINITY OF THE JUNCTION OF BASSETT GREEN CLOSE AND BASSETT GREEN ROAD (TRO)		
<b>DATE OF DECISION:</b>	25 OCTOBER 2010		
<b>REPORT OF:</b>	HEAD OF HIGHWAYS AND PARKING		
<b>AUTHOR:</b>	Name:	Graham Muir	Tel: 023 8083 2337
	E-mail:	graham.muir@bbisl.com	
<b>STATEMENT OF CONFIDENTIALITY</b>			
N/A			

**SUMMARY**

A Traffic Regulation Order was proposed on 28<sup>th</sup> May 2010 to introduce no waiting at any time parking restrictions in the vicinity of the junction of Bassett Green Road and Bassett Green Close. Following public consultation a sustained objection remains to the loss of any available parking for residents and the need to extend the restrictions to cover a junction of Bassett Green Close. The matter is therefore following due process in being brought to the Cabinet of the Council for a decision.

**RECOMMENDATIONS:**

- (i) That the Cabinet consider and determine the objection to the advertised proposals for no waiting at any time parking restrictions in Bassett Green Close; and
- (ii) That the Cabinet considers and decides upon an alternative proposal with a provision for two hour limited waiting parking 8 am to 6 pm Monday to Friday.

**REASONS FOR REPORT RECOMMENDATIONS**

1. To fulfil the Council's obligation to consult upon proposals and consider objections.
2. To enable the advertised or alternative proposals to be implemented subject to Cabinet Approval.

**CONSULTATION**

3. The proposed no waiting at any time parking restrictions were advertised in the Daily Echo and on street notices on 28<sup>th</sup> May.
4. Following a sustained objection to the scheme design, a survey of residents' views on an alternative scheme design was undertaken in September to assist Cabinet in deciding this matter. The outcome of the survey is shown at Appendix 5.

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

5. Leaving the kerb-side unrestricted was considered and rejected on the basis there is general acceptance of the need for restrictions. The conflicting views

are arising over the extent and type of restrictions that should be introduced.

## **DETAIL**

6. Over recent years there has been a number of concerns over visibility and access issues arising from vehicles parking in Bassett Green Close near the junction with Bassett Green Road, particularly long-stay parking by students. Initial correspondence with residents in the immediate vicinity indicated conflicting views over the extent of any possible parking restrictions.
7. In April a map of requested no waiting at any time restrictions was received with a supporting petition with 41 resident signatures. It was then decided to advertise these restrictions as requested, in order that the scheme design (see Appendix 1) could be open to wider public consultation
8. In objecting to the design of the scheme Mr and Mrs Collins highlighted the following: (see Appendix 3)
  - That for four months of the year there is no problem;
  - Residents should not be subjected to serious parking restrictions because of non-residents parking without due care;
  - That yellow lines would be useful just on the corners and the main bend;
  - The parking restrictions plan will leave us with no parking outside our house or our neighbours for guests. We feel this is unacceptable and unfair;
  - That the parking is inconvenient rather than dangerous;
  - That students will only discover alternative parking further into the Close and probably at the side of the property;
  - The driveway was created at great expense to relieve the parking situation and we should have free access to this driveway as we have three vehicles which we keep off the road;
  - Other residents have similar concerns;
  - There is ample parking for students in their accommodation in Bassett Green Road;
  - There is no problem with visitors to the Crematorium as it is only short stay; and
  - Drivers entering the estate generally drive too fast around the bend and our worry is if there are yellow lines installed then the speed of drivers will become even more of an issue.
9. In sustaining their objection Mr and Mrs Collins further highlighted the following: (see Appendix 3)
  - We feel that the proposals are much to extreme;
  - Immediate neighbours did not sign and in some cases were not aware of the petition. They feel that some form of parking restriction is required but not to the extent proposed;
  - The majority who signed must live further in the Close. Their answer to the problem does not serve the needs of the people living in the proposed restricted area;
  - Everyone else in the vicinity of the proposed yellow lines will have free access to their houses. However we feel that we will be the only people really affected because we live on the corner and will have yellow lines

on the front of our property and displacement parking to the side of the property;

- In your letter you stated that potential parking displacement areas would be addressed after the parking restrictions installed. In the meantime we ask how are we to access our property? The only solution would be to continue the yellow lines to the side of our house on both sides of the road;
- We are disappointed that because we have not pressurised others to support our views we are being disregarded; and
- We have consulted our neighbours who wish to support the provision of safer residents' parking between the proposed yellow lines (see Appendix 3 and 4).

10. Officer views.

- Following discussions with the Mr and Mrs Collins an alternative scheme design (see Appendix 2) which would address their concerns was sent to the other residents in Bassett Green Close with a survey form to confirm whether this would be acceptable and to afford the opportunity to object, as appropriate;
- The outcome of the survey is shown at Appendix 5. The overall survey indicates general acceptance of the alternative design, but from the comments there are preferences from a number of residents for no waiting at any time restrictions in place of any provision for limited waiting parking;
- There are also a number of clear objections to the alternative design on the basis of continued hazards for through traffic and any displacement of vehicles further into Bassett Green Close;
- A number of residents have also highlighted that the problem would be better addressed at source by the University of Southampton and Crematorium providing additional parking (though this is outside the scope of these proposals);
- Whilst residents have highlighted hazards encountered along this section of Bassett Green Close (see Appendix 5), there is no recorded injury accident data (from 1/1/00 – 31/5/10 for Bassett Green Close. It is therefore difficult to make an overriding case for no waiting at any time restrictions on both sides of the road beyond the junctions or bend;
- The alternative scheme design would appear to offer an improvement over the current unrestricted parking. The limited waiting restrictions will still deter long-stay parking by students, whilst allowing some short-stay parking for residents and their visitors between 8am to 6m, Mon – Fri; and
- The extension of restrictions to cover the wider junction of Bassett Green Close would also improve visibility and access. Whilst allowing parking within this section of Bassett Green Close may restrict the flow of traffic, it may also reduce vehicle speeds as highlighted in the objection.

11. Overall whilst Cabinet Members will wish to take account of the views from residents' survey, the Traffic Management team would on balance support the alternative scheme design (at Appendix 2). There is no overriding injury accident data and this scheme design would appear to be acceptable to most residents. If approved, the operation and impact of the restrictions could then be reviewed at the end of this university year (summer 2011). Further proposals could then be considered, as appropriate, subject to community support.

## **FINANCIAL/RESOURCE IMPLICATIONS**

### **Capital**

12. N/A

### **Revenue**

13. The cost of the TRO, consultation, road signing and permit issue is estimated to be £4,000, which can be met from the Environment and Transport portfolio.

### **Property**

14. N/A

### **Other**

15. N/A

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

16. The Road Traffic Regulation Act 1984 permits the introduction of the parking restrictions as set out in this report in accordance with a statutory consultation procedure set down in the Act and associated secondary legislation.

### **Other Legal Implications:**

17. In preparing and determining the proposals set out in this report the Council is required to have regard to the provisions of Equalities legislation, the Human Rights Act 1988 and s.17 Crime and Disorder Act 1998 (the duty to have regard to the need to remove or reduce crime and disorder in the area). It is considered that the proposals set out in this report are proportionate having regard to the wider needs of the area.

## **POLICY FRAMEWORK IMPLICATIONS**

18. N/A

## SUPPORTING DOCUMENTATION

**Non-confidential appendices are in the Members' Rooms and can be accessed on-line**

### **Appendices**

1.	Map of advertised scheme design and covering statement for residents' petition
2.	Map of alternative scheme design accepted by objector
3.	Correspondence in relation to the objection
4.	Other relevant correspondence - not registered as formal objections
5.	Survey results for alternative scheme design in Bassett Green Close

### **Documents In Members' Rooms**

1.	N/A
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### **Background Documents**

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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**Background documents available for inspection at:**

**FORWARD PLAN No:**

**KEY DECISION?**

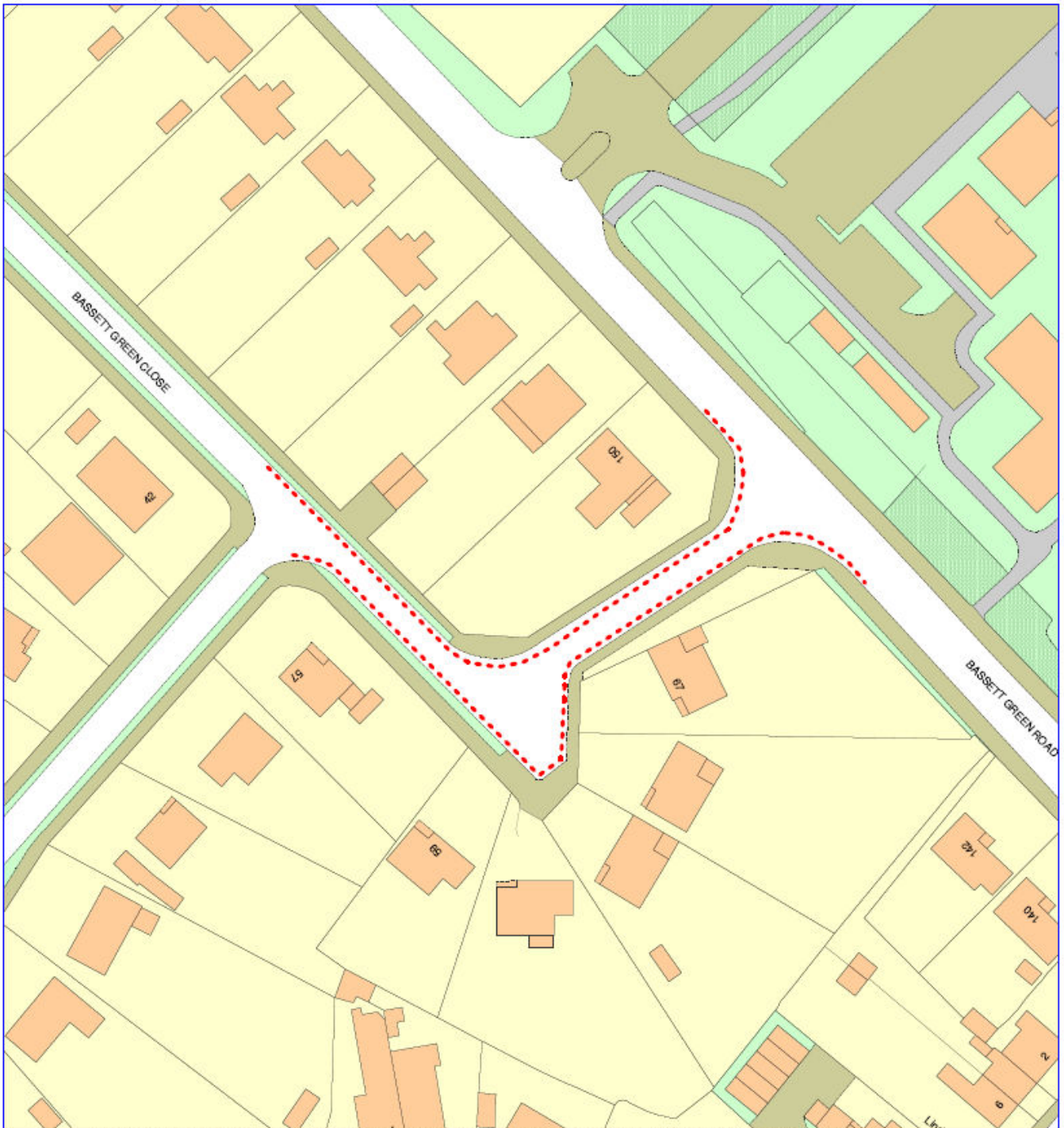
**NO**

**WARDS/COMMUNITIES AFFECTED:**



Bassett

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Map of advertised scheme design and covering statement for residents' petition



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<p>Key</p> <p>..... Proposed No Waiting at Any Time parking restrictions</p>		 <p>NORTH</p>	
	<p>Mick Bishop                  Head of Highways and Parking                  45 Castle Way                  Southampton                  SO14 2PD</p>		<p>Drawn by: Graham Muir</p>
	<p>Drawing Title</p> <p>Map showing proposed parking restrictions in the vicinity of the junction of Bassett Green Road and Bassett Green Close</p>		<p>Date: 4/5/2010</p>
			<p>Scale: 1:800</p>
			<p>Plan No: GMBBGCV3</p>

Dear Sirs

## **Bassett Green Close**

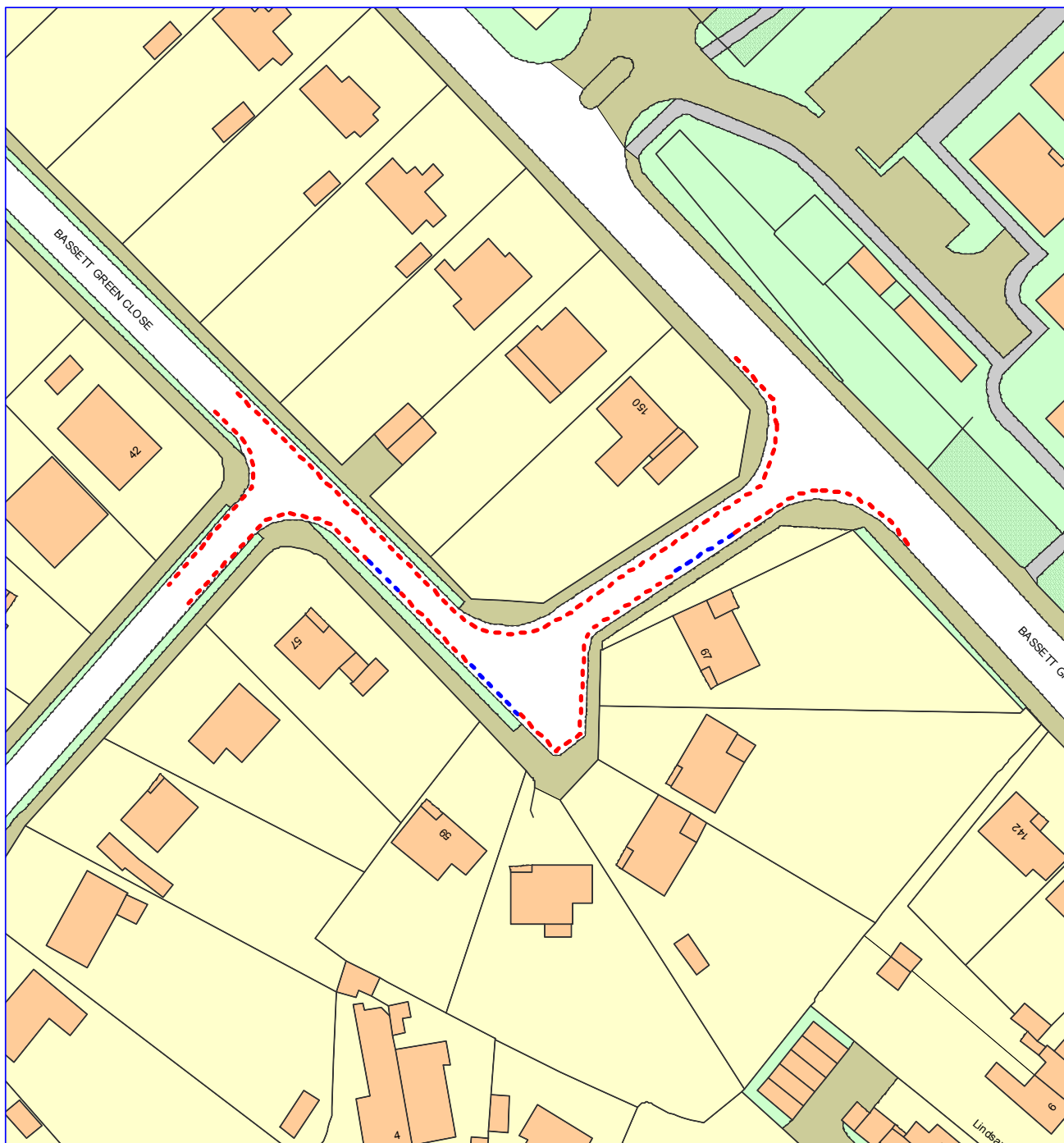
We, the undersigned, are writing to you concerning parking at the entrance to Bassett Green Close, and to request "Double Yellow" lines be installed to the areas detailed on the attached map (1).

When cars are parked on the left as you turn into the close and opposite the entrance to the close (as shown on the attached map (2)), the only way to gain access to our houses and drives is to approach the blind right hand bend on the right hand side of the road. As I am sure you will agree, this is not a comfortable manoeuvre nor indeed legal. Like wise, when cars are parked on the right hand side, it is sometimes difficult to turn into the close when cars are leaving. When there is a large funeral, many mourners use Bassett Green Close for parking – which they have every right to do and no one would dream of objecting to this practice, however, they often park across the corner of Bassett Green Road and Bassett Green Close, which is dangerous to say the least.


Being residents we all approach this area with caution, but feel that this is an "accident waiting to happen" and would appreciate you looking into this matter at your earliest convenience.




# Map of alternative scheme design accepted by objector



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 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings, Southampton City Council Licence No 100019679, 2010

<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">- - - - -</span> Proposed 2 Hour Limited Waiting, 8am to 6pm, Monday to Friday (No Return within 2 hours)</li> <li><span style="color: red;">- - - - -</span> Proposed No Waiting at Any Time parking restrictions</li> </ul>	 <b>NORTH</b>
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	Mick Bishop Head of Highways and Parking 45 Castle Way Southampton SO14 2PD	Drawn by: Graham Muir
	Drawing Title Map showing revised parking proposals in the vicinity of the junction of Bassett Green Close and Bassett Green Road.	Date: 30/7/2010 Scale: 1:750 Plan No: GMBGCV4b

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Correspondence in relation to the objection

Mr and Mrs Alan and Jenny Collins  
57 Bassett Green Close  
Bassett  
Southampton  
SO16 3QR

Tel. 023 80769362  
Email:chrrycrn8@aol.com

Mark R Heath  
Solicitor to the Council  
Southbrook Rise  
4-8 Millbrook Road East  
Southampton SO15 1YG

Copy to Graham Muir  
Highways and Parking Network management  
Southampton City Council

!4<sup>th</sup> June 2010

Dear Mr Heath,

We are writing with regard to the proposed parking restrictions plan advertised for Bassett Green Close, Southampton and wish to lodge our objections.

We have corresponded with Mr Muir earlier this year in connection with the proposals made at that time and we placed our concerns then.

We appreciate that the parking caused by the students living in the neighbouring student hostel in Bassett Green Road has always caused inconvenience on this stretch of the Close. This occurs during term time, so for four months of the year it no longer causes a problem.

Our main objection centres round the fact that the residents of this road should not be subjected to serious parking restrictions because of non- residents who park without due care on the bends in the road. Because of that we suggested in January that yellow lines would be useful just on the corners of Bassett Green Road and the main bend as you enter the close.

The latest parking restrictions plan will leave us with no parking at all outside our house or our neighbours for guests. We feel this is unacceptable and unfair to us as substantial ratepayers.

The parking that occurs from residents' guests, students and from visitors to the crematorium is, as we have said, inconvenient, rather than dangerous, and surely in any residential area in Southampton is to be expected.

With the present parking restrictions proposal, the students, who leave their cars permanently or for long periods, will only discover alternative parking further into the Close and probably at the side of our property, which will hinder us from using our side driveway. We had this driveway created shortly after we moved in about eight years ago at great expense in order to relieve the parking situation.

Having contributed to the convenience of our neighbours we feel we should have free access to this driveway as we have three vehicles, which we keep off the road.

Correspondence in relation to the objection

The resident in number 40 has shown the same concern with regard to possible student parking in this stretch of the road and our neighbours in number 55 will also have a problem with access and off road parking. The residents of number 55 are away at present and have no knowledge of the proposals yet and we are sure will have concerns.

There is ample parking for the students at their accommodation in Bassett Green Road and we wonder why students are not using this. Perhaps some communication with the University may shed some light on this. We have tried not to be anti student and appreciate their situation but they have been parking without any thought for the residents in this Close.

However, visitors to the Crematorium should have the right to park nearby if they need to. This never causes a problem, as it is only short stay.

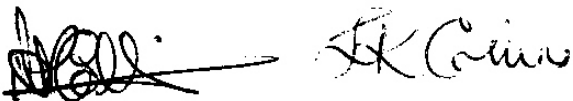
In addition, for the last few years when we have had severe weather with snow and ice, all of the local residents here have parked in this area of the road, highlighted by the parking restrictions proposals, because the close is a steep hill and is not gritted and access to their properties was not possible.

Drivers entering the estate generally drive too fast around the bend and our worry is that if there are yellow lines installed then the speed of drivers will become even more of an issue. Living where we are we are very aware of the speed of drivers entering the close and have to be careful. Earlier in the year we suggested a white line in the centre of the road to remind drivers to take care to stay on the correct side and not to cut the corner.

We hope that our objections will be taken into account. We have already tried to relieve parking by building a wider driveway at the side and cannot expand this further because of a lamppost. We are nearing retirement and don't feel compelled to finance any further work anyway. We have enclosed a plan of the proposal, sent to us in January, and wonder if a variation of this with some 'No Waiting' time restrictions would be more acceptable generally. Can you please ensure that we will be notified of any further proposals before anything is approved, thank you?

Finally, would a concave mirror, situated at the start of the bend help the situation?

Yours sincerely

The image shows two handwritten signatures in black ink. The signature on the left is more stylized and appears to be 'Alan Collins'. The signature on the right is more legible and appears to be 'Jenny Collins'.

Alan and Jenny Collins

Correspondence in relation to the objection

**Highways and Parking  
Network Management**  
Southampton City Council  
45 Castle Way  
Southampton SO14 2PD

Direct Dial: (023) 8083 2337  
Email: [graham.muir@southampton.gov.uk](mailto:graham.muir@southampton.gov.uk)  
Please ask for Graham Muir

Fax: 023 8083 3981  
Our Ref: HP/NM/GM/CC18

Mr and Mrs Alan and Jenny Collins  
57 Bassett Green Close  
Bassett  
Southampton  
SO16 3QR

1<sup>st</sup> July 2011

Dear Mr and Mrs Alan and Jenny Collins,

**Proposed Parking Restrictions in Bassett Green Close**

Thank you for your letter of 14<sup>th</sup> June objecting to the proposed parking restrictions in Bassett Green Close.

I am aware from previous correspondence with residents in this vicinity that whilst there is support for parking restrictions in Bassett Green Close, there were different views over the extent and type of restrictions that should be introduced. On this basis we put our initial proposals on hold and advised residents accordingly on 22<sup>nd</sup> February.

However we received in April a letter from a resident of Bassett Green Close requesting No Waiting at Any Time restrictions on Bassett Green Close supported by a petition with 41 signatures. Given this level of support we decided to advertise the restrictions as requested on a map associated with the petition and allow the issue to progress through formal public consultation.

In terms of the points you have raised, although we have no record of injury accidents in this vicinity, we are being guided by residents' views that vehicle parking in this vicinity is causing hazards for road users and difficulties accessing driveways. It is understandable that a number of residents would wish to have use of on-street parking for visitors, though in these circumstances it is difficult to assess what might be generally acceptable to the community given the concerns over the hazards caused by parked vehicles in this vicinity.

As this is public highway and there are no restrictions on parking, any member of public is entitled to park their vehicle on the highway, providing it is not causing an obstruction (which would be a matter for the Police). In this respect we are unable to argue that a non-resident vehicle presents any more or less of a hazard, though I appreciate that if vehicles are parked for long durations this can extend the period over which any problems are likely to occur. Whilst we have previously met with the Transport Manager from the University to discuss on-street parking, any charges and management of their parking space is at their discretion.

Correspondence in relation to the objection

In wintery conditions where road markings are covered by snow the restrictions would not be enforceable. Generally in these circumstances it is better to keep roads clear of vehicles to avoid collisions from skidding vehicles.

Parking can reduce vehicle speeds but the residents requesting these proposals clearly view that more of a hazard is presented by vehicle parking in this section of Bassett Green Close.

Unfortunately the displacement of vehicle parking can be a consequence of introducing parking

restrictions, though the extent and potential area of displacement is not always possible to predict. It is our practice to seek address each area with parking problems in turn, particularly as it is difficult to get support for restrictions where parking issues are not being experienced.

Whilst I appreciate the investment you have made in your own off-road parking facilities, it is difficult to take this into account in matters related to regulation of the public highway.

Overall whilst I appreciate the points you have raised, given the support for the proposals from other residents and as this is the only objection we have received, I have concluded that reasons for proposing these restrictions are still valid and I regret that I am unable to uphold your objection.

**I hope that you will find this decision acceptable, but if, for any reason you do not, and you still wish to make an objection, you have right to do so. Your objection would then be placed before the Council's Cabinet for consideration and a decision (unless the proposal is withdrawn). Should you wish to make sustain your objection in this way, please write to me stating your reasons for doing so and making sure your letter reaches me no later than 31<sup>st</sup> July 2010.**

Please note that in the event you wish to sustain an objection and request that it be considered by the Council's Cabinet body, any correspondence may be included within a Cabinet report accessible by the public or be subject to disclosure under Freedom of Information legislation.

If you require any further information please contact me.

Yours sincerely,

Graham Muir

Graham Muir,  
Traffic Engineer, Traffic Management.

Correspondence in relation to the objection

Mr Graham Muir  
Highways and Parking  
Network Management  
Southampton City Council  
45 Castle Way  
Southampton SO14 2PD

57 Bassett Green Close  
Bassett  
Southampton  
SO16 3QR

Ref HP/NM/GM/CC18,  
26<sup>th</sup> July 2010

RECEIVED

29 JUL 2010

Dear Mr Muir,

Thank you for your letter of the 1<sup>st</sup> July. With regard to your explanations concerning the proposed parking restrictions in Bassett Green Close, we wish to state that we do not find the decision acceptable and wish to lodge our continued objections to the proposals.

We suggested that yellow lines be installed just on the corners of Bassett Green Road/Bassett Green Close and then on the bend on the right as you enter the Close. This would enable a safe approach as you enter the Close and drive around the bend without it being hazardous. One or two cars parked between these lines would, in fact, provide a natural restriction to motorists' speed. We feel that the proposals are much too extreme and unnecessary and will lead to greater speed of traffic coming into the Close. We mentioned this in our last letter but this was not answered in your response.

We are surprised at the number of signatures requesting no waiting at any time. From our discussions with our immediate neighbours we are led to believe that they did not sign and in some cases were not even aware of a petition. They feel that some form of parking restriction is required but not to the extent proposed. This raises the question as to who signed the petition. The majority who signed must live much further into the Close. Their answer to the problem does not serve the needs of the people living in the proposed restricted area and are unnecessarily severe.

If you still feel that our suggestions are not valid then we must once again emphasise our concerns regarding the potential displacement of vehicles parked, should the restrictions be installed. This displacement will undoubtedly occur to the side of our property where we installed our safe driveway. On several occasions and most recently the 25<sup>th</sup> July on the day of a street party when the road was closed further down the close, about four residents' cars parked in the potential displacement area opposite our drive making it almost impossible to access in or out of our property. We had to shunt backwards and forwards to leave our property.

In your letter you stated that potential parking displacement areas would be addressed after the parking restrictions installed. In the meantime we ask how are we to access our property? Everyone else in the vicinity of the proposed yellow lines will have free access to their houses. However, we feel that we will be the only people really affected because we live on the corner and will have yellow lines on the front of our property and displacement parking to the side of our property.

## Correspondence in relation to the objection

We would like to invite you to visit us and study the areas discussed for parking restrictions and the area of potential parking displacement. We would have been prepared to enlarge our drive to incorporate more parking for visitors. However, we cannot afford to do this if we still cannot access our drive. The only solution please, would be to continue the yellow lines to the side of our house, on both sides of the road, to ensure clear access to our property.

We would like to say that we have always tried to be cooperative in these concerns and tolerant of other people needing to park. We thought we lived in a community where everyone was tolerant and considerate of everyone's needs and we are disappointed that because we have not pressured others to support our views we are being disregarded. We hope to receive your acknowledgment of this letter. We are away until 9<sup>th</sup> August but can be contacted by mobile phone no. 07909678175.

We have consulted our neighbours who wish to support the provision of a number of safe residents' parking sites between the proposed yellow lines. These have been highlighted on the enclosed map. On the reverse of the map are details of their house numbers and their signatures. They are happy to support our request for residents' parking in these areas but for a number of reasons have not been able to write to you themselves. Also highlighted on the map is our personal request for the extension of the yellow lines to the side of our property to ensure our access onto our property.

Thanking you for your kind consideration.

Yours Sincerely

Mr Alan Collins and Mrs Jenny Collins



Correspondence in relation to the objection

The map overleaf highlights some suggested residents' parking which we feel would be located in safe areas and would be acceptable to us, rather than the proposed blanket yellow lines. We feel that the residents' parking is imperative for nurses, gardeners, tradesmen and family visitors and that the proposals take no account of the personal rights and needs of the residents involved.

Please give this your careful consideration.



28/7/0

150 Bassett Green Rd  
Southamp H<sup>2</sup>

SO16 5LW

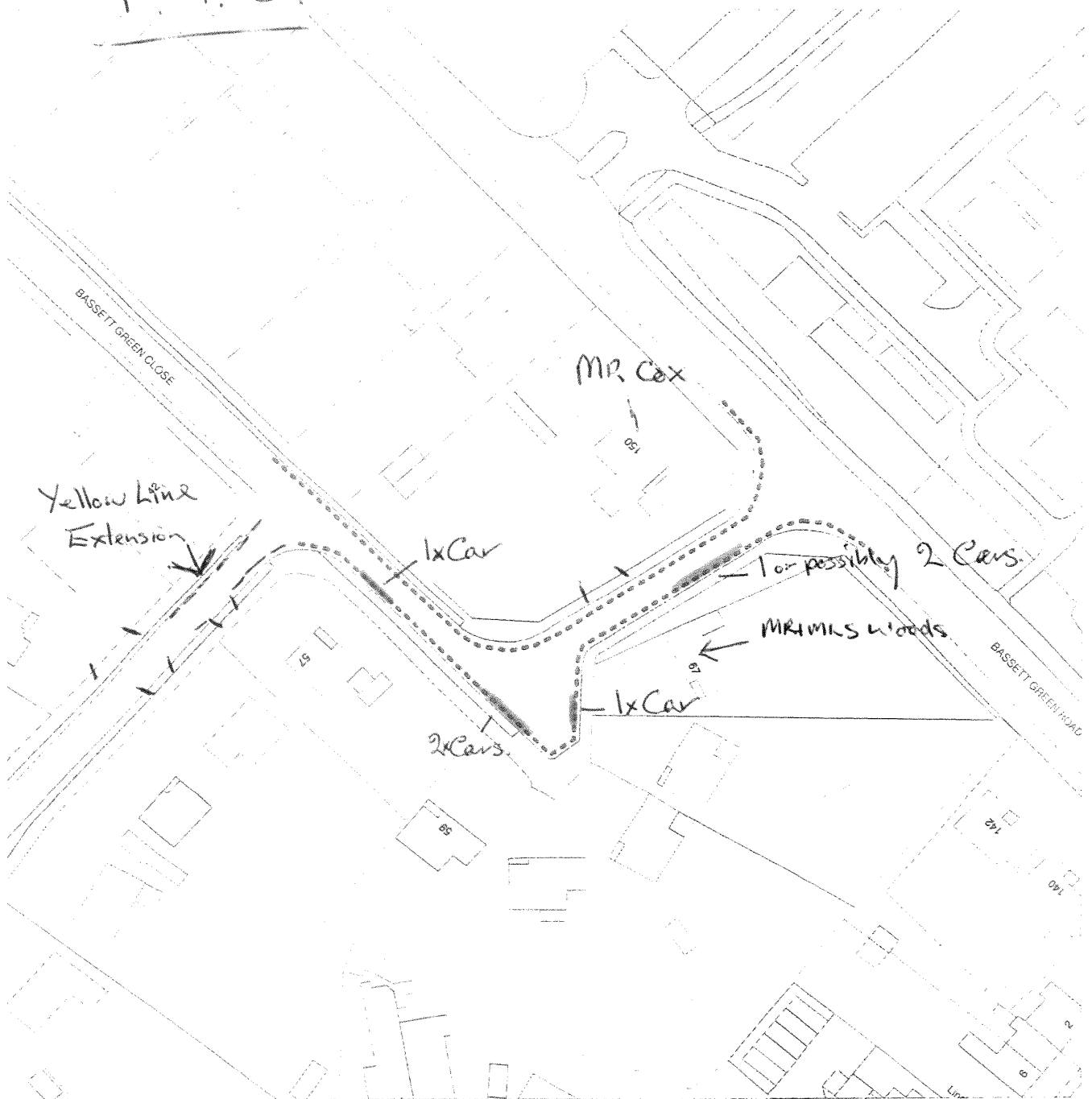
---

Joan & Eric Wood


67, Bassett Green Close  
(resident for 35 years)


July 2010

P.T.O.

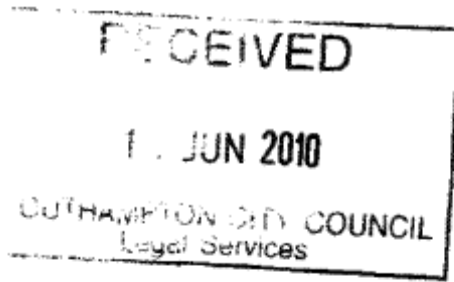


Based on the Ordnance Survey's 2010 Map with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright Reserved  
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Key	<p>..... Safe parking area for Resident only parking.</p> <p>----- Requested extension of Yellow lines. (Request from No 57 only)</p>	 <p>NORTH</p>
-----	---	--

	<p>Mick Bishop                  Head of Highways and Parking                  45 Castle Way                  Southampton                  SO14 2PD</p>	<p>Drawn by: Graham Muir</p>
<p>Drawing Title</p> <p>Map showing proposed parking restrictions in the vicinity of the junction of Bassett Green Road and Bassett Green Close</p>		<p>Date: 4/5/2010</p>
		<p>Scale: 1:800</p>
		<p>Plan No: GMBBGCV3</p>

Other relevant correspondence - not registered as formal objections  
(as either not sustained or not submitted during public consultation)



67 BASSETT GREEN CLOSE  
BASSETT  
SOUTHAMPTON  
SO16 3QR  
Tel. 023 80 768614

*9th June, 2010*

Dear Mr Bleath,

The residents of Bassett Green Close are relieved that action is being taken over dangerous student parking near the junction with Bassett Green Road. However, I am writing to ask whether it would be possible to obtain short-term permits for owners of properties between 57 - 67 for people such as window-cleaners, gardeners, carers etc who cannot always be accommodated in driveways, but I do realise that it might not be workable.

Yours faithfully

Ms J. Wood

Other relevant correspondence - not registered as formal objections  
(as either not sustained or not submitted during public consultation)

63 Bassett Green Close  
Southampton  
SO16 3QR  
Mobile 07815 930528

28.07.2010

Dear Mr Muir

I am writing to you regarding the proposed double yellow line restriction in Bassett Green Close, unfortunately I have only recently had the full proposal shown to me and realise it is dramatically different to the original proposal that I was in favour of, to that end I would like to register my concerns and objection to the proposal.

The congestion at the junction of Bassett Green close and Bassett Green road is mainly caused by student parking. We have taken this up with the university but even though they have a large and mostly empty car park just fifty yards from the junction they seem unwilling to allow students to use it. The only other rare occasion that the road gets busy is during a large funeral again if the university was to allow use of their car park which is suitably placed next to the crematorium this would never be a problem.

That said for a good part of the year (during holidays) the road is empty please see pictures taken today. At times the parking can be a hazard but this is often due to cars negotiating the junctions too fast or cars being parked within 10 meters of the junction which is already covered under the highway code:-

**Section 243**

**DO NOT** stop or park

- opposite or within 10 meters (32 feet) of a junction, except in an authorized parking space

The volume of proposed yellow lines would effectively stop the residents who live within the affected area from parking on the road along with friends, relatives, tradespersons and home help etc, several of the residents at this end are elderly and require visits on a regular basis.

If there has to be some form of parking restriction we have noticed that a large number of roads in the vicinity have residents permit parking, which seems far more appropriate for the area.

I feel it also worth mentioning that the yellow lines will be unsightly, completely unnecessary and out of keeping with the area, this is generally a quite and peaceful road not a rat run and I suspect no accidents have been caused by the parking.

With finances being cut to all areas of council spending it seems an extravagant and unnecessary course to follow, pressure on the university or permits could solve the minor problem at no cost, if money is to be spent surly it would be better diverted to filling some of the holes in the road.

Yours sincerely

Matthew Donovan

Other relevant correspondence - not registered as formal objections  
(as either not sustained or not submitted during public consultation)

Good morning

I have attached further pictures taken this morning of the empty road, you will note that only one vehicle is parked in the affected area and this is a gardener working for my neighbour, I also had a further thought of a cost effective way to stop parking which was in the first proposal and that is a maximum parking time (say 2 hours) this would be affective, economic and a suitable option.

I hope this is of some assistance.

Regards

Matthew Donovan

63 Bassett Green Close



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Survey results for alternative scheme design in Bassett Green Close

**Survey Results received as at 5/10/2010**

Survey of residents over revised design over extended restrictions in Bassett Green Close with some provision for 2 Hour Limited Waiting 8am to 6pm, Monday to Friday					
Revised Scheme Acceptable?			Comments/Qualifications		
YES	NO	Unticked	YES (no other preferred restrictions)	Prefer No Waiting at Any Time	Prefer Permit Parking
22	7	3	19	10	2
69%	22%	9%	59%	31%	6%

**Comments / Objections from the survey relevant to parking restriction proposals as at 5/10/2010**

1. Do not see the reasons for two hour limit. The whole area designated should be No Waiting Any Time
2. No Parking at all from turning from Bassett Green Road into Bassett Green Close. When cars are coming out to join main road, it's waiting for an accident to happen. I myself coming back from the shops Bassett Green Road, turning into Bassett Green Close had to reverse back onto the main roads to let cars out. Something really should be sorted out. And no student parking at all – some cars are left there for several days
3. Dangerous area (proposed limited waiting nearest Bassett Green Close) should be No Waiting at Any Time
4. Our preference would be no waiting at any time, but are prepared to accept restricted waiting only if a mirror is placed to reflect traffic entering and leaving on this blinder corner.
5. Regretfully, I am not aware of the original proposed scheme. Whilst the latest scheme is better than nothing, I believe that it flawed due to the 2 hour limited waiting adjacent to number 67. This means in practice we will still have cars parked in this area overnight, and at weekends causing in my opinion, severe hazards for traffic within the area of the road and the junction of Bassett Green Road / Bassett Green Close. I can see no justification for this detail, especially as it is directly opposite access to 150 Bassett Green Road.
6. We would like no waiting at any time in the whole area. We have had problems in the day time and evenings getting in and out. The proposed 2hr limit from 8am to 6pm will not stop students who use this road. I cannot see them moving there cars by 8am after parking all night.
7. The revised scheme with parking spaces on the left as one turns into Bassett Green Close from Bassett Green Road does not solve the major safety issue of having approach a blind right hand bend on the wrong side of the road. In addition the fact that the 2 hour limited waiting will not apply in the evenings and weekends will not solve the problems with student parking, since it is mainly evenings and weekends when they leave their cars on the streets.
8. The no waiting area proposed is entirely in accordance with road safety
9. Because of the narrow road width any parking in the area (of proposed restrictions) is dangerous with the blind corners. During term time students have been permanently blocking the area (of proposed restrictions). If they now move down deeper into the close trouble will arise as getting in and out of our drives is difficult with parked cars. The locals will need to park on the road. With large funerals – at present, the area (of proposed restrictions) is blocked by cars and way beyond, although this is short-lived. Bigger car parks required by students.

## Survey results for alternative scheme design in Bassett Green Close

10. Our main concern with the proposal is that cars will park further down the road. The road is really narrow and sometimes it is difficult to manoeuvre out of our drive when cars are parked opposite. We have widened our drive so that we can now accommodate two vehicles. As you know the driveways for our road and the rear entrance to Bassett Green Road are staggered which leaves limited space to park without being in someone's way. There are two main problems with non-residents/visitor parking. Firstly the overspill from the crematorium. Sometimes cars are parked all around the corners and across people's drives. However, this is usually only short duration, so we can put up with it to some extent. The main problem is students from the hall of residence next to the crematorium. They often leave their cars parked in the same place for a week at a time. We recently booked a skip for our son to empty rubbish from his van, but he was unable to park close to the skip. The University does not allow students in halls of residence to bring cars to the University, unless they need to travel to more than one campus or hospitals. They can then apply for a parking permit. Students do however, bring cars and the University has no record of them as they are not registered for a permit. These are then parked in Bassett Green Close. We feel that the best solution would be to have residents/visitors permit parking all along the road as in the way the residents would have some control over non-resident parking.

11. I completely disagree with the alternative scheme design for parking restrictions in Bassett Green Close and any other restrictions for parking in this area (in the original design). This will not solve the problem of parking in Bassett Green Close – it will only move the problem further into Bassett Green Close. Bassett Green Close is a narrow road and the car parking is due to university student cars and those of mourners attending services at the crematorium. Parking of these cars further into Bassett Green Close will cause congestion for emergency vehicles and utility vehicles wishing to gain access. I feel that a better solution would be to make Bassett Green Close a completely no parking zone or alternatively to permit parking only for a 2 hour parking period except for residents who could have a parking permit.

12. I am pleased that the hazard caused by cars parked up to the end of the close and at the first bend, will be removed. The second turning at No 57 is much less of a problem

13. I feel that quite strongly that none of this inconvenience and expense would be necessary if the university authorities were required to be more efficient in their use of the 50+ space car parking at Bencraft Court, the hall of residence on Bassett Green Road. Whilst I appreciate that sometimes visitors to the Crematorium park at the Bassett Green Road end of the Close, this is generally for less than an hour whereas the students leave their cars all day and all night, while using the Uni-Link bus services. I have spoken to university representatives about the problem and have been told variously – and with contradiction – that

- (a) students can buy parking permits for halls of residence for £15 month but choose not to do so and
- (b) that no students at all can use the Bencraft Court car park.

In response to the second assertion I asked who the car park was for, but did not get an answer beyond being told that Bencraft Court takes mostly first year students who are not allowed to bring cars to the university and therefore by definition cannot use the car park. I was also told the university appreciated the problem but there was nothing it could do about student parking which was not on campus. This is another apparent contradiction. If the first year students are in fact using their cars and parking them on residential roads where they cannot be policed by the university, then the university's regulations regarding student cars are unenforceable and therefore pointless. If the City Council feels there is no point challenging the university about this, or has already tried and failed to get something done about it, then unfortunately restrictions are necessary as at the moment the parking creates a real danger. However I have a number of concerns about the revised parking restrictions. I can understand the residents affected feel there should be some on-street parking available close to them, but the positioning of the suggested area outside no.59 would still create a blind bend when cars are parked there (the scale given on the map seems to indicate the marked areas would have space for 2 cars). I am also concerned that the spaces outside no. 67 should be far enough away from Bassett Green Road so that anyone having to stop to allow traffic through will be completely off the main road.



## Survey results for alternative scheme design in Bassett Green Close

- |  |
|--|
| <p>14. We support parking restrictions outside properties as detailed on the map. However we would like to object to the following:- no parking between no's 57/59 as this forces cars entering the close onto the wrong side of the road on a blind bend. Timings – feel that 8am to 6pm allows overnight parking between 4pm to 10am. Suggest 6am to 8pm which should free up spaces for carers.</p>   |
| <p>15. In the interest of safety I presume this is the only solution. Presumably the students and university personnel will not be forced to use their own car park! As the new term is beginning I hope the situation is resolved speedily.</p>   |
| <p>16. I would have liked no waiting at any time parking restrictions but this is better than nothing.</p>   |
| <p>17. Provide parking for students in the grounds surrounding the residential area. Additional parking must be provided in the grounds of the crematorium.</p>  |
| <p>18. We still feel that putting parking places on such a narrow road leading to a blind bend is dangerous. However if we can only get restrictions by agreeing to this we will go with the majority. Most of us always use our driveways, and in some cases have sacrificed part of our front &amp; side gardens, so that we do not park on the road. We feel it is very unfair as well as hazardous for people to use our close for free parking, not caring how difficult &amp; dangerous it makes the road.</p> |

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EXECUTIVE DECISION MAKING  
RECORD OF THE DECISION MAKING HELD ON 6 SEPTEMBER 2010

Present:

Councillor Smith	-	Leader of the Council
Councillor Moulton	-	Cabinet Member for Resources and Workforce Planning
Councillor Baillie	-	Cabinet Member for Housing
Councillor Hannides	-	Cabinet Member for Leisure, Culture and Heritage
Councillor Holmes	-	Cabinet Member for Children's Services and Learning
Councillor White	-	Cabinet Member for Adult Social Care and Health
Councillor P Williams	-	Cabinet Member for Local Services and Community Safety

Apologies: Councillor Dean

29. RECORD OF THE PREVIOUS DECISION MAKING

The record of the Executive decision making held on 2 August 2010 were received and noted as a correct record.

30. EXECUTIVE APPOINTMENTS

Cabinet agreed to the following appointments:

Councillor Moulton to replace Councillor Samuels on the Hampshire and Isle of Wight Local Government Association.

Councillor Smith to replace Councillor Samuels on:

Hampshire Senate  
Local Government Association Urban Commission  
Local Government Information Unit  
Southampton Partnership

Councillor Baillie to replace Councillor P Williams on:

Eastpoint Centre – Company Members  
Major Cities Housing Group  
Southampton Housing Partnership

Councillor Fuller to replace Councillor Stevens on Plus You Limited from 28<sup>th</sup> September 2010

Councillor White be reappointed for a further term on Plus You Limited from 29<sup>th</sup> September 2010.

31. CORPORATE FINANCIAL MONITORING FOR THE PERIOD TO THE END OF JUNE 2010

On consideration of the report of the Cabinet Member for Resources and Workforce Planning and having received representations from Members of the Council, Cabinet agreed the following:

- (i) To note the current General Fund revenue budget monitoring position for the General Fund 2010/11 as at Month 3 (June), which is a forecast over spend at year end of £1,123,600 against the budget approved by Council on 17<sup>th</sup> February 2010, as outlined in paragraph 4.
- (ii) To note that the baseline forecast over spend for portfolios is £8,443,400;
- (iii) To note that the impact of in year cuts announced by the Government on the City Council was in excess of £4.6M and that measures have been implemented to manage this and maintain a balanced budget, as outlined in the Mini Budget report approved by Council on 14<sup>th</sup> July;
- (iv) To note that action plans for remedial action have been requested from those areas with significant over spends; Adult Social Care & Health and Children's Services;
- (v) To note that the Risk Fund includes £5.9M to cover service related risks, and that the estimated draw at Month 3 is £6,971,100 to cover expenditure which is included within the baseline forecast portfolio over spend of £8,443,400. The Risk fund is therefore forecast to be in deficit by £1.1M against the £5.9M available, subject to recommendation (vi) below;
- (vi) To note that the Risk Fund also includes a separate amount of £1M as a pay award contingency to cover the yet to be finalised pay award, based on a 1% pay award. On the basis that there is a proposed public sector pay freeze in 2010/11, Cabinet is asked to agree that this £1M is added to the £5.9M available to cover service risk. This will increase the sum available within the Risk Fund to cover service risk to £6.9M, and will therefore leave a small forecast deficit of £0.1M on the Risk Fund against the forecast draw of £7.0M;
- (vii) To note that the Revenue Development Fund now totals £4.9M following the allocation of a further £1.0M so far in 2010/11 to portfolios. At this stage of the year it has been prudently assumed that the remainder of the Fund will be fully utilised, with the exception of £450,000. This was earmarked for the Building Schools for the Future Programme which has been halted by the Government;
- (viii) To note that it has been assumed that the contingency of £250,000 will be fully utilised by the end of 2010/11;
- (ix) To note the performance to date with regard to the delivery of the agreed savings proposals approved for 2010/11;
- (x) To note the performance against the financial health indicators detailed in Appendix 10;
- (xi) To note the performance outlined in the Quarterly Treasury Management Report attached as Appendix 11 and specifically that the indicator relating to the ratio of financing costs to the net revenue stream will be reviewed and any amendments will be reported as part of quarterly financial and

- performance monitoring and in revisions to the Treasury Management Strategy; and
- (xii) To note the current Housing Revenue Account budget monitoring position for 2010/11 as at Month 3 (June), which is a forecast over spend at year end of £154,200 against the budget approved by Council on 17<sup>th</sup> February 2010, as outlined in paragraph 16.

### 32. FIRST QUARTER PERFORMANCE MONITORING FOR 2010/11

On consideration of the report of the Executive Director of Corporate Policy and Economic Development and having received representations from a Member of the Council, Cabinet agreed the following:

- (i) To note that 64% of Performance Indicators that are the responsibility of the Council and 97% of the Commitments set out in the 2010/11 Corporate Plan are reported to be on target at the end of June 2010; and
- (ii) To ensure that appropriate actions are in place by the end of September 2010 for all areas where significant variances have been reported, where no targets have been set, or where monitoring information was not available at the end of June 2010.

### 33. PRIMARY REVIEW PHASE 2 - PRE-STATUTORY CONSULTATION

On consideration of the report of the Cabinet Member for Children's Services and Learning and having received representations from Members of the Council, Cabinet agreed the following:

- (i) To add, in accordance with Financial Procedure Rules, a sum of £1 million to the Children's Services and Learning Capital Programme, £690,000 for Primary Review Phase 2, an additional £125,000 for Primary Review Phase 1 increased places at Foundry Lane Primary and an additional £185,000 for Primary Review Phase 1 increased places at St Mary's Church of England Primary school, funded from the Department for Education's Emergency Basic Need Safety Valve grant.
- (ii) To approve, in accordance with Financial Procedural Rules, capital expenditure in the sum of £1 million including fees from the Children's Services and Learning Capital Programme for the addition of Primary school places throughout the City;
- (iii) To authorise the Executive Director for Children's Services and Learning to conduct pre-statutory consultation on a range of school organisation and admissions options for primary education in the city including (but not limited to) those options set out in Appendix 1.
- (iv) To delegate authority to the Executive Director for Children's Services and Learning, following consultation with the Cabinet Member for Children's Services and Learning, to determine the final form of the consultation including the addition or deletion of such options as may be considered appropriate and to bring forward a further report on proposals arising out of these options for statutory notice and/or consideration in accordance with Admissions legislation as appropriate, including details of the costs and funding requirements of these proposals.

- (v) To delegate authority to the Executive Director for Children's Services and Learning, in consultation with the Solicitor to the Council and following consultation with the Executive Director of Resources, to do anything necessary to give effect to the recommendations in this report

34. WESSEX YOUTH OFFENDING TEAM (YOT) ANNUAL YOUTH JUSTICE PLAN 2010/11

DECISION MADE: (Ref: CAB 10/11 3844)

On consideration of the report of the Cabinet Member for Children's Services and Learning and having received representations from Members of the Council, Cabinet agreed the following:

- (i) To recommend the Wessex Youth Justice Plan 2010/11 to Council for adoption as part of the Policy Framework.

35. RESPONSE TO THE SCRUTINY INQUIRY REPORT ON THE NIGHT TIME ECONOMY

DECISION MADE: (Ref: CAB 10/11 4056)

On consideration of the report of the Leader of the Council and having received representations from a Member of the Council, Cabinet agreed the following:

- (i) To approve the response to the 10 recommendations set out in Appendix 1.
- (ii) That the role of coordinating actions and liaising with various partnerships to implement proposed actions to be delegated to the Head of City Development and Economy.

36. PARTNERSHIP FOR URBAN SOUTH HAMPSHIRE (PUSH): CONSTITUTIONAL ARRANGEMENTS AND BUSINESS PLAN 2010-12

DECISION MADE: (Ref: CAB 10/11 4105)

On consideration of the report of the Leader of the Council and having received representations from a Member of the Council, Cabinet agreed the following:

- (i) That a short supplementary legal agreement is entered into in accordance with Appendix 1 to this report.
- (ii) To approve the PUSH Business Plan 2010-12 in accordance with Appendix 2 of this report as a basis for the operations of the PUSH Joint Committee.

37. NEPTUNE COURT AND ROZEL COURT LIFT REPLACEMENT

DECISION MADE: (Ref: CAB 10/11 4058)

On consideration of the report of the Cabinet Member for Housing, Cabinet agreed the following:

- (i) To approve, in accordance with Financial Procedure Rules, spending of £1,010,000 on replacing the lifts at Neptune Court and Rozel Court, provision for which exists in the Housing Revenue Account Capital programme for 2011/12.

38. LEASE SURRENDER AND RENEWAL: SCOUT HUTS AT CANFORD CLOSE AND TICKLEFORD DRIVE, SOUTHAMPTON

DECISION MADE: (Ref: 10/11 4079)

On consideration of the report of the Cabinet Member for Resources and Workforce Planning, Cabinet agreed the following:

- (i) To authorise the surrender and re-grant of new leases at £1pa to the Scout Groups occupying premises at Canford Close and Tickleford Drive requiring the Scouts to underlet to a nursery provider.
- (ii) To delegate authority to the Head of Property and Procurement to authorise any similar future proposals for lease renewals to Scout or Guide groups or other community or charitable organisations which include any underlet for any purpose authorised by s.2 Local Government Act 2000 at rents less than best consideration where it is proposed to underlet to a nursery provider or similar community use.

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## ITEM NO: 7

<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	REPORT OF SCRUTINY PANEL A – HIGHWAYS APPROACH TO ASSET MANAGEMENT INQUIRY		
<b>DATE OF DECISION:</b>	25 OCTOBER 2010		
<b>REPORT OF:</b>	CHAIR OF SCRUTINY PANEL A		
<b>AUTHOR:</b>	Name:	Dorota Goble	Tel: 023 8083 3317
	E-mail:	dorota.goble@southampton.gov.uk	
<b>STATEMENT OF CONFIDENTIALITY</b>			
None			

### SUMMARY

From June to July 2010 Scrutiny Panel A undertook an inquiry into Highways Approach to Asset Management. The Overview and Scrutiny Management Committee (OSMC) considered the final draft of the inquiry report on 19<sup>th</sup> August 2010 and approved it for submission to the Executive. The scrutiny inquiry report contains seven recommendations which are shown in Appendix 1. The Cabinet needs to formally respond to these recommendations to meet the requirements in the Council's Constitution.

### RECOMMENDATIONS:

- (i) To receive the attached Highway's Approach to Asset Management Inquiry report from Scrutiny Panel A to enable the Executive to formulate its response to the recommendations contained within it, in order to comply with the requirements set out in the Council's Constitution.

### REASONS FOR REPORT RECOMMENDATIONS

1. The Overview and Scrutiny procedure rules in part 4 of the Council's Constitution requires the Executive to consider all inquiry reports that have been endorsed by OSMC and to submit a formal response to the recommendations contained within them.

### CONSULTATION

2. The inquiry report, attached at Appendix 2, has been consulted with the Cabinet Member for Environment and Transport, the Environment Director, Head of Policy and Performance (Environment) Highways and Planning services and the Highways Partnership Manager relating to the recommendations therein.

### ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. None.

### DETAIL

4. On 20<sup>th</sup> May 2010 OSMC agreed the indicative terms of reference for an inquiry into the Highways Service Approach to Asset Management. Scrutiny Panel A conducted the inquiry over 2 meetings from June to July 2010.

5. At the first meeting of the inquiry the panel discussed the council's approach to asset management through the Transport Asset Management Plan and how the service prioritises its work programme for the coming year based on an agreed set of weighted priorities. The national context of the state of the Council's assets was also considered.
6. The second meeting was introduced by the Cabinet Member for Environment and Transport who highlighted key issues and improvements within the Highway Service, and the way forward with the Highways Service Partnership with Balfour Beatty. In addition, there was also an outline of the approach to consultation and keeping the public and other interested parties informed of the council's policies and the annual programme of works.
7. The inquiry's seven recommendations, summarised in Appendix 1, emanated from the discussions identified above.
8. OSMC considered Scrutiny Panel A's final report, attached at Appendix 2, at its meeting on 19<sup>th</sup> August 2010. It agreed that the panel had met its terms of reference for the review and that the report should be presented to the Executive to enable a response to its recommendations.
9. Three of the recommendations require actions from Southampton City Council services within the Environment Directorate, including Planning Transport and the Highways Service Partnership Client Team. The remaining four recommendations will be worked on jointly within the Highways Partnership.
10. All Council Services and the Highways Partnership have been informed of their relevant recommendations and a formal response has been requested.
11. The Executive should consider Scrutiny Panel A's recommendations and formally respond to this report in order to meet the requirements set out in the Council's Constitution.

## **FINANCIAL/RESOURCE IMPLICATIONS**

12. The recommendations from this inquiry could all be progressed by re-focussing Council officer or partner's time and existing work programmes.

### **Capital**

13. No additional capital costs were identified during the course of the inquiry.

### **Revenue**

14. It will be for the Executive and Highways Partnership to identify whether they can take forward any of the recommendations from the inquiry, outlined in Appendix 1. Precise revenue implications will depend on how the individual recommendations are implemented.

### **Property**

15. The recommendations within this report have the potential to realise improvements to the City's highways assets. However, the extent and precise nature of these improvements cannot be directly identified as they depend on how these recommendations are taken forward and are intrinsically linked to other highways asset management strategic decisions.

**Other**

16. None.

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

17. The duty to undertake overview and scrutiny is set out in Section 21 of the Local Government Act 2000 and the Local Government and Involvement in Health Act 2007. This report is presented in accordance with Section 7.1 of the Overview and Scrutiny Procedure Rules, which requires the Executive to submit its response to the inquiry recommendations.

**Other Legal Implications:**

18. None.

**POLICY FRAMEWORK IMPLICATIONS**

19. The proposals contained within the appended report are in accordance with the Council's Policy Framework and, if implemented, the recommendations will help deliver many of the objectives within the Local Transport Plan.

**SUPPORTING DOCUMENTATION**

**Non-confidential appendices are in the Members' Rooms and can be accessed on-line**

**Appendices**

1.	Highways Approach To Asset Management Inquiry – Summary of Recommendations
2.	Highways Approach To Asset Management Inquiry full report

**Documents In Members' Rooms**

1.	None.
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**Background Documents**

1.	None
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**Background documents available for inspection at:** N/A

**FORWARD PLAN No:** N/A                      **KEY DECISION?** No

<b>WARDS/COMMUNITIES AFFECTED:</b>	All wards would be affected by the Executive's implementation of the recommendations contained within the inquiry report
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## HIGHWAYS APPROACH TO ASSET MANAGEMENT INQUIRY – SUMMARY OF RECOMMENDATIONS

RECOMMENDED ACTIONS	Lead SCC Division or partnership	Timescale
<p><b><u>Recommendation 1:</u></b> The Cabinet Member for Environment and Transport, in conjunction with the chair of Scrutiny Panel A and with cross-party support, to write to the Secretary of State to highlight the inadequate funding available for maintaining the Western Approach infrastructure asking them to propose a way forward. Should additional funding not be available, their view should be sought on taking the road into Government control.</p>	Planning, Transport	Sept 2010
<p><b><u>Recommendation 2:</u></b> Highways Service Partnership client team to ensure that members have an opportunity to influence the annual plan and that the priorities are reviewed annually with Members whilst also considering alternatives that will focus on clearer, more specific and non-political outcomes.</p>	HSP Client team	Annually
<p><b><u>Recommendation 3:</u></b> SCC Planning to ensure that members are actively engaged in influencing the emerging Local Transport Plan to ensure a long-term vision for the city.</p>	Planning, Transport	Ongoing
<p><b><u>Recommendation 4:</u></b> Balfour Beatty to communicate effectively with the business community and residents on overall Highways investment and specific schemes through the Chamber of Commerce and other local/neighbourhood forums.</p>	Highways Partnership	Ongoing
<p><b><u>Recommendation 5:</u></b> The Highways Service Partnership to work closely together to continue to develop mechanisms that ensure that ward members are consulted and kept informed of major schemes across the city and those in their wards.</p>	Highways Partnership	Ongoing
<p><b><u>Recommendation 6:</u></b> Balfour Beatty to develop an approach with utilities to encourage greater coordination with works planned in the year, to drive up quality of finished works and effectively communicate the reasons for delay more widely.</p>	Highways Partnership	2011/12 Ongoing
<p><b><u>Recommendation 7:</u></b> Balfour Beatty to ensure that the reinstatement standards for utility companies meet the regulated national specification and that any failures to comply are dealt with firmly in line with legislation.</p>	Highways Partnership	Ongoing

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## **Report of Scrutiny Panel A**

### **Highways Approach to Asset Management Inquiry June to July 2010**

#### **Panel Membership:**

Councillor Fitzgerald (Chair)  
Councillor Mrs Damani  
Councillor Kolker (Vice-Chair)  
Councillor Morrell  
Councillor Odgers  
Councillor Turner  
Councillor Willacy

#### **Democratic Support Officer:**

Sharon Pearson

#### **Policy and Performance Analyst:**

Dorota Goble

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- 15 Development and projected impact on the issue
- 16 Resourcing the actions
- 16 Measuring the impact of change

### **Annexes**

- A Terms of reference and outline plan
- B Summary of evidence
- C Performance information
  - Ci Highways key performance indicators
  - Cii SCC ALARM performance and comparison data



## **INTRODUCTION**

1. Scrutiny Panel A conducted the Highways Approach to Asset Management Inquiry between June and July 2010.
2. This inquiry focussed on how the programme of works to maintain Southampton's highways assets is prioritised by the council and how the council's policy and programme of works are consulted and communicated with others.
3. Evidence was gathered from the Highways Service on the approach to asset management through the Transport Asset Management Plan (TAMP) and the process of prioritising the programme of works through a non-political prioritisation matrix. The Service also outlined their processes for consulting and informing others on policy and works that will affect them. The impact of these on the state of the city's highways and footpaths and the perception of others was also discussed. In addition, the Cabinet Member for Environment and Transport introduced his issues, focus and priorities for the roads and footpaths of the city.
4. The Southampton Highways Service spent £14.7m in 2009/10 to keep the city moving through laying 17 miles of new black top, fixing 5,096 defects and potholes, whilst managing 13,500 road openings undertaken by utilities, as well as delivering a multitude of other general structural and reactive street maintenance works.
5. However, despite increased investment (in October 2007 Cabinet agreed to increase capital funding for roads from £3m to £6m) and an extensive programme of maintenance works each year, the panel were informed that the total infrastructure requiring repair or replacement has recently been estimated at approximately £58million. In broad terms it would take about 10 years to replace / repair all of the defects currently identified as needing capital funding using the existing capital funding level of £6m per year due to its own budgetary issues together with the national financial constraints. The panel understood that Southampton may never halt the decline of its highways assets without further significant funding above that which is currently affordable to the council, being available.
6. For decades Southampton has suffered underinvestment to a low quality network of roads, many of which were not built to withstand the high volume of traffic seen today. This is especially prevalent with the high level of freight traffic along the A35 Western Approach leading from the M271 through Redbridge to the docks, designated by Government as "a route of national importance".
7. Despite these challenges the panel recognises the extent of recent improvements to the highways in the city seeing principal roads in a poor overall condition reduced from 15% to 8% in 3 years, alongside an improvement from 9% to 7% of classified non-principal roads in a poor overall condition.

8. In addition, a recent MORI survey of residents showed the council's Highways Service to be the most improved authority amongst the 76 authorities that took part. The survey also identified that areas with the most scope to improve were the condition of highways and cycle routes. The communication of proposed highways schemes and involvement in their development by business and the public was also an area where further improvement is required. Lessons can be learnt in keeping people affected by road works better informed.
9. The panel however believes there is much to be proud of in the way the highways assets, valued at £985m, are now managed; the introduction of the Transport Asset Management Plan (TAMP) in 2008 changed the city's approach to its highways investment for the better. The panel supports the non-political approach the TAMP adopts to prioritise the annual programme of works and the efforts to maximise the value of these assets.
10. The panel also acknowledged the work of the Night Time Economy Inquiry to identify and address the issues around transport and highways within the city centre at night. The panel understand the issues raised may not be easily resolved, however, they support the wider transport related recommendations therein.
11. The panel noted with regret that the city was not awarded a PFI highways contract despite achieving one for Street Lighting. Furthermore the panel recognised the alternative strategy of pursuing a strategic partnership as the next best option given the circumstances. They therefore look forward to seeing the benefits and improvements expected, briefly outlined later in this report, in the 10 year Highways Partnership signed with Balfour Beatty on 14<sup>th</sup> July 2010.
12. The panel wish to give praise to the strong Highways team that has driven a step change to the performance of Highways, supported the delivery of the TAMP and helped meet objectives in the Local Transport Plan. Their commitment to realise the best out of the city's highways can be demonstrated not only through the strategic direction that the service has so successfully pursued in recent years but also by the recent national award achieved for the London Road Scheme, the smooth transition to the Highways partnership and by the willingness of staff to make it work.
13. It was highlighted to the panel that although significant improvements to the highways assets have been achieved, the city needs much greater investment to realise further major improvement. There is still the potential for more improvements to service efficiency and the contract signed with Balfour Beatty for the next 10 years will maximise this to leave the city roads in a much better position than maintaining the status quo. The benefit of the Balfour Beatty contract will be in delivering 'more for the same money'.
14. The panel noted that the new partnership alone cannot solve the city's problems of a declining highways asset despite the present high level of investment. It is clear

if the current trend continues there may come a time in the city's future when a more challenging policy direction is needed.

15. The panel acknowledged that officers will continue to be alert for new forms of funding or opportunities that would bring in the scale of investment required to move to a position of overall improvement of the condition of the City's roads, pavements and infrastructure.

## **THE ISSUES**

### **Policy**

16. The Highways network is key to enabling the economic vibrancy and smooth traffic flow through the city, receiving an annual investment of £14.7m maintenance budget in 2009/10. This included an extra allowance of £450,000 to repair road damage following successive severe winters which have a serious impact on road condition. Over the last few years this extra allowance has nearly trebled due to bad weather.
  
17. In addition, major works have been undertaken in the past 2 years to maintain the heavy freight transport link on the Western Approach (Redbridge Road link from the M271 to the docks) which has been officially designated by Government as a “route of major economic significance and national importance” linking the port to the south of England. These works have cost in the region of £6m to the flyovers and Milbrook roundabout, with a further estimated £5/6m required to be spent on the Redbridge roundabout. This latter scheme is still to be included in the future forward works programme, on top of other routine maintenance work.
  
18. The panel believe that as this route is of national importance it places an unfair burden on the council’s and residents’ purses, given its significance to the economic vitality of the south.

**Recommendation 1: The Cabinet Member for Environment and Transport, in conjunction with the chair of Scrutiny Panel A and with cross-party support, to write to the Secretary of State to highlight the inadequate funding available for maintaining the Western Approach infrastructure asking them to propose a way forward. Should additional funding not be available, their view should be sought on taking the road into Government control.**

19. The panel supports the intent of non-political approach to prioritisation of the highways programme through the priority matrix and Transport Asset Management Plan (TAMP) to develop a programme of works based on both technical engineering issues and council priorities.
  
20. The high number of ‘priorities’ on the matrix, however, have the potential to dilute its impact, and coupled with a low weighting score where links are identified, mean there is a limited impact on the final outcome of the programme of works.
  
21. The panel felt it would be better to concentrate on a more focussed annual programme of maintenance works to achieve a marked improvement in a key area of performance or location. The programme should aim to continue the intent of embracing non-political decisions agreed across party and for a fixed term to enable the works to have a demonstrable impact on performance.

**Recommendation 2: Highways Service Partnership client team to ensure that members have an opportunity to influence the annual plan and that the priorities are reviewed annually with Members whilst also considering alternatives that will focus on clearer, more specific and non-political outcomes**

22. The TAMP provides a framework for making more informed decisions under an agreed set of principles. It is a proven methodology for assessing complex data, placing it in various bandings so that asset managers are able to identify levels of deterioration and make value for money decisions on critical and preventative spend. This underpins our strategy for maintenance and is embedded within the Highways Service Partnership specification. Balfour Beatty is committed to using this approach and aims to provide greater prioritisation and focus for which areas are in need of maintenance.

23. The panel were advised that despite the investment to improve the state of the city's roads, and the potential benefits that the Highways partnership contract may yield, it is likely that we will never, at current rates of investment, arrest their decline. At best we can hope to fix the worst bits and extract the maximum value given the expected increase of traffic on our roads of decreasing value. The long-term vision for the city is led by the Local Transport Plan, which is determined and set by the council.

24. It is important that members are made aware of the arrangements within the Highways Service Partnership for an annual plan of works and that they are fully engaged in influencing policy that may effect the long-term vision for the city such as the Local Transport Plan.

**Recommendation 3: SCC Transport Policy team to ensure that members are actively engaged in influencing the emerging Local Transport Plan to ensure an appropriate long-term Transport vision for the city.**

## **Communication**

25. Considerable efforts have been made to consult with and inform a wide range of stakeholders on the investment and maintenance plans for the City as well as on individual Highways schemes. A comprehensive Communications Guidance document is in place which sets out how members, key users and local people are consulted and then informed of highways schemes in advance of commencement of works. In addition, one of the council's current corporate communications campaigns (Keeping the City Moving) is focussing on informing businesses, and the public about all the issues regarding highways and transport in the city with the aim of achieving an improved awareness of what actions the council is doing to "Keep the City Moving".

26. Work is currently underway to further develop better information on the council's website and linking to the interactive ROMANSE system (which supports good network management across the City). This enables people to view where road

works are underway and where potential delays may be experienced across the city. The panel felt that consideration should be given to more effective signposting to this information. It should also be ensured that alternative methods of information are available to those not online and other ways should be sought to effectively signpost information within local communities. The panel heard that recent schemes such as Shirley High St have provided useful lessons as to how to improve communications related to major Highways schemes.

27. The panel felt that messages are still not always getting through to businesses affected by schemes and to members, who are an important link to the communities they serve. The panel believe that the Highways Service Partnership client team needs to work closely with Balfour Beatty to help ensure that residents, businesses and members affected by works are reached effectively through focussing on the most suitable methods of communication.

**Recommendation 4: Balfour Beatty to communicate effectively with the business community and residents on overall Highways investment and specific schemes through the Chamber of Commerce and other local/neighbourhood forums.**

**Recommendation 5: The Highways Service Partnership to work closely together to continue to develop mechanisms that ensure that ward members are consulted and kept informed of major schemes across the city and those in their wards.**

## **Utilities**

28. Although the number of utility companies undertaking works on the city's roads (13,500 in 2009/10) is lower than the England average this continues to cause unnecessary disruption to the flow of traffic through the city and does not always coordinate well with works underway to improve highways. Although general utility works following road resurfacing can be delayed for up to 2 years by the local authority, emergency work or new connections cannot be halted.
29. The panel heard that the New Roads and Street Works Act (NRSWA) 1991 places a duty on the undertaker to fully cooperate with the street authority's statutory duty to use its best endeavours to co-ordinate all types of works including its own. It is an offence if the undertaker does not comply and prosecution in the magistrate's court is an option. The council faces intervention from the Secretary of State for any failure to fulfil its duty. There is no scope to go outside of the legislation governing this aspect of street works.
30. The cause of these disruptions and restrictions caused by the utilities are not always communicated to the public and the panel noted that this may often lead to a lower stakeholder perception (ie public and business community) than is the reality in terms of how the council manages its highways works.

**Recommendation 6: Balfour Beatty to develop an approach with utilities to encourage greater coordination with works planned in the year, to drive up quality of finished works and effectively communicate the reasons for delay more widely with stakeholders.**

## **Improving overall performance**

31. The panel heard that an annual survey is undertaken to assess public perception of key aspects of the highways service including safety, accessibility, transport, walking, cycling, congestion and maintenance. The panel was advised that Southampton residents' satisfaction has shown improvement for all areas of work. Overall areas with the largest scope to improve were the condition of highways; local public transport information and cycle routes and facilities.
32. **Condition of Highways:** In the last few years, since the introduction of the TAMP, the quality of classified principal and non-principal roads has improved with principal roads in a poor overall condition reduced from 15% to 8% in 3 years, alongside an improvement from 9% to 7% of classified roads. Non-principal roads remain however in a poor overall condition. The new Highways Service Partnership with Balfour Beatty will aim to maximise the potential of the council's investment onto the Highways assets in the city.
33. **Cycle routes:** Key projects are underway to deliver improvements to cycle paths with potential to further increase the number and create a properly joined up set of cycle ways across the city in the future through contributions from developments.
34. **Good pavements and footpaths** were also considered by the public as one of the most important issues. The current system of prioritising schemes has limited scope for improvement to pavements and footpaths, especially in the current financial climate. The panel believe that the quality of finish from utility works to footpaths is therefore essential to ensure a sufficient standard is achieved.
35. The reinstatement of 'openings in the highway' by utilities is however governed by a national specification issued under regulation. All materials must be approved under a joint approval scheme. There are nationally set standards for reinstatements and any failure to comply results in a defect process with fines being levied. Repeated failure can lead to prosecution. There is no scope to go outside the legislation governing this aspect of street works.
36. The panel heard that the additional resources of the Highways partnership will mean they have greater capacity to ensure reinstatement standards are improved.

**Recommendation 7: Balfour Beatty to ensure that the reinstatement standards for utility companies meet the regulated national specification and that any failures to comply are dealt with firmly in line with legislation.**

RECOMMENDED ACTIONS	SCC Lead	Balfour Beatty lead	Highways partnership Client team & Balfour Beatty joint	Measurement	Timescale
<p><b>Recommendation 1:</b> The Cabinet Member for Environment and Transport, in conjunction with the chair of Scrutiny Panel A and with cross-party support, to write to the Secretary of State to highlight the inadequate funding available for maintaining the Western Approach infrastructure asking them to propose a way forward. Should additional funding not be available, their view should be sought on taking the road into Government control.</p>	<p>✓ Planning, Transport</p>			<p>Letter sent and response received</p>	<p>Sept 2010</p>
<p><b>Recommendation 2:</b> Highways Service Partnership client team to ensure that members have an opportunity to influence the annual plan and that the priorities are reviewed annually with Members whilst also considering alternatives that will focus on clearer, more specific and non-political outcomes.</p>	<p>✓ HSP Client team</p>			<p>Members involvement in the annual plan</p>	<p>Annually</p>
<p><b>Recommendation 3:</b> SCC Planning to ensure that members are actively engaged in influencing the emerging Local Transport Plan to ensure a long-term vision for the city.</p>	<p>✓ Planning, Transport</p>			<p>Member involvement in LTP and other regional strategies</p>	<p>Ongoing</p>
<p><b>Recommendation 4:</b> Balfour Beatty to communicate effectively with the business community and residents on overall Highways investment and specific schemes through the Chamber of Commerce and other local/neighbourhood forums.</p>		<p>✓</p>		<p>Increased awareness, communication and satisfaction</p>	<p>Ongoing</p>
<p><b>Recommendation 5:</b> The Highways Service Partnership to work closely together to continue to develop mechanisms that ensure that ward members are consulted and kept informed of major schemes across the city and those in their wards.</p>			<p>✓</p>	<p>Mechanisms in place Members feel more informed</p>	<p>Ongoing</p>



RECOMMENDED ACTIONS	SCC Lead	Balfour Beatty lead	Joint HSP Client team/ Balfour Beatty lead	Measurement	Timescale
<b>Recommendation 6:</b> Balfour Beatty to develop an approach with utilities to encourage greater coordination with works planned in the year, to drive up quality of finished works and effectively communicate the reasons for delay more widely.		✓		Improved public perception of closures	2011/12 Ongoing
<b>Recommendation 7:</b> Balfour Beatty to ensure that the reinstatement standards for utility companies meet the regulated national specification and that any failures to comply are dealt with firmly in line with legislation.		✓		Improved quality of utility openings	Ongoing

## **Development and projected impact on the issue**

37. Given the challenges faced by the Highways Service the council was hoping that new funding would be available through a PFI scheme to buck the trend of a declining asset. However, there was only a limited pot of money and promises by Government of a further round of PFI funding did not materialise.
38. An alternative option was therefore sought that would squeeze the maximum value from our highways assets. Following strategic and outline business cases it was agreed to opt for a full Highways strategic partnership to deliver significant efficiency savings, which could be reinvested in the network, whilst also improving service performance.
39. The Highways Service Partnership, signed with Balfour Beatty on 14<sup>th</sup> July 2010, will see all highways services transferred except the ROMANSE system and street lighting on 4<sup>th</sup> October.
40. The panel were advised that around 100 council staff will TUPE across with the partnership realising many benefits for the city's highways including:
- Up to 20% increase in output from current levels of expenditure than would be delivered under the current service delivery arrangements.
  - Increased service performance levels
  - Inefficiencies driven out from service delivery to be reinvested back into the highways network
  - Investment in the service delivery infrastructure
  - Increased capacity and resources
  - Improved customer focus
  - 60 Apprenticeships and graduates employed
  - Engagement with Wheatsheaf Trust on employment opportunities for local people
  - 98% of all Highways structural waste material recycled
41. In particular, officers and the Cabinet Member for Environment and Transport stressed to the panel that they were confident that Balfour Beatty were committed to delivering an improved service and that the Council would realise the intended benefits of the contract, seeing real improvements for the city's highways over the next 10 years.

## **Resourcing the actions**

42. It was noted that the total overall capital funding for Highways and Transport works funded by the council was £17.727m for 2009/10 and £21.172m for 2010/11. Within this Capital funding £7,337m was available in 2009/10 and 5.053m in 2010/11 for road resurfacing and pavements.
43. The recommendations from this inquiry do not have any additional financial implications on the Council and its partners. The panel believe that the recommendations within the report could be progressed by re-focussing council officer and partner's time and existing work programmes.

## **Measuring the impact of change**

44. The potential impact of the work already underway and implementation of the emerging recommendations of this inquiry aim to achieve:
- An improvement in the overall quality of the council's highways assets
  - Increased satisfaction and more informed residents and businesses with the condition of the roads/highways.
  - More effective engagement of members and businesses in the major schemes and works that affect them across the city
  - Greater clarity and focus for the improvement of the highways
  - Improved understanding, co-ordination and quality of utility works.

**HIGHWAYS APPROACH TO ASSET MANAGEMENT INQUIRY –  
TERMS OF REFERENCE AND INQUIRY PLAN**

1. **Scrutiny Inquiry Panel:** Scrutiny Panel A
2. **Membership:** Councillor Fitzgerald (Chair); Councillor Mrs Damani; Councillor Kolker (Vice-Chair); Councillor Morrell; Councillor Odgers; Councillor Turner; Councillor Willacy.
3. **Purpose:** To understand how we assess the state of the roads and pavements in the city, with a focus on how the council prioritises road and pavement repairs, allocates resources to manage the asset accordingly and keeps people and communities informed.
4. **Objectives:**
  - a. To understand the Transport Asset Management Plan and the approach to asset management through its implementation, as well as consider its effectiveness in achieving improved allocation of resources and improved service performance.
  - b. To examine the key issues for maintaining the city's roads and pavements
  - c. To review the elements and weighting of criteria in the Priority Rating Matrix and understand how a schemes final rating represents how well it meets the overall objectives, not simply how it ranks in technical terms (condition / deterioration)
  - d. To assess the impact of the highways communication toolkit and consider additional and/ or alternative options to identifying public needs and delivering the message of the capital programme and improvements.
5. **Methodology and Consultation:**
  - a. Undertake desktop research, including Home Office reports and national organisations undertaking work on this issue
  - b. Identify best practice
  - c. Seek stakeholder views
  - d. Conduct interviews with Cabinet Members leading on issues related to Highways, Executive Director for Environment, Policy Co-ordinator, Heads of Services and other relevant officers.
6. **Proposed Timetable:** 2 meetings in June and July 2010 and report to the OSMC in September 2010.
7. **Inquiry Plan**

**Meeting 1:**

Introduction & Context to Highways repair – the local and national perspectives

- Delivering the Transport Asset Management Plan
- An understanding of Priority Rating Matrix

Presented by:

Cllr Matt Dean

Cabinet Member for the Environment

Jane Richards

Transformation and Performance Manager

Rowan Sheppard

Asset Manager

**Meeting 2:**

- Performance measures and issues
- Communication Toolkit and the community perspective
- To receive any outstanding information/issues
- Agree Recommendations

Presented by:

John Harvey

Public Realm Manager

Jane Richards

Transformation and Performance Manager

8. **Timescales:** The Inquiry will be undertaken by the Scrutiny Panel A from June to July 2010.

## **SUMMARY OF EVIDENCE**

## **ANNEXE B**

1. Cabinet Report 30<sup>th</sup> June 2008 – Transport Asset Management Plan – Proposal for a City Framework
2. Linkages and Relationships – What is an Asset Management Plan
3. Transport Asset Management Plan *Lite*
4. Asset Management Process – Flow Chart
5. Prioritisation Matrix July 2009 Update
6. Customer Consultation and Satisfaction Framework
7. Communications of Scheme – Points for Consideration
8. Scheme communications Grading Document
9. Stakeholder Matrix
10. Highways Improvements 2010-11 (Web Extract)
11. Annual Local Authority Road Maintenance (ALARM) Survey 2010
- 12 Results of the National Highways and Transport Public Satisfaction Survey 2009 (MORI)
- 13 Action plan in response to the MORI survey.
- 14 Directorate Communications Campaign – ‘Keep the City Moving’

***All presentations and notes on witness evidence available on request***

## HIGHWAYS KEY PERFORMANCE MEASURES ANNEXE Ci

	<u>2007/08</u>	<u>2008/09</u>	<u>2009/10</u>	<u>Notes</u>
Category 1, 1a & 2 footways	31% (BV187)	11% (BV187)	13% (BV187)	The footway survey data is based on assessment of half of the footway network annually. The condition of each half of the network varies considerably so the PI for consecutive years can be different and does make trends difficult to analyse. In 2009/10 the same area of network was assessed as was surveyed in 2008/09 hence the similarities in the figures. The 2010/11 target will revert to the other 50% of the network.
Principal roads	15% (BV223)	11% (NI168)	8% (NI168)	The NI for Principal and Classified roads is defined as the proportion of the network that is in poor overall condition and is likely to require maintenance. The city's condition is good and improving.
Non-principal roads (classified)	9% (BV224a)	8% (NI169)	7% (NI169)	
Unclassified roads	13% (BV 224b)	22% (BV224b)	21% (BV224b)	Best Value Indicator 224b – the rules and parameters for this indicator were adjusted in 2007 resulting in a variance between consecutive years.

# SOUTHAMPTON (SCC) ALARM SURVEY RESULTS 2010

## ANNEXE Cii

No.	Alarm Survey Observation	SCC	England	London	Wales	Rural	Urban	
<b>Road Maintenance Budgets</b>								
1a	Overall road maintenance budget 2009/10	£14.7m	£22.52 m	£7.79 m	£8.49m	-	-	Average per authority
<b>Structural Maintenance Budget</b>								
1b	Proportion of Budget spent on Structural Maintenance 2009/10	54% £7.9m	39% £8.8m	42% £3.3m	34% £2.9m	-	-	Average % of budget spent on carriageway, per authority
<b>Level of Spending</b>								
2a & 2b	Proportion spent of structural maintenance budget 2008/09	96.50%	91%	100%	88%	-	-	Spent all of budget
<b>Reactive Maintenance</b>								
3a & 3b	Proportion of budget spent on reactive maintenance 2008/09	20%	24%	28%	29%	-	-	Average per authority
<b>Budget Shortfall</b>								
4	Shortfall in carriageway maintenance budget 2009/10	66% # £4.1m Shortfall	61% # £5.6m Shortfall	68% # £1.5m Shortfall	43% # £3.9m Shortfall	-	-	# - of required budget received
	Total budget required	£12m	£14.4m	£4.8m	£6.8m	-	-	Average per authority
<b>Addressing the Shortfall</b>								
6b	One-off investment to clear carriageway maintenance backlog	£85m	£63.5m	£35.6m	£33.8m	-	-	Average per authority
<b>Road Condition - Maintenance Backlog</b>								
6a	Time needed to clear carriageway	10 years	11.5 years	8.6 years	14.9 years	-	-	



maintenance backlog								
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### Road Surfacing Frequency

8a	Average length of time before roads are resurfaced	Principal Roads	<b>30 years</b>	31.6 years	20.1 years	42.6 years	28.8 years	20.4 years	
		Non-Principal Roads	<b>50 years</b>	60.0 years	30.6 years	81.2 years	97.9 years	33.6 years	
Unclassified Roads*		<b>80 years</b>	86.7 years	42.0 years	90.5 years	115.8 years	48.9 years	* - these roads form the highest proportion of local authority roads	
8b		All road classes	<b>53.3 years</b>	58.4 years	34.2 years	91.8 years	68.6 years		45.6 years

### Structural Maintenance

9	Increase in need for structural maintenance over 10 years	<b>25%</b>	35.8%	34.8%	71.4%	-	-	Average increase
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### Visual Defects

10	Increase in number of visual defects over 10 years	<b>25%</b>	39.5%	20.9%	126.5%	-	-	Average per authority
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### Potholes

13c	Average cost of filling one pothole	<b>£80</b>	£78	£68	£46	£72	£71	Average per authority
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### Utility Company Road Openings

15a	Number of utility openings	<b>13,500</b>	16,727	10,786	8,718	-	-	Average number per authority
15b	Average of reinstatements found to be of unacceptable quality	<b>20%</b>	20%			-	-	On average

### Road User Compensation Claims

20	Increase in number of compensation claims in past 10 years	<b>16%* (decrease)</b>	63%	67%	22%	-	-	* - total no. of claims received (inc. footways)
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							Average increase per authority	
21	Amount paid in compensation over the past 12 months	£118,639	£140,000	£169,000	£305,000	-	-	Average per authority (not including footways)

<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	APPROVAL OF THE NORTH SOLENT SHORELINE MANAGEMENT PLAN		
<b>DATE OF DECISION:</b>	25 OCTOBER 2010		
<b>REPORT OF:</b>	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<b>AUTHOR:</b>	Name:	Bernadine Maguire	Tel: 023 8083 2403
	E-mail:	bernadine.maguire@southampton.gov.uk	
<b>STATEMENT OF CONFIDENTIALITY</b>			
Not applicable.			

**SUMMARY**

The purpose of this report is to seek approval to adopt the policies emerging from the North Solent Shoreline Management Plan (Appendix 1). The North Solent Shoreline Management Plan (SMP) is a non-statutory document that aims to balance the management of coastal flooding and erosion risks, with natural processes, and the consequences of climate change and to determine technically, economically and environmentally sustainable policies for management of the shoreline over 3 time periods: present day (0-20 years); medium-term (20-50 years); and long-term (50-100 years). Development of the SMP was led by New Forest District Council, in partnership with the relevant operating authorities (outlined in paragraph 6).

**RECOMMENDATIONS:**

- (i) To adopt the North Solent Shoreline Management Plan
- (ii) To endorse the action plan that will need to be taken forward over the duration of the plan period.
- (iii) To delegate powers to the Head of Planning and Sustainability to approve, subject to the Financial Procedure Rules, any changes to the action plan affecting Southampton arising out of consultation and decisions of the Shoreline Management Plan Client Steering Group.

**REASONS FOR REPORT RECOMMENDATIONS**

1. To enable sustainable and strategic management of the coastline over the next 100 years through a hierarchical approach where the SMP forms the top tier strategic policies within this approach. The policies relating to the Southampton frontage will enable continued management of coastal flooding and erosion risks associated with its coastal location.
2. The series of SMPs being developed throughout England and Wales contribute to determining national funding requirements for the management of coastal flood and erosion risks to existing settlements. Adoption of the final plans by contributing local authorities is necessary to enable future applications for national funding towards management of coastal flood and erosion risks to be made. Therefore adoption of the North Solent SMP is essential to enable Southampton City Council to qualify to bid for this national funding in the future.

## CONSULTATION

3. Throughout its preparation, the North Solent SMP has been subjected to consultation, both internal and external. Involvement from both Officer and Elected Member representatives from all contributing local authorities has been an ongoing process throughout development of the plan. In addition workshops with Planners and Development Control, Archaeologists and Heritage Officers, Key Stakeholders, Landowners, Environmental and Ecological Officers were held to discuss and raise various issues and concerns which were then considered in the various assessments. A formal period of public consultation was held between 1<sup>st</sup> February and 23<sup>rd</sup> April 2010. Elected Members and Officers were involved in the review of the comments received and subsequent responses, which had the potential for significant revisions or changes to the plan and/or policy options. Through this approach the final policy options and revisions arising from the consultation process were agreed by Officers and Elected Members.

## ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

4. The alternative would be to not adopt the North Solent SMP. This option was rejected on the basis that it would restrict Southampton City Council from future bidding for national funding to manage coastal flood and erosion risks.

## DETAIL

5. The North Solent SMP is the first revision to the Western Solent and Southampton Water SMP and the East Solent and Harbours SMP, completed in 1998 and 1997, respectively. The coastline covered by this Plan extends from Selsey Bill, in the east, to Hurst Spit, in the west, and includes Portsmouth, Langstone and Chichester Harbours.
6. The North Solent SMP was developed with a partnership of local, regional and national authorities and agencies that have various responsibilities and powers for managing the coast. The Client Steering Group comprised officers from each of these organisations, which included:

New Forest District Council (Lead Authority)	Environment Agency (Southern Region; Solent & South Downs Area)
Test Valley Borough Council	Hampshire County Council
Southampton City Council	West Sussex County Council
Eastleigh Borough Council	New Forest National Park Authority
Winchester City Council	Chichester Harbour Conservancy
Fareham Borough Council	Natural England
Gosport Borough Council	Neighbouring SMP Groups: <ul style="list-style-type: none"> <li>• Isle of Wight SMP;</li> <li>• Hurst Spit to Durlston Head SMP;</li> <li>• Beachy Head to Selsey Bill SMP</li> </ul>
Portsmouth City Council	
Havant Borough Council	
Chichester District Council	

7. SMPs are an important component of the Department for Environment, Food and Rural Affairs' (Defra) strategic framework for the future management of coastal erosion and tidal flood risks to people, the developed and natural environments and require economic, environmental and technical assessments to demonstrate the viability of any proposed policy. SMPs must take account of existing planning initiatives and legislative

requirements, make use of the best available data and science, and inform, and be supported by the statutory planning process.

8. Discrete lengths of coastline have been defined based on natural sediment movements and coastal processes, and the assets and features potentially at risk of flooding and/or erosion within the coastal zone, rather than administrative boundaries (Appendix 1); these are termed Policy Units. A single policy has been applied to three time epochs (short term 0-20 years; medium term 20-50 years; and long term 50-100 years) per Policy Unit.
9. The range of potential SMP policies, as defined by Defra, are:

<b>Policy</b>	<b>Comment</b>
Hold the line (HTL)	Maintain or upgrade level of protection provided by defences
Advance the line	Build new defences seaward of existing defences
Managed realignment (MR)	Allowing retreat of shoreline with management to control or limit movement
No active intervention (NAI)	Not to invest in providing or maintaining defences

10. Policy options were derived from analysis of a number of policy drivers and their susceptibility to tidal flooding and coastal erosion hazards at present and in the future in light of predictions of climate change and sea level rise. The policies were then scrutinised by economic and environmental assessments to determine the most sustainable approach to the future management of the policy unit.
11. The North Solent SMP policies in relation to the Southampton City Council frontage are outlined below, with further detail available in Appendix 1.

<b>Policy Unit</b>			<b>Epoch 1 0-20yrs</b>	<b>Epoch 2 20-50yrs</b>	<b>Epoch 3 50-100 yrs</b>
5C10*	Netley Castle	Weston Point	HTL	HTL	HTL
5C11*	Weston Point	Woodmill Lane	HTL	HTL	NAI
5C12	Woodmill Lane	Redbridge	HTL	HTL	HTL

**\*5C10 & 5C11 policies recommended through the River Itchen, Weston Shore, Netley & Hamble Coastal Defence Strategy which is currently out for public consultation.**

12. A policy of hold the line can necessitate a requirement for compensatory habitats to be created to offset losses or damage to designated sites over the plan period. Compensatory habitat is required when European Designated Sites (Special Areas of Conservation (SAC) and Special Protection Areas (SPA), and Ramsar Sites) are damaged or experience loss due to flood risk management works or coastal squeeze. (Coastal squeeze is the term for when coastal habitats are prevented from migrating landwards under rising sea levels by fixed defences, i.e. these habitats are being squeezed and eroded).
13. The North Solent shoreline is atypical of much of the UK in that:
- Approx. 80% is defended or has active beach management
  - Approx. 60% of the shoreline is privately owned
  - Approx. 80% is covered by one or more International and/or European nature conservation designations.
14. **Regional Habitat Creation Programme:** The North Solent Shoreline Management Plan has been a key contributor to the development and continued evolution of the Environment Agency Regional Habitat Creation Programme (RHCP). Habitat Creation programmes are Government's (Defra) recommended vehicle for delivering strategic habitat compensation and are funded, through national funding streams, in advance of engineering works that cause damage. The Habitat Creation Programme compiles the compensatory habitat creation needs for the Region from the Appropriate Assessments carried out for the different Shoreline Management Plans in the Region. Habitat needs are therefore based on the estimated impacts of approved policies for all frontages, including Local Authority and third party frontages. It is not necessary for the anticipated compensatory habitats to be in place at the time that the Shoreline Management Plan is approved, but only when the damage is likely to occur. The Programme therefore aims to secure sites and develop habitat in a timely manner in advance of damage occurring. The RHCP will be identified within the Appropriate Assessment as the proposed delivery vehicle for compensating for habitat losses, so parties agreeing to the North Solent Shoreline Management Plan are also agreeing to the method for compensating for its impacts.
15. **Action Plan:** The implications, delivery and monitoring of the actions identified in the North Solent SMP Action Plan is of key importance for Officers and Elected Members due to:-
- the linkages with current and future national funding submissions;
  - the requirements to identify future resource implications for Flood and Coastal Erosion Risk Management Strategies, other studies and management of defences and sites;
  - the importance of working in partnership(s) to deliver the necessary actions;
  - the need to continue and improve relationships with landowners and stakeholders for effective and sustainable management of all flood and coastal defences; and
  - the significance of many of the actions within emerging or draft Coastal Defence Strategy study management approaches.

The Action Plan for the North Solent SMP is intended to be a living document

to be updated by the SMP Client Steering Group members and through the Southern Coastal Group. The draft Action Plan (Appendix 2) is currently being reviewed by the Client Steering Group. The main action arising for Southampton City Council is to develop the Southampton (Redbridge to Woodmill Lane) Coastal Flood & Erosion Risk Management Strategy which is currently underway.

## **FINANCIAL/RESOURCE IMPLICATIONS**

### **Capital**

16. The North Solent SMP is a non-statutory policy document which does not commit the Council to any capital expenditure.

### **Revenue**

17. The North Solent SMP will not incur any additional revenue expenditure. Current approved revenue expenditure of £512, 976 was secured through national funding from the Environment Agency to develop the Southampton (Redbridge to Woodmill Lane) Coastal Flood and Erosion Risk Management Strategy which enables Southampton City Council to fulfil the relevant action relating to this within the SMP action plan.

### **Property**

18. There are no immediate property implications arising from the North Solent SMP. Should property implications be identified as implementation of the SMP develops, these will be brought to members after consultation with relevant interested parties.

### **Other**

19. There are no additional identified resource implications.

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

20. The statutory power to undertake proposals to manage coastal flood and erosion risks are held by Southampton City Council under the Coast Protection Act 1949 and the Land Drainage Act 1991, although these are permissive powers only.

### **Other Legal Implications:**

21. In preparing the North Solent SMP, regard has been made to the provisions within the Human Rights Act 1998 and the Habitat Regulations 1994.

## **POLICY FRAMEWORK IMPLICATIONS**

22. The policies within the North Solent SMP will inform the flood risk management elements/policies within the series of documents comprising the Local Development Framework and they will be a material consideration in determining relevant planning applications along the coastal frontage of Southampton.

**SUPPORTING DOCUMENTATION**

**Non-confidential appendices are in the Members' Rooms and can be accessed on-line**

**Appendices**

1.	North Solent Shoreline Management Plan Policy Statements
2.	Draft Action Plan

**Documents In Members' Rooms**

1.	North Solent Shoreline Management Plan Summary Report
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**Background Documents**

Relevant Paragraph of the  
Access to Information  
Procedure Rules / Schedule  
12A allowing document to be  
Exempt/Confidential (if  
applicable)

1.	None
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**KEY DECISION?**                      Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	REDBRIDGE, MILLBROOK, FREEMANTLE, BARGATE, BEVOIS, PORTSWOOD, SWAYTHLING, BITTERNE PARK, PEARTREE, WOOLSTON
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<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	HMS ARTFUL		
<b>DATE OF DECISION:</b>	25 OCTOBER 2010		
<b>REPORT OF:</b>	LEADER OF THE COUNCIL		
<b>AUTHOR:</b>	Name:	Brad Roynon	Tel: 023 8083 2417
	E-mail:	brad.roynon@southampton.gov.uk	

**STATEMENT OF CONFIDENTIALITY**

None.

**SUMMARY**

With the de-commissioning of HMS Southampton, the Naval Regional Commander has written to invite the Council to enter into an affiliation with HMS Artful. There has been a long standing association between the City and the Royal Navy and the affiliation gives the City an opportunity to meet with the Royal Navy, for schools to visit the ship and permits the crew to visit the City during periods of relaxation.

**RECOMMENDATION:**

- (i) To approve the City Council entering into an affiliation with HMS Artful.

**REASONS FOR REPORT RECOMMENDATIONS**

1. This report is presented as a general exception item in accordance with paragraph 15 of the Access to Information Procedure Rules of Part 4 of the Council's Constitution. This has not been included in the publication of the City Council's Forward Plan due to the need to take soundings and fulfil protocol requirements prior to public announcements being made by the Royal Navy.
2. The Council has been requested whether it wishes to enter into an affiliation with HMS Artful. Letter from the Ministry of Defence dated 18<sup>th</sup> June, 2010 attached as Appendix 1 to this report.

**CONSULTATION**

3. This issue has been discussed extensively with all 3 political groups represented on the Council, who are supportive of this approach.

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

4. Not to enter into an affiliation with HMS Artful.

**DETAIL**

5. Following discussions with the Royal Navy, a letter has been received from Admiral Sir Mark Stanhope GCB OBE ADC Royal Navy inviting the Council to formally affiliate itself with one of the Navy's ASTUTE class submarines, HMS Artful.
6. The Royal Navy have thanked the City Council for the support and friendship shown to the ship and her sailors. As a mark of their appreciation, the Royal

Navy has lodged the bell, battle honours board and nameplates with the City.

7. The Royal Navy has expressed its wish for the close links forged with the ship to not disappear simply because the ship bearing the City's name is no longer in service. The Navy has therefore, expressed a desire to maintain the productive relationship with the City through an affiliation with one of the coming generation of navy vessels.
8. The Navy Board Policy is that future vessels will not bear the names which have geographical focus and thus there will not be a future HMS Southampton.
9. The Royal Navy are therefore requesting that following the decommissioning of HMS Southampton an affiliation be entered into with HMS Artful.
10. HMS Artful is an ASTUTE class submarine and is currently being built at Burrow-in-Furness and is due to commence sea trials in 2011.

## **FINANCIAL/RESOURCE IMPLICATIONS**

### **Capital**

11. None.

### **Revenue**

12. None.

### **Property**

13. None.

### **Other**

14. None.

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

15. Section 111 Local Government Act 1972.

### **Other Legal Implications:**

16. None.

## **POLICY FRAMEWORK IMPLICATIONS**

17. None.

**SUPPORTING DOCUMENTATION**

**Non-confidential appendices are in the Members' Rooms and can be accessed on-line**

**Appendices**

1.	Letter from the Ministry of Defence dated 18 <sup>th</sup> June 2010.
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**Documents In Members' Rooms**

1.	None
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**Background Documents**

Title of Background Paper(s)

Relevant Paragraph of the  
Access to Information  
Procedure Rules / Schedule  
12A allowing document to be  
Exempt/Confidential (if  
applicable)

1.	None
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**KEY DECISION?**                      Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	All
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<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	QE2 MILE PROGRAMME REPRIORITISATION		
<b>DATE OF DECISION:</b>	25 OCTOBER 2010		
<b>REPORT OF:</b>	LEADER OF THE COUNCIL		
<b>AUTHOR:</b>	Name:	MARK EVANS	Tel: 023 8083 3683
	E-mail:	<a href="mailto:mark.evans@southampton.gov.uk">mark.evans@southampton.gov.uk</a>	

**STATEMENT OF CONFIDENTIALITY**

NOT APPLICABLE

**SUMMARY**

The purpose of this report is to seek authority to a reprioritised QE2 Mile programme, transfer of funds to the Guildhall Square (GHS) scheme and the transfer of funds to support the redevelopment of the former Tyrrell and Green department store for an arts complex and enabling development.

**RECOMMENDATIONS:**

- (i) Approve the reprioritised programme for the QE2 Mile as detailed in paragraph 12 and Appendix 1.
- (ii) Approve in accordance with financial procedure rules the transfer of £190,000 in 2010/11 from the QE2 Mile Programme to the Guildhall Square scheme within the Leaders Capital Programme to provide for additional costs which have been incurred.
- (iii) Approve in accordance with financial procedure rules the transfer of £420,000 in 2012/13 from the QE2 Mile Programme to the scheme to redevelop the former Tyrrell and Green site for an arts complex and enabling development within the Leaders Capital Programme.
- (vi) Delegate authority to the Head of City Development following consultation with the Leader of the Council to approve future projects within existing financial rescues that complement the QE2 Mile Programme, in line with the Financial Procedure Rules.

**REASONS FOR REPORT RECOMMENDATIONS**

1. The re-prioritised programme will allow other projects to be progressed such as the installation of the QE2 anchor and the delivery of Bargate Square.
2. There have been variations to the work in order to facilitate the working interfaces of a number of other neighbouring projects. These variations relate to some redesign, abortive work and the cost of delay to the contractor. These additional costs can be contained by reprioritising the QE2 Mile programme.

3. Cabinet approved a report in September 2009 relating to the redevelopment of the Tyrrell and Green department store. The confidential appendix to the report set out an indicative cash flow as to how this project could be funded. The reprioritised QE2 Mile programme will enable the transfer of capital funds to this project.
4. Future projects that are identified which complement the QE2 Mile can be approved under delegated authority in line with the Financial Procedure Rules.

### **CONSULTATION**

5. Internal officer consultations have been undertaken with officers from Neighbourhoods, Highways, Legal and Finance; comments have been incorporated / considered in this report.

### **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

6. To do nothing will result in a shortfall of funding for GHS and redevelopment of the Tyrrell and Green department store for an arts complex and enabling development. In addition a scheme design and cost estimate for Bargate Square will not be produced.

### **DETAIL**

7. Cabinet approved a programme of works, QE2 Mile and adjacent areas, on 17 March 2008. Most schemes along the QE2 Mile have either been delivered or are being implemented, the only area around the Bargate remains.
8. The current approved programme has delivered a distinctive, high quality public realm by improving and upgrading paving, street furniture, lighting and landscape.
9. The reprioritised programme proposes to defer five schemes; North Guild, New Road, St Michaels Street and St Michaels Square and Queen's Terrace to enable the QE2 Mile to be completed. These projects are either lower priority than other projects along the QE2 Mile or have other dependencies, e.g. Queens Terrace, and future highway improvements to Platform Road and Terminus Terrace.
10. The approved funding against the five schemes highlighted in paragraph 9 that are proposed to be deferred as part of the QE2 Mile reprioritised programme will enable the transfer of funds to GHS and the redevelopment of the Tyrrell and Green department store for an arts complex and enabling development. These deferred schemes will be delivered as and when further funding opportunities come forward. The reprioritised programme will also allow the installation of the QE2 anchor on the QE2 Mile and Bargate Square feasibility to be progressed which will produce a scheme design and cost estimate of delivery within existing resources.

## FINANCIAL/RESOURCE IMPLICATIONS

### Capital

11. The revised QE2 Mile programme detailed in Appendix 1 will result in the following financial profile of expenditure:

12.

	2010/11	2011/12	2012/13	Later Years	TOTAL
	£000's	£000's	£000's	£000's	£000's
<b>Current QE2 Mile Programme</b>	<b>1,065</b>	-	-	<b>1,707</b>	<b>2,772</b>
Changes to the projects within QE2 Mile Programme.	122	50	925	(1,097)	0
Transfer to fund additional works to GHS.		-	-	(190)	(190)
Transfer of funds for the Redevelopment of former Tyrrell and Green department store and enabling development.	-	-	-	(420)	(420)
<b>Revised QE2 Mile Programme</b>	<b>1,187</b>	<b>50</b>	<b>925</b>	<b>0</b>	<b>2,162</b>

13. The revised programme and the transfer of funds to GHS and the redevelopment of the former Tyrrell and Green site for an arts complex and enabling development is within the originally approved budget for the QE2 Mile and changes to the phasing can be managed within the overall General Fund Capital Programme.

### Revenue

14. This report primarily deals with capital but the revenue implications of any borrowing costs associated with changes to the phasing of the above programme can be managed within the overall General Fund Revenue budget.

15. Any future changes to the programme that are made under delegated authority will need to take into account the revenue implications and any impact will need to be absorbed within existing revenue budgets.

### Property

16. Arts and Heritage have already assumed title to the QE2 anchor and have

formally accepted it from Cunard.

**Other**

17. None

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

18. Capital schemes will be delivered in accordance with a variety of Highways and Environmental legislation, including the Highways Act 1980, Road Traffic Regulation Act 1984, Traffic Management Act 2004, and s.2 Local Government Act 2000.

**Other Legal Implications:**

19. Procurement of schemes will be carried out in accordance with the Council's Procurement Strategy, using existing proposed procurement contracts and in accordance with National and European procurement legislation and directives. Design and implementation of schemes will take into account the provisions of s.17 Crime & Disorder Act 1998 and the impact of schemes on individuals and communities will be assessed against Human Rights Act 1998 and Equalities legislation provisions.

**POLICY FRAMEWORK IMPLICATIONS**

20. The changes to the programme have no impact on the North/South Spine Strategy SPG as those projects to be cancelled could be delivered in future years with adequate resources identified. The revisions to the programme meet the Council's priorities in respect of highways and transportation, as set out in the City of Southampton Local Transport Plan 2006 - 2011 (LTP2).

**SUPPORTING DOCUMENTATION**

**Non-confidential appendices are in the Members' Rooms and can be accessed on-line**

**Appendices**

1.	QE2 Mile Reprioritised Future Programme
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**Documents In Members' Rooms**

1.	None
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**Background Documents**

Title of Background Paper(s)      Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	None	
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**Background documents available for inspection at:**

**KEY DECISION?**

YES

<b>WARDS/COMMUNITIES AFFECTED:</b>	BARGATE
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<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	SALE OF LAND AT PARKVILLE ROAD		
<b>DATE OF DECISION:</b>	25 OCTOBER 2010		
<b>REPORT OF:</b>	CABINET MEMBER FOR RESOURCES AND WORKFORCE PLANNING		
<b>AUTHOR:</b>	Name:	Derek Willis	Tel: 023 8083 2283
	E-mail:	derek.willis@southampton.gov.uk	

**STATEMENT OF CONFIDENTIALITY**

The Confidential Appendix to this report contains information deemed to be exempt from general publication based on Category 3 of Paragraph 10.4 of the Council's Access to Information Procedure Rules. The appendix includes details of a proposed transaction which, if disclosed prior to entering into a Legal contract, could put the Council at a Commercial disadvantage in the future. In applying the public interest test it is not considered appropriate to make public offers received as this could lead to a revision of bids and, in the event of the transaction failing to complete, prejudice re-marketing of the property, therefore reducing the amount receivable by the Council.

**SUMMARY**

At its meeting of 22<sup>nd</sup> December 2008 Cabinet approved the sale of this site to a subsidiary of Carecapital Ltd and delegated authority to negotiate final terms to the Head of Property & Procurement. Cabinet is requested to approve variations to the contractual terms of the proposed sale required in light of changes to the proposed development scheme.

**RECOMMENDATIONS:**

- (i) To approve the revised terms to the sale of the land as summarised in this report and delegate authority to the Head of Property and Procurement to negotiate any other changes to the terms necessary and to undertake such ancillary action in order to achieve the variation to the terms of the sale.
- (ii) To authorise the Solicitor to the Council to enter in to any legal documentation necessary in respect to the revised terms of the land sale and undertake any necessary ancillary action to enable the sale.

**REASONS FOR REPORT RECOMMENDATIONS**

1. The land is currently underutilised, the sum offered represents best consideration for the site of the proposed development scheme (as revised) and will result in a significant capital receipt. The proposed sale price of the land is not to be subject to further negotiation by the intended purchaser; the alterations to the proposed scheme return the project to viability.
2. The proposed development retains socially desirable elements that will provide enhanced services to the local community including improved medical facilities for the area, pharmacy, two community / retail type units and convenience store. The student accommodation that is planned to be

provided can be anticipated to relieve pressure on family housing in Swaythling resulting from student lettings in the area and is anticipated to assist in enhancing the offer the University of Southampton is able to make within the student market place.

3. The development will result in a prominent 13 storey building marking the entrance to Southampton from Junction 5 of the M27. This will achieve creation of a landmark 'Gateway' high rise building as proposed under a study commissioned by the Council entitled 'Gateway Approaches and Initiatives' in 2006 which provides informal guidance to the Planning Department when considering planning objectives on strategically located sites situated upon the approach roads to the city centre.
4. Property development is adversely affected by the ongoing economic problems facing the country, resulting in many proposed developments being shelved in the region. The proposed scheme is enabled by pre-lettings and sales of the ground floor commercial and upper student residential accommodation as now proposed. The development provides an opportunity to create jobs for the local construction industry during a difficult period as well as other ongoing job creation from the commercial elements of the proposed development. The proposal is for construction to start in April 2011 and there is a two year build period.
5. The scheme would achieve a substantial regeneration of a strategic site which is currently unsightly and the visual amenity of the area will be improved as a result.

## **CONSULTATION**

6. This report has been the subject of internal consultation with officers including those affected by relocation needs. The proposals for the development of this site were presented to the Major Development Steering Group in September 2007 and were supported. A decision was made to sell the site by Cabinet on 22<sup>nd</sup> September 2008.
7. Since September 2008 a resolution to grant planning consent was obtained by the developer for the previously proposed scheme and this will have involved the required consultation. The amended scheme for which planning consent is now required has many similarities to the scheme for which consent has already been approved and will be the subject of consultation as part of the planning process.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

8. Do nothing and retain the property in which case the proposed sale will not come to fruition. It is now possible for either party to serve notice to terminate the current sale contract. The site would continue to be underutilised and there would be no capital receipt.
9. Re-market the property. The proposed purchaser has acted in good faith and made strenuous efforts to bring the site forward for development resulting in the current position and involving considerable expenditure on their part. It should be borne in mind that the proposed purchaser is the freeholder of the existing Stoneham doctor's surgery and is appointed by the surgery to bring about their expansion / relocation; they are therefore in a unique position

when it comes to delivering the medical centre element of the new development.

10. Competitive bids have also been received by the proposed purchaser from pharmacy operators and convenience store operators who have entered in to pre letting agreements. Detailed planning applications have also been prepared and submitted with the result that the current proposed purchasers have a full knowledge of the site and as such are in a position that is very unlikely to be rivalled by another interested party. If the site were to be remarketed it would be without the above mentioned pre-letting / forward sale arrangements and there is no certainty that any bids would be received at the current time on a purely speculative basis.

## **DETAIL**

11. Following the decision that was made on 22<sup>nd</sup> December 2008 the proposed purchaser entered into a conditional contract with the Council and secured Planning Permission for a Medical Centre, Pharmacy, Convenience Store, two community type units (e.g. dentist) and 81 flats including a 13 storey high landmark element. However, the transaction has not been able to complete due to the banking crisis which has severely affected the property development sector. The proposed purchaser has made strenuous efforts in liaison with Council officers to formulate a viable development scheme retaining the original scheme but this has not proved to be possible. Instead, it is proposed to change the upper floors of the development from residential flats to student accommodation and the developer is in advanced negotiations with the University of Southampton for the pre-letting of this student accommodation. It is now proposed that there will be 376 student bed spaces arranged mainly in cluster and studio flats. Planning permission will be needed for this revised scheme. The sale contract therefore needs to be amended to take account of the scheme variations and once this has taken place the developer will be in a position to prepare and submit the required new planning application.
12. The main proposed changes to the existing contract resulting from the change in the nature of the development are as follows:
  - i) Change of name of the purchaser to B.Y Developments Ltd (a subsidiary of Bouygues Development). Patient First (CareCapital) the previous named purchaser have entered into a joint venture with Bouyges and are committed to purchasing the ground floor of the completed development.
  - ii) The upper floors of the development will be for student accommodation instead of residential flats, the current proposal is for 376 bed spaces arranged in cluster flats, studios and a small number of 1 and 2 bedroom flats. The proposed ground floor uses are unchanged and include medical centre, pharmacy, convenience store and two community type retail units.
  - iii) Extension of target land sale completion date to 12 months from date of signature of revised contract.
  - iv) The land sale price will no longer be adjusted based on the result of construction tender price as the build will be carried out by a

development company owned by the purchaser. This has the advantage of removing uncertainty over the outcome of the tendering process to the transaction.

- v) Adjacent (non Council owned) land will no longer be required; therefore land price will no longer vary in relation to the cost of another acquisition.
- vi) The Section 106 cost threshold at which the price of the site is to be varied will be reduced to £150,000. This anticipated cost saving helps to maintain the currently agreed land price. An increase in S106 costs above this level would result in a corresponding reduction in land value; a reduction would result in a corresponding land price increase.
- vii) The transaction will be subject to the University of Southampton entering in to a contractual commitment to enter into a lease of the entirety of the student accommodation.
- viii) The overage provision in the contract will be amended in order to reflect the change from residential flats to student accommodation.

## **FINANCIAL/RESOURCE IMPLICATIONS**

### **Capital**

- 13. A sale of the land will result in a substantial capital receipt as detailed in the confidential appendix to this report.

### **Revenue**

- 14. Upon completion of a sale there will be reductions in Council service overheads currently incurred from the site as mentioned in this report.
- 15. There are no rental receipts from the site at present and therefore no loss of income.
- 16. The costs and savings that will result from the relocation of the Swaythling Local Housing Office will be met by the HRA. The costs and savings that will result from the relocation of the Youth Centre will depend upon the method chosen by Youth Services and were anticipated to, at worst, be cost neutral to the general fund at the time of the original sale decision. This will be the subject of further reports.
- 17. There will be savings on no longer needing to maintain the free public car park which also has business rates of approximately £2,200 pa.

### **Property**

- 18. None other than detailed elsewhere in this report.

### **Other**

- 19. Plans are in hand for the relocation of Local Housing Office debt collection staff to Maybush LHO, plans relating to alterations to the property to make it fit for purpose are at an advanced stage and the premises are expected to be available in February 2011. 3-4 other staff will be relocated to Central Housing Office at St Mary Street. Discussions are being held between Housing and Libraries regarding holding Housing Surgeries during selected

library opening hours at Swaythling (Burgess Road) library.

20. Children and Youth Support Services have indicated that there are insufficient numbers of local young people attending the Youth Club. The Club is operated for four sessions per week comprising three seniors sessions on Monday, Thursday and Friday evenings and one juniors session on a Monday afternoon. The senior's attendance averages about 12 people per session, no figures are to hand for the junior's session.
21. Alternative youth provision is being considered involving use of currently unutilised space at Woodmill Activity Centre at Woodmill Lane. There have been a number of issues including the question of whether young people can walk safely to the site due to the narrow pavement width leading to the old mill building. Also, in June, there was a consultation with local residents groups about the Daisy Dip area of Swaythling, which raised the idea of potentially improving a grass area, perhaps to include a multi use games area (MUGA). These suggestions are at an early stage and are subject to funding.

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

22. The power of disposal is Section 123 Local Government Act 1972. In addition the "well being" powers pursuant to Section 2 of the Local Government Act 2000 are germane to this proposal in achieving the wider regeneration aims afforded by the development of this gateway site.

### **Other Legal Implications:**

23. A road traffic regulation order has been obtained for the closure of the public car park without objection.

## **POLICY FRAMEWORK IMPLICATIONS**

24. The Parkville Road development scheme, should it go ahead, will achieve the Council's aspiration for a landmark development on this 'Gateway' site as the 13 story high element of the proposed building will be retained.
25. The proposal is in accordance with the Council's policy framework in particular the Core Strategy / Local development framework, Medium Term Plan, Community Strategy and Local Area Agreement and the plans that support this.

**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Confidential Appendix
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**Documents In Members' Rooms**

1.	None
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**Background Documents**

Title of Background Paper(s)

Relevant Paragraph of the  
Access to Information  
Procedure Rules / Schedule  
12A allowing document to be  
Exempt/Confidential (if  
applicable)

1.	None	
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**KEY DECISION?**                      **Yes**

<b>WARDS/COMMUNITIES AFFECTED:</b>	Swaythling
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by virtue of paragraph number 3 of the Council's Access to information Proceedure Rules

Document is Confidential

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<b>DECISION-MAKER:</b>	CABINET
<b>SUBJECT:</b>	MERIDIANS HOUSE, OCEAN VILLAGE - RENEWAL OF LEASE TO THE COUNCIL
<b>DATE OF DECISION:</b>	25 OCTOBER 2010

**REPORT OF:** CABINET MEMBER FOR RESOURCES AND WORKFORCE PLANNING

<b>AUTHOR:</b>	Name:	Sharon Bishop	Tel:	023 8083 2754
	E-mail:	sharon.bishop@southampton.gov.uk		

#### **STATEMENT OF CONFIDENTIALITY**

Confidential Appendix 1 contains information deemed to be exempt from general publication based on Category 3 of Paragraph 10.4 of the Council's Access to Information Procedure Rules - Information relating to the financial or business affairs of any particular person (including the Authority holding that information).

In applying the public interest test it is not considered appropriate to make the agreed lease terms public as, if disclosed prior to entering into a contract, this could put the Council at a commercial disadvantage.

#### **SUMMARY**

The Council's Port Health Team currently occupy offices at Meridians House Ocean Village under a lease that expires on 15 December 2010. Terms have now been agreed for a renewal of this lease for a term of 5 years with break clauses. A Cabinet decision is required as there are no delegated powers for the Council to renew a lease where the rental is over £20,000 per annum.

#### **RECOMMENDATIONS:**

- (i) To approve the renewal of the lease at Meridians House on the terms set out in the confidential appendix to this report; and
- (ii) That the Head of Property and Procurement be given authority to finalise lease terms, any minor revisions and to take all appropriate steps in consultation with the Solicitor to the Council to complete the lease.

#### **REASONS FOR REPORT RECOMMENDATIONS**

1. It is proposed that the Port Health Team be relocated to accommodation at the new City Depot when available. Re-location of the team from their current office for the intervening short period would be expensive for the Council and cause disruption to the Port Health Service. The terms of the lease renewal as detailed below do not increase costs to the council and provide the flexibility to move to the new City Depot without financial penalty. Therefore the renewal of the lease with appropriate break clauses is considered to be the best option for the Council.

#### **CONSULTATION**

2. Consultation has been undertaken with the relevant officers within the Environment Directorate concerning the agreed lease terms.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

3. Not to renew the lease and temporarily relocate the Port Health Team was considered. However at an early stage the Accommodation Strategy Project Board confirmed that there was no suitable temporary alternative office accommodation available elsewhere within the Council. Also as stated above the service is to be relocated to the new City Depot and the temporary relocation of the service for the intervening period would be expensive for the Council and cause unnecessary disruption to the Port Health Service. For these reasons the temporary relocation of the service was rejected.

## **DETAIL**

4. The Council currently occupies offices at Meridians House, Ocean Village as a base for the Council's Port Health Team.
5. The Council currently holds a 5 year lease of these premises which expires on 15 December 2010. This lease excludes protection for the Council under the Landlord and Tenant Act 1954 which means the Council does not have an automatic right to a renewal of the lease although the landlord is willing to grant a new lease.
6. Terms for a new lease have been negotiated and the following terms have been agreed and are detailed in the confidential appendix.
7. Cabinet Authority is required to sign the new lease as there are no delegated powers for the Council to take new leases of premises, or renew such leases where the rent payable is more than £20,000pa.

## **FINANCIAL/RESOURCE IMPLICATIONS**

### **Capital**

8. There are no capital implications for this transaction

### **Revenue**

9. The agreement will result in no increase in the rent payable by the Council. There is sufficient budget provision for this.

### **Property**

10. The agreed rent reflects the open market value of the premises. The terms are the best achievable under the circumstances.

### **Other**

11. None

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

12. Section 120 Local Government Act 1972 gives the Council powers to acquire land (including by lease) by agreement for the purposes of any of their statutory functions.

### **Other Legal Implications:**

13. None.

**POLICY FRAMEWORK IMPLICATIONS**

14. This proposal complies with the Medium Term Plan.

**SUPPORTING DOCUMENTATION**

**Non-confidential appendices are in the Members' Rooms and can be accessed on-line**

**Appendices**

1.	Confidential Appendix detailing proposed lease terms.
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**Documents In Members' Rooms**

1.	None
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**Background Documents**

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	None
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**Background documents available for inspection at:**

**KEY DECISION?** No

<b>WARDS/COMMUNITIES AFFECTED:</b>	Bargate
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