

CABINET

Monday, 20th December, 2010

Traffic Regulation Orders start at
4:00 PM

Executive Business starts no
earlier than 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

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Director of Corporate Policy and Economic
Development

Dawn Baxendale

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BACKGROUND AND RELEVANT INFORMATION

The Role of the Executive

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

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

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

Key Decisions

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

- financial impact (£500,000 or more)
- impact on two or more wards
- impact on an identifiable community

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)

2010	2011
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 A PERMIT PARKING SCHEME IN CHETWYND DRIVE, BASSETT (TRO)

Report of the Head of Highways and Parking Services detailing a sustained objection to recent proposals to introduce a permit parking scheme in Chetwynd Drive, attached.

EXECUTIVE BUSINESS

4 STATEMENT FROM THE LEADER

5 RECORD OF THE PREVIOUS DECISION MAKING

Record of the decision making held on 22 November 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)

There are no items for consideration

8 EXECUTIVE APPOINTMENTS

To deal with any executive appointments, as required.

ITEMS FOR DECISION BY CABINET

9 APPROVAL TO GRANT DELEGATED POWERS TO OFFICERS AND MEMBERS WITHIN THE FRAMEWORK OF THE RECENT NHS WHITE PAPER (

Report of the Cabinet Member for Adult Social Care and Health seeking approval to grant delegated powers to officers and members to take certain decisions that will contribute to delivering better outcomes for local people within the framework of the recent NHS White Paper, attached.

10 ENDORSEMENT OF STATEMENTS OF PURPOSE: ADOPTION, FOSTERING AND PRIVATE FOSTERING SERVICES

Report of the Cabinet Member for Children's Services and Learning, seeking ratification The Care Standards Act 2002, ratification of: the Fostering Agency Statement of Purpose; The Adoption Agency Statement of Purpose; and the Private Fostering Statement of Purpose, attached.

11 HOUSING REVENUE ACCOUNT CAPITAL PROGRAMME PROJECT APPROVAL PHASE III

Report of the Cabinet Member for Housing, seeking formal approval for expenditure on various projects, in accordance with Financial Procedure Rules, attached.

12 HOUSING STRATEGY 2011 - 2015 AND HOUSING REVENUE ACCOUNT BUSINESS PLAN 2010 - 2040

Report of the Cabinet Member for Housing, seeking approval to review and update the current Housing Strategy, attached.

13 AUTHORITY TO ADVERTISE PROPOSED DISPOSAL BY LEASE OF LAND AT ABBEY HILL TO WESTON SAILING CLUB

Report of the Cabinet Member for Resources and Workforce Planning seeking authority for the Solicitor to the Council to advertise for two consecutive weeks in a local newspaper, the proposed disposal by lease of land, attached.

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 2 contains information deemed to be exempt from general publication based on Category 3 of paragraph 10.4 of the Councils Access to Information Procedure Rules. Publication of the information could influence the tender process, prejudice negotiations with potential contractors and result in the Authority not obtaining best value in procuring the services necessary to deliver the project.

15 AUTOMATION OF ITCHEN BRIDGE TOLL COLLECTION SERVICE

Report of the Cabinet Member for Environment and Transport outlining the conclusions of an investigation into the feasibility and potential benefits of automating the toll collection services on the Itchen Bridge, attached.

16 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: 17.

Confidential Appendix 3 contains information deemed to be exempt from general publication based on Category 3 of paragraph 10.4 of the Councils Access to Information Procedure Rules. Publication of the information could influence bids made on the Authority's other property transactions which maybe financially detrimental to the Council.

17 AUTHORITY TO ADVERTISE PROPOSED DISPOSAL OF MAYFIELD LODGE

Report of the Cabinet Member for Resources and Workforce Planning seeking authority for the Solicitor to the Council to advertise the proposed disposal by lease of land, attached

Friday, 10 December 2010

SOLICITOR TO THE COUNCIL

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Agenda Item 3

DECISION-MAKER:	CABINET
SUBJECT:	PROPOSAL TO INTRODUCE A PERMIT PARKING SCHEME IN CHETWYND DRIVE, BASSETT (TRO)
DATE OF DECISION:	20 DECEMBER 2010
REPORT OF:	HEAD OF HIGHWAYS AND PARKING SERVICES
STATEMENT OF CONFIDENTIALITY	
None.	

BRIEF SUMMARY

A Traffic Regulation Order was proposed on 16th July 2010 to introduce a permit parking scheme in Chetwynd Drive. Following public consultation objections remain to the need for and cost of the scheme. The matter is therefore following due process in being brought to the Cabinet of the Council to consider and determine the objections to the permit parking scheme and if approved whether the scheme should operate annually or from 1st October to 31st May.

RECOMMENDATIONS:

- (i) That the Cabinet approve the proposed permit parking scheme in Chetwynd Drive, as shown at Appendix 1.
- (ii) That if the scheme is approved the Cabinet decides that the permit parking restrictions should operate from 1st October to 31st May of each year.

REASONS FOR REPORT RECOMMENDATIONS

1. That in the absence of overriding considerations, a survey of residents' views shows a convincing majority are in favour of introducing permit parking restrictions in Chetwynd Drive.
2. That if the scheme is approved, the majority of respondents to the survey preferred that the scheme operate from 1st October to 31st May of each year.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. Leaving the road unrestricted was rejected on the basis that it would not address residents' concern over obstruction and the level of university-related parking.

DETAIL (Including consultation carried out)

4. A permit parking scheme was requested in Chetwynd Drive on 11th April by the East Bassett Residents' Association (EBRA). This followed an EBRA resident's survey in which 24 out of 25 respondents were in favour of permit holder parking. The Traffic Management team then drafted and advertised a signing only permit parking scheme (see Appendix 1) on 16th July.
5. As the pre-notice briefing letter for residents did not take into account a potential charge for visitors permits agreed at a Cabinet Meeting in July, it was decided to convey this information in a letter to all the residents together with responses to the points raised from the Public Notice (see Appendix 2/3).

6. A survey was also enclosed to confirm continued community support for a permit scheme and whether if approved residents would prefer a reduced period of operation from 1st October to 31st May. The results and comments from the survey are shown at Appendix 4.
7. The points from the Survey included:-
 - Concerns that a reduced period of operation would allow non-residents to park and potentially cause obstruction at the top of the road from June through to September.
 - Contrasting views that parking problems were not experienced outside of the university term.
 - Views that the scheme should apply over the Easter or Xmas term breaks.
 - An objection from a resident to paying for permits, taking into account existing Council Tax charges.
 - An objection to the introduction of any scheme of parking restrictions
 - Reference to the wider problems of noise and damage to Hall of Residence boundary fences from students using Chetwynd Drive.
 - The difficulties of accommodating visits by higher numbers of visitors on special occasions.
 - A question as to why permits have to be vehicle specific, which is restrictive for residents.
 - A question as to why no waiting at any time restrictions was not considered in the eastern section of the road, given that they were introduced in the top section.
 - A view that the scheme will only displace the student vehicles to other parts of Bassett causing further difficulties and costs.
 - Continued views that the University is responsible for parking problems and that the Council should be taking a range of actions to address this including; requiring adequate parking for students at all University sites and the prohibition of undergraduate students from having cars.
 - An alternative suggestion that other roads in the vicinity of the Halls of Residence are made unrestricted in order to accommodate the minority of students with vehicles. This in the residents' view would minimise the impact on residents (as students would park outside their own accommodation) and reduce the costs for the Council of managing and enforcing permit parking restrictions. Further that this approach should be tested before considering restrictions in Chetwynd Drive.

Officer Views

8. The concerns and objections raised generally re-stated points raised in response to the Public Notice (see Appendix 3). Whilst the frustrations and expectations of residents are understandable in these circumstances the Council's powers are limited. The Government standards (PPG13) on parking provision for new developments or conversions are based on setting restrictive *maximum* limits to encourage sustainable travel. There is therefore no means of compelling the University to make provision for university-related

parking across its sites. Also with over 30,000 students studying in the city the Council would not wish encourage more vehicles to be brought into the city adding to congestion and carbon emissions. The Uni-Link bus service with 3m bus passengers per year is evidence of the scale of travel demand by this community. Whilst removing parking outside the Halls of Residence is outside the scope of these proposals, any future consideration of this would have to take this into account.

9. Otherwise subject to any future change in government standards or regulations, the introduction of permit parking restrictions is Council policy to address high levels on non-resident parking, subject to community support. Whilst displacement is a potential consequence of any scheme of parking restrictions it is not always possible to predict the scale and location. Council practice has been to support communities where and when difficulties arise. The design, administration and management of permit parking schemes is an additional net cost, that even with the possible addition of charges for Visitors permits would remain predominantly funded by the Council. Communities therefore requesting these measures have to take these costs into account when responding to the public consultation. Resident Permits are only allocated to specific vehicles to protect the integrity of the scheme and avoid permits being misused for non-resident vehicles. The No Waiting at Any Time restrictions in the upper section of Chetwynd Drive were introduced to protect the tree from high side vehicle impacts. We would not wish to generate further contention over different restrictions applying to different parts of the lower section.
10. Whilst the objections/concerns raised by a number of residents are appreciated, these do not in the view of the Traffic Management override the preference by 77% of residents for permit parking restriction. It is therefore recommended that the Cabinet approve the introduction of a permit parking scheme in Chetwynd Drive as proposed at Appendix 1, with an operating period from 1st October to 31st May (as supported by 54% of respondents) for the permit parking restrictions.

RESOURCE IMPLICATIONS

Capital/Revenue

11. The cost of the TRO, consultation, road signing and permit issue is estimated to be £6,000, which can be met from the Environment portfolio.

Property/Other

12. N/A

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

13. 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:

14. 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

15. N/A

AUTHOR:	Name:	Graham Muir	Tel:	023 8038 8037
	E-mail:	graham.muir@bbisl.gov.uk		

KEY DECISION? No

WARDS/COMMUNITIES AFFECTED:	Bassett
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SUPPORTING DOCUMENTATION

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

Appendices

1.	Map showing the proposals for a Permit Parking Scheme in Chetwynd Drive
2.	Covering Letter for the Survey following the Public Notice
3.	Summary of objections/concerns to the parking proposals from the Public Notice with a response from the Traffic Management team
4.	Results and Comments from the Survey of Chetwynd Drive residents

Documents In Members' Rooms

1.	N/A
2.	N/A

Integrated Impact Assessment

Do the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out.	No
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Other Background Documents

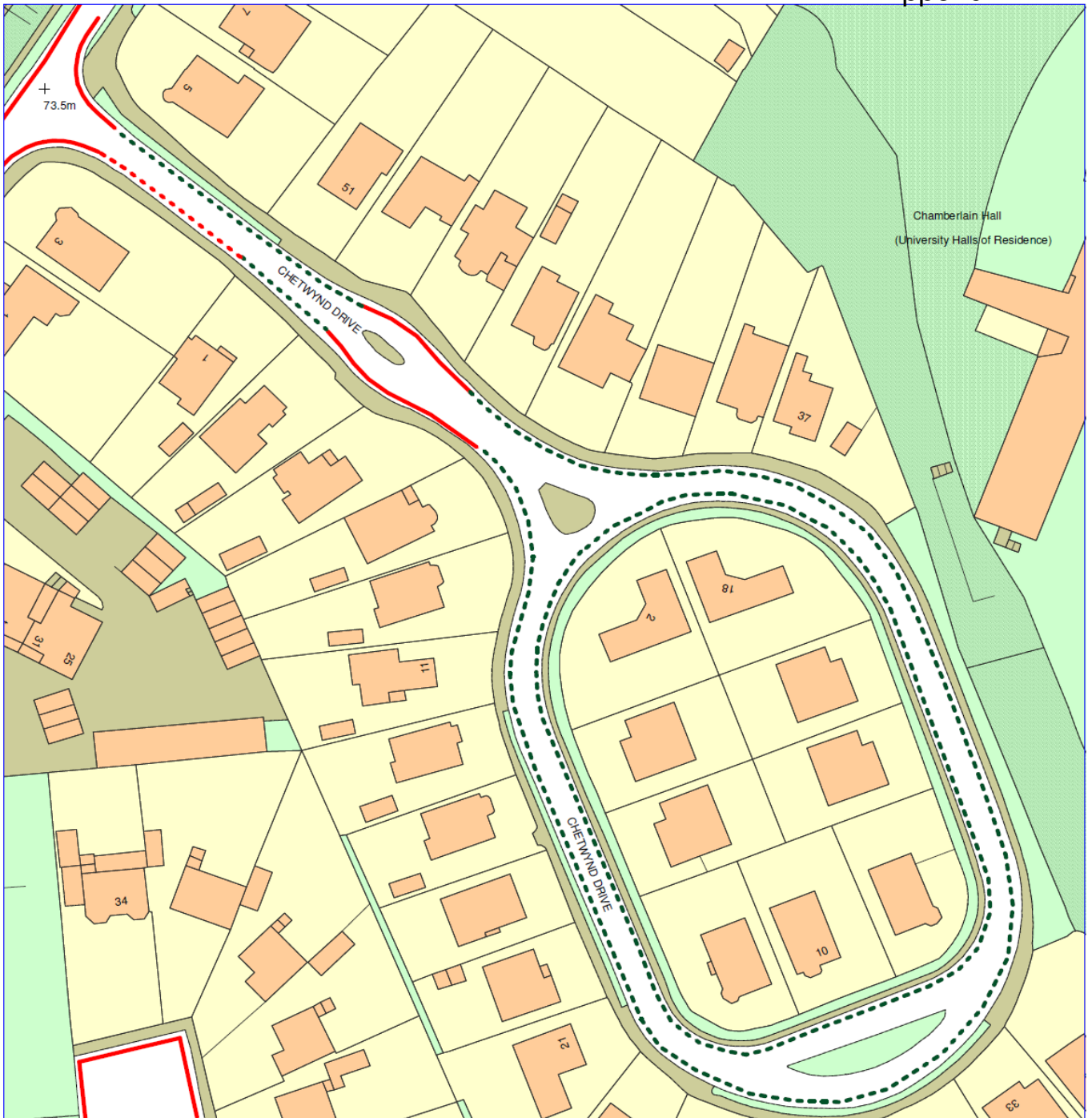
Integrated Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	N/A	
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Appendix 1: Map showing the proposals for a Permit Parking Scheme in Chetwynd Drive

Appendix 1



Based on the Ordnance Survey's 2010 Map with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright Reserved
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings, Southampton City Council Licence No 100019679, 2010

<p>Key</p> <ul style="list-style-type: none"> - - - - - Proposed Permit Parking Only 8am to 6pm, Monday to Friday (signed only) - - - - - Proposed No Waiting at Any Time parking restriction (in place of No Waiting 8am to 6pm Mon to Fri) _ _ _ _ _ Existing No Waiting at Any Time parking restrictions 	 NORTH
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 SOUTHAMPTON CITY COUNCIL	Mick Bishop Head of Highways and Parking 45 Castle Way Southampton SO14 2PD	Drawn by: Graham Muir
	Drawing Title Map showing proposed new parking restrictions in Chetwynd Drive	Date: 22/6/2010
		Scale: 1:800
		Plan No: GMBCD2010v1

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Appendix 2 Covering Letter for the Survey following the Public Notice

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

Appendix 2

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

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

The Occupier
3-5 Chetwynd Road, 1-51 Chetwynd Drive
Bassett

24th August 2010

Dear Resident,

PARKING IN CHETWYND DRIVE

I am writing following the Public Notice proposing the introduction of permit parking only restrictions in Chetwynd Drive, 8am to 6pm, Monday to Friday. Firstly may I thank residents for their correspondence, to which I am responding to collectively.

Whilst at this stage we would not wish to uphold the objections/concerns we have received, we have taken the view that it would be appropriate to inform all residents of the points raised, together with our response (see enclosed summary sheet).

Since my letter of 28th June, the Council has also completed a review of its budget for 2010/11, which now includes a proposal to introduce a charge for visitor permits. Although this will be the subject of its own public consultation process, we would wish to make residents aware of this possible development so that they may still register any concerns about a permit parking scheme in Chetwynd Drive, if they so wish.

One of the points highlighted in response to the public notice was the appropriateness of the scheme operating on annual basis. I have therefore also included a survey form to assess whether residents are in favour of a permit parking scheme and whether an alternative period of operation from 1st October to 31st May might be preferred. This information would then be made available to Cabinet Members, in the event of the matter having to be decided by Cabinet (see below).

Following this letter, should you wish to make an objection or sustain an objection to the proposed permit parking scheme in Chetwynd Road, please write to me stating your reasons for doing so and making sure your letter reaches me no later than 30th September 2010. Please note that in the event you wish to make an objection and request that it be considered by the Council's Cabinet body, any such 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 faithfully,

Graham Muir

Graham Muir
Traffic Engineer, Traffic Management.

If you would like this letter sent to you in another format or language, please contact the number at the top of this letter

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Appx 3: Summary of objections/concerns to the parking proposals from the Public Notice with a response from the Traffic Management team

Objection and concern	Traffic Management Response
<p>1. We believe the survey misrepresented the situation, we understood it was fact finding rather than a decision making one</p>	<p>The results of the EBRA survey were viewed by the Traffic Management team as an indication of a high level of support from residents in Chetwynd Drive for Permit Parking restrictions. The decision making process is however through the formal public notice and legal consultation associated with the Councils' subsequent proposals for permit parking restrictions.</p>
<p>2. The issue is over student car parking, therefore as residents and tax payers why should we have to resolve an issue which squarely lies with the University as the cars belong to the students who are paying for their University residency. There are car parking spaces available within the University's grounds such as in the Halls in Glen Eyre Road which have been empty for several months. Therefore the University needs to take responsibility for their students and their cars if they wish to maintain good relationship with their neighbours</p>	<p>The Council works with the University to promote use of the Uni-Link bus service (to which all first year students must subscribe). Whilst we very much welcome students to Southampton to study, we would prefer that they did not bring vehicles, which otherwise will add to congestion, carbon emissions and parking issues across the city. As the designated Highway Authority we however have no powers over the students or the University in respect of the use of parking off the public highway. Otherwise any powers within the Council could only be applied under planning consents for new developments. The University also have no powers to restrict use of the public highway and are entitled to adopt a commercial approach to the use of their parking facilities.</p>
<p>3. The University receives financial reward from students living within the Halls of Residence and therefore has an obligation to provide sufficient parking facilities within its boundaries. It is common planning and Good Practice (is it not?) to ensure that residents have adequate parking facilities within all residential developments nationwide.</p>	<p>Since Planning Policy Guidance 13 Transport was introduced by the Department of Communities and Local Government 2001, new maximum (rather than minimum) parking standards were introduced for new developments. The following extract highlights the objectives for this:- <i>The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations very well served by public transport. Car parking also takes up a large amount of space in development, is costly to business and reduces densities. Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices.</i></p> <p>(http://www.communities.gov.uk/publications/planningandbuilding/ppg13)</p> <p>Any new developments would therefore be subject to restrictions on parking provision. For example for higher education establishment the maximum parking provision is 1 space for every 2 members of staff and 1 space for every 15 students. In this context the Council policy is to support requests from communities for permit parking restrictions as a means of reducing the impact of this policy on neighbouring roads.</p>
<p>4. The permits are initially free but subject to review and within the current economic climate we are likely to end up paying for the privilege of parking in front of our homes. Can you guarantee this will not happen?</p>	<p>Since initial briefing letter, the Cabinet of the Council agreed prospective measures to address budget shortfalls for 2010/11. These include proposing to introduce charging for Visitor Permits. This was given an annualised value of £85-90K. Otherwise the current Administration's policy is to retain the free charge for first permits. As a consequence within Zone 9 there are relatively few properties that pay the charge for a second permit, due to the relatively high level of off-street parking available. It is not however possible to guarantee that charges may not be applied at any time in the future.</p>

Appendix 3

Appx 3: Summary of objections/concerns to the parking proposals from the Public Notice with a response from the Traffic Management team

<p>5. Eastleigh Borough Council is reviewing its permit charges (see below) <i>It is recommended that the cost of 2nd and 3rd residential permits, professional carers permits and business permits are increased from 19 October as detailed in Appendix A, to further reduce this deficit. It is also recommended that consideration is given to the introduction of a new charge of £30 for the first permit to all new entrants to the scheme including who move within the scheme</i> The appendix referred to indicates a 20% rise in permit fees, the last increase came into force in October 2009! Can we expect similar increases in just under twelve months? Our experience shows that Councils throughout the Country irrespective of their political bias, tend to adopt very similar approaches to income generation, we fear this will be the case with Chetwynd Drive</p>	<p>As highlighted above the City Council have reviewed the budget for 2010/11 and are intending to propose to introduce charges for visitor permits. Otherwise whilst there are different charging regimes for permit parking across the country, the charging regime for permits in Southampton have been relatively stable. Clearly there are financial pressures on the Council, but the policy is where possible to make savings in the cost of service as opposed to the level of service. Full details of the budgetary review by Southampton City Council can however be viewed at the following web addresses Report: http://www.southampton.gov.uk/modernGov/mgConvert2PDF.aspx?ID=2628 Appendices: http://www.southampton.gov.uk/modernGov/mgConvert2PDF.aspx?ID=2632 Decision: http://www.southampton.gov.uk/modernGov/mgConvert2PDF.aspx?ID=2841</p>
<p>6. In times of cutbacks and as taxpayer I think this is a waste of resources, signs, then management of the permit system, policing, maintenance and having new posts erected Taxpayers cannot afford this.</p>	<p>It is Council policy to propose resident parking schemes where requested and supported by a community. In this case the Traffic Management took into account representations from residents and EBRA, together with the consideration that the design work had already been completed following previous concerns from residents in 2007. Budget was therefore allocated subject to the current public consultation process. The initial cost if approved would be around £5K, with significantly lower running costs.</p>
<p>7. Policing. My concern is that if we fail to display our permit we are the ones that will get punished, yet we are not the cause of the problem</p>	<p>If residents wish to have a permit parking scheme introduced to restrict non-resident parking, then displaying a permit is the only current means we have of differentiating between parked vehicles. Our Parking Services are looking at alternative technologies (e.g. automatic number plate recognition), but residents should take into account the risk of incurring a penalty charge for not displaying a permit.</p>
<p>8. We regularly use any available company vehicle to commute between our home and business premises. Our understanding is that Residents parking permits are allocated on a Specified Vehicle basis, if this indeed the case we would have to personally apply and pay for approximately 25 permits at an annual cost of £1500. This is preposterous, £1500 to park outside our own home.</p>	<p>There is a limit of 2 permits per household (3 in exceptional circumstances) and therefore it is not possible to allocate 25 permits to an individual household. Whilst company vehicles are catered for within the scheme provided they are not over 3.5 tonnes, there is no facility for registering permits against more than one vehicle. Permits can be changed with a change of vehicle but this would be impractical on a daily basis. Unfortunately this is an area wide scheme designed to serve typical family vehicle use and where in most cases off-road parking can accommodate occasional vehicle use.</p>
<p>9. We engage the services of several domestic service providers: the frequency of their combined visits amounts on average to three per week. The proposed permit Scheme allows for 60 (day) visitor permits per year which based on our circumstances is quite clearly insufficient. The financial implications for us as a family are horrendous and the proposed Scheme if successful, will quite clearly have a dramatic effect on our quality of life. It simply cannot go ahead.</p>	<p>Visitors permits are restricted across all the permit parking schemes to help manage the level of on-street parking and reduce the risk of re-circulation of these permits for financial gain. It is possible that as part of any prospective proposal to introduce charging for visitor permits that the allowance may be increased. However no details are currently available for this. From our experience in Zone 9 residents tend to address this need by making use of their off-street parking, if visitor needs cannot be covered by the allocation of visitor permits. Residents should however take this into account in either sustaining or registering an objection to the scheme.</p>

Appx 3: Summary of objections/concerns to the parking proposals from the Public Notice with a response from the Traffic Management team

<p>10. We often have family relatives staying with us; they are retired and rely upon us to care for them in our home on a regular basis (they do not hold Blue Badges). They are now expected we assume to pay for that privilege because they will require a permit to park their cars. Will this not discourage them from seeking the assistance they quite clearly require? It is obvious that no thought has been given to the proposal other than the obvious financial benefits for the Council.</p>	<p>Whilst there Essential Visitors Permits for residents dependent on carers, these do not apply for visiting relatives. Any provision for on-street visitor parking has to be met through the allocation of visitors permits. The scheme around the University operates on an area wide basis and it is not possible to customise permit arrangements to meet the needs of individual household needs. Residents should therefore again take this into account in either sustaining or registering an objection to the scheme. There is no financial benefit for the Council introducing the scheme.</p>
<p>11. There can be no justification in such Council expenditure to combat an issue which only occurs for part of the year; University term times equate to 208 days per annum, outside of this there are no problems whatsoever with parking. It appears however that the Council has no qualms in asking us the residents to contribute to a scheme which will be in force throughout the entire year. Based on this information, it is obvious that for 43% of the year there is no requirement for enforcement, however the fees proposed are for year round patrols. Yet another complete waste of taxpayers resources by Southampton City Council</p>	<p>Restrictions in Zone 9 generally operate all year reflecting issues with staff, general commuter and student parking. In The Parkway however the schemes operates from 1st October to 31st May. The signing requirement restricts any further variation. In order to assess residents views on this option please complete the attached survey. There are however no changes to the permit charges as the installation and administration costs are unchanged. Enforcement costs are spread across the city and relate to levels of compliance. The high level of support for the existing permit parking schemes and requests we receive to extend operation of the schemes would indicate that most residents value this service.</p>
<p>12. What alternatives have been considered? Do the University Halls issue letters to new students warning them not to encroach on local residents? Do these letters specifically refer to parking in neighbouring residential streets? Is there a warning that any complaints received may lead to severe sanctions? Why does the University not implement a specific Residents Complaint procedure, whereby we can record vehicle index numbers ourselves and report directly to the University? Have any of these avenues been explored. We doubt it very much! It is far simpler to put the burden on the residents; generate income rather than confrontation or at least dialogue with one of City's largest and influential institutions. We are not prepared for you to take "the easy way out", especially when we are expected to pay for it.</p>	<p>These points would be better addressed to the University or the East Bassett Residents' Association who will have discussed student parking in the area. Whilst the Traffic Management team have met with the University Transport Manager, as highlighted above as a Highway Authority we have no powers over how the University relates to its staff or students.</p> <p>Otherwise again there is no revenue gain for the introduction of permit parking by the Council.</p>
<p>13. I reluctantly have to agree, in part, to the solution you have put forward. My only proviso would be that double yellow line should be put opposite 12, 14, and 16. The experience of late has been thoughtlessness parking of cars on both sides of the road which has, on occasion, meant the service and delivery vehicles have not been able to get down the road. One day this might be an emergency vehicles such as an ambulance or fire engine. Sometimes students have partly parked on the pavement opposite making it necessary for the elderly folk at the bottom of the drive to walk in the road. Last term I had a student parking his car right outside of my house, on this side of the road for seven weeks making it difficult for my daughter to visit. Therefore, I reluctantly concede to the triumph of experience over hope and agree to your plan, provided that my health and safety concerns are addressed.</p>	<p>There are no current plans to add further No Waiting at Any Time restrictions as part of these proposals. If there is a requirement to restrict parking to maintain access, we would need to apply no waiting at any time restrictions to one side of the road throughout Chetwynd Drive. From our experience of previous schemes, the requirement for permits has been sufficient to deter university-related parking. This then allows residents to manage their own parking which we understand is the generally preferred option.</p>

Appx 3: Summary of objections/concerns to the parking proposals from the Public Notice with a response from the Traffic Management team

<p>14. If the Council insists on implementing the Permit Scheme the erection of additional poles and increased signage will be detrimental to the ambience of the Drive. It will affect our enjoyment of the locality, adversely affect the 'street scene' with additional furniture and there will be a significant detrimental impact on the value of our home.</p>	<p>These schemes are only introduced at the request and support of the community. The scheme is however dependent on signing that complies with Department for Transport standards. Residents can view these along The Parkway, Tower Gardens or in Butterfield Road. The valuation of properties is outside of the scope of this process.</p>
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NB: Duplicate concerns or objections have not been stated.

Are you in favour of Permit Parking restrictions?		If approved what period of operation would you prefer?	
Yes	No	Annual	Oct 1 - 31 May
17	5	11	13
77%	23%	46%	54%

1. In our opinion, restricting parking at the top of the road is an important safety issue. It is not necessarily only students who could park there thoughtlessly and impede emergency/service issues access (a "do" at the church could also create congestion) so year round restrictions are a safer and more practical option.
2. As well as students parking in Chetwynd Drive, there has been an increase of cars being left in the Drive all day, when owners have then made the journey into town by the local bus. This is bound to continue due to the increase in parking changes in the City, especially if there is a charge for parking on business premises. It is therefore necessary that parking restrictions are in place all year round. You have provided details of the objections to parking restrictions in Chetwynd Drive. It should have been pointed out that all these objections were from one person, and that this represented a significant minority response to parking restrictions. You have provided this one person with an unfair platform for his objections. You also failed to point out that these objections were rejected by Councillor Mr Alec Samuels.
3. There has been no problem with parking during the university summer holidays.
4. Period of operating to include Easter period and Christmas? Needs to be free to residents then. Against any restrictive parking scheme which involves paying for. I pay Property Tax and Rates. Note that from No 5 upwards to Chetwynd Road there is already restrictive parking (i.e. double yellow lines). Therefore do not see why they should be allowed to comment/vote on restrictions affecting others in Chetwynd Drive. The university parking issue needs to be tackled. At the moment residents may have to foot the bill again.
5. Very good idea (Oct 1 to 31 st May operation) seeing as the problem only stems from student parking!
6. Sounds like a good idea (Oct 1 to 31 st May operation)
7. For some time I have been of the opinion that the University should take responsibility for parking of their staff and student cars, and that the council should forbid any expansion of university building until the university provides, if necessary, multi-storey parking, on the main site and also at student accommodation. Now that the university is down, many of the roads around the Bassett area are much clearer from parked cars and safer to travel along. One particular road is Mayfield Road which connects Thomas Lewis Way with access to Bassett Avenue. At busy times this road is virtually impassable except by pulling into few gaps to allow cars to move along. In Chetwynd Drive we have an additional hazard if cars are parked on both sides of the throat of the cul-de-sac. No large delivery vans can enter, and there have been occasions when dustbins are not collected. My own home has parking for one car in the road. I have four children and a grandson who like to visit us on special occasions, such as birthdays etc. That is the possibility of five cars to be parked. At present we have good relationships with neighbours, but students cars in addition do not make for patient acceptance! Why should we put up any forced inconvenience to parking in our road if the university is not made to do something about the problem that is of their doing. Undergraduate students should be banned from having cars. That at least would reduce the volume, accepting that postgraduate students are likely to have and may need cars. I ask the council to protect us from those providing the nuisance.
8. A reduced period permit parking scheme covering term-times only would be better than the option proposed. This would ensure no parking restrictions when many residents have friends and family staying over Christmas and Easter. However, this stated, we firmly <u>oppose</u> the introduction of <u>any</u> parking scheme requiring the introduction of further parking restrictions or permits. Much of the/ <u>any</u> problem is being caused by residents not students
9. To avoid confusion we feel the annual scheme for permit parking to be the better option. However either option would be far better than that currently experienced, due to inconsiderate parking by students & others which has caused considerable difficulties particularly in the recent past.
10. Our house is on the east side of Chetwynd Drive adjacent to Chamberlain Halls and we are probably one of the worst affected by the problems. It is not a simple issue of cars being parked during the day. Daytime parking when most residents are out at work is not a problem (as generally recognised on the Councils website pages on resident parking schemes). We would actually need restricted parking after 5pm weekdays and at all times weekends to be effective addressing the

Appendix 4: Results and Comments from the Survey of Chetwynd Drive residents
(relevant to the proposals and parking around the University)

problem of long term student parking in Chetwynd Drive. The significant problem is one of long term parking outside residences by students and by long term I mean weeks on end without vehicles moving. The problem is such that we mistakenly reported a number of vehicles outside our house to the Council as "abandoned". A consequence of students parking is also that they have begun to attempt short cuts back to the University Halls to the extent that they have created a path through the undergrowth and broken through the boundary fence between Chamberlain Hall and Chetwynd Drive. In addition to the parking nuisance, we also suffer from late night/early morning comings and goings often in the early hours of Sunday night/Monday morning as students find a "home" for their cars for the coming week before the parking restrictions in Glen Eyre Road come into force on the Monday.

One of the attractions of Chetwynd Drive was how quiet and traffic free it seemed when we first viewed our house and indeed it so when the students go home at term end. The University Community Liaison Officer has been extremely helpful in trying to deal with the problem but I get the sense that he is frustrated that he cannot do more to solve the issue given the policies that he has to work under. Due to the exasperation with the parking issues and as many of my long standing neighbours confirmed that over the last 12 months the problem was the worst they had seen so far, I did support the survey on parking restrictions. However given the proposed charges and likelihood of additional charges for visitor permits I am not in favour of the scheme unless all the other solutions have been discounted first for good reason. I have an alternative suggestion which I will cover later. If a scheme were introduced why do permits have to be vehicle specific? Why can't permits be issued to households stating the address to which they are issued? This means that they can easily be transferred between vehicles in a household as necessary and cuts down administration costs for the Council, particularly when a household changes a vehicle. You mention that if additional No Waiting at Any Time restrictions were to be added that they would have to be added to one side of Chetwynd Drive rather than only for the short distance along the Chamberlain Hall side. I don't understand why this is so given that that already exists non-contiguous (i.e. stand alone) double yellow lines for about 15 metres either side of the large fir tree in the middle of the road at the top of the Drive. Introducing restrictions into Chetwynd Drive would I believe only force the problem to another street or streets. Students are ever resourceful and I could envisage that soon after Chetwynd Drive is restricted the Council receiving similar complaints from residents as far away as Saxholm Way or Bassett Heath Avenue.

A 15 minute walk for free long term parking wouldn't faze the first year student who is determined to bring a car to Southampton irrespective of the University's policies, preferences and advice etc. Indeed there are many posts on student internet forums, some as recent as last week, seeking advice and getting it, on the best places to park unrestricted in roads around the Glen Eyre Halls area given that the University policy is not to allow first year students to apply for a parking permit within the halls. The root cause of the problem is well known. Without repeating the full background factors, transport policies etc, etc, I liken the University's policy of not generally allowing first year students to apply for parking permits to one of an employer not allowing his fixed term contract staff to benefit from workplace parking even though there are spaces available. The University is responsible for its students in a similar way that an employer has responsibility for its staff.

I am a director of a Southampton city centre employer with workplace parking for staff. If we denied employees parking they would simply park their vehicles in surrounding residential streets and create a similar problem. This is perhaps an unintended consequence of such a policy but one which would impact other local residents in the same way that the University student parking problem does for those of us living in Chetwynd Drive.

Why don't we go back to basics and consider how else we could solve the problem at source rather than continuing to try and deal with the symptoms and incur further cost and inconvenience for residents and the Council. It is clear that the University policy on first year halls students and bringing cars to City is not entirely successful. If it were there wouldn't be this problem. The relatively few first year students who persist in bringing a car to Southampton want to find long term suitable parking as close as possible to their Halls of Residence. Such parking does exist and I believe the solution is right in front of use. The roads bordering the University Halls and other buildings (Hartley Grove, Chamberlain, Glen Eyre etc) do have on street parking spaces along the University premises boundaries but it is restricted Monday to Friday to 2 hours etc.

Why not simply remove these restrictions on the parking bays adjacent to the University premises on Glen Eyre Road (Hartley Grove & Chamberlain Halls sections) and the initial part of Chetwynd Road and then the students can park there instead?

Appendix 4: Results and Comments from the Survey of Chetwynd Drive residents
(relevant to the proposals and parking around the University)

- It is very obvious that the primary users of these parking areas are University students. The parking areas are almost entirely empty during weekday restricted hours and completely full during unrestricted weekend periods when the students retrieve their vehicles from the surrounding residential areas.
- There should be little impact on other residents as these on street parking areas are almost exclusively outside University premises and not other residential properties
- There would be no change or issues with traffic etc, as if traffic management issues currently exist surely parking would be completely restricted with single and double yellow lines on all parts of the roads
- Students can park near to their own accommodation, not other peoples
- Little or no disturbance to residents other than students through coming and goings
- Reduced costs for the Council as less time limited parking to police
- No need for restricted parking in Chetwynd Drive, no increase in Council expense and no additional costs for residents!

In summary I believe that it would be well worth trialling such an approach and if it fails to markedly improve matters for Chetwynd Drive and other local residents similarly affected then I would reluctantly support introducing some form of restriction to Chetwynd Drive. I am copying this letter to fellow residents, the Vice Chancellor of the University, relevant local councillors and the local residents association.

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Agenda Item 5

EXECUTIVE DECISION MAKING

RECORD OF THE DECISION MAKING HELD ON 22 NOVEMBER 2010

Present:

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 P Williams	-	Cabinet Member for Local Services and Community Safety

Apologies: Councillors White

50. RECORD OF THE PREVIOUS DECISION MAKING

The record of the Executive decision making held on 25 October 2010 were received and noted as a correct record.

51. CORPORATE FINANCIAL MONITORING FOR THE PERIOD TO THE END OF SEPTEMBER 2010

On consideration of the report of the Cabinet Member for Resources and Workforce Planning summarising the General Fund Revenue financial position for the Authority for the 3 months to the end of the 2nd financial quarter of 2010 and having received representations from a Member of the Council, Cabinet noted that:

- (i) the current General Fund revenue budget monitoring position for the General Fund 2010/11 as at Month 6 (September), which is a forecast over spend at year end of £293,900 against the budget approved by Council on 17th February 2010, as outlined in paragraph 4. This can be compared against the reported over spend at Month 3 of £1,123.600; an improvement of £829,700.
- (ii) the baseline forecast over spend for portfolios is £4,302,200;
- (iii) portfolios continue to take remedial action to manage a number of the corporate and key issues highlighted in this report and that the financial impact is reflected in the forecast position;
- (iv) the Risk Fund includes £3.3M to cover service related risks, and that the estimated draw at Month 6 is £3.0M to cover expenditure which is included within the baseline forecast portfolio over spend of £4.3M. At this stage of the year, it has been prudently assumed that a further draw of £365,500 may be required in 2010/11 and consequently that the Risk Fund will be fully utilised;

- (v) the Revenue Development Fund now totals £3.6M following the allocation of a further £1.3M 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;
- (vi) it has been assumed that the contingency of £250,000 will be fully utilised by the end of 2010/11;
- (vii) the forecast includes an approved carry forward for Central Repairs and Maintenance as agreed by Full Council;
- (viii) the performance to date with regard to the delivery of the agreed savings proposals approved for 2010/11 as detailed in Appendix 10;
- (ix) the performance against the financial health indicators detailed in Appendix 11;
- (x) the performance outlined in the Quarterly Treasury Management Report attached as Appendix 12 and specifically that the indicator relating to the ratio of financing costs to the net revenue stream has been reviewed and amended to 10.0% as outlined in paragraph 16. This amendment will be reflected in the next revision to the Treasury Management Strategy; and
- (xi) the current HRA budget monitoring position for 2010/11 as at Month 6 (September), which is a forecast under spend at year end of £1,300 against the budget approved by Council on 17th February 2010, as outlined in paragraph 17. This can be compared against the reported over spend at Month 3 of £154,200; an improvement of £152,900.

52. SECOND QUARTER PERFORMANCE MONITORING FOR 2010/11 CORPORATE PLAN

On consideration of the report of the Executive Director for Corporate Policy and Economic Development outlining the progress made at the end of September 2010 (Quarter 2) against the targets and commitments contained within the 2010/11 Corporate Plan Cabinet noted that:

- (i) 68% of Performance Indicators that are the responsibility of the Council and 93% of the Commitments set out in the 2010/11 Corporate Plan are reported to be on target at the end of September 2010; and
- (ii) appropriate actions are in place by the end of December 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 September 2010.

53. SOUTHAMPTON LOCAL ECONOMIC ASSESSMENT

DECISION MADE: (Ref: CAB 10/11 4951)

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 delegate authority to the Executive Director, Corporate Policy and Economic Development following consultation with the Leader of the Council to consult on the draft Local Economic Assessment for Southampton; and
- (ii) To delegate authority to the Executive Director, Corporate Policy and Economic Development following consultation with the Leader of the Council to take any other action necessary to meet the Council's obligations under the Local Democracy, Economic Development and Construction Act 2009 in respect the duty to produce a Local Economic Assessment (LEA).

54. COURT LEET PRESENTMENTS 2010

DECISION MADE: (Ref: CAB 10/11 4799)

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

- (i) That the initial officer responses to the Presentments approved by the Court Leet Jury as set out in Appendix 1 to the report be noted; and
- (ii) That individual Cabinet Members ensure that responses are made to Presenters regarding presentments within their portfolios as appropriate and as soon as practically possible.

55. PRIMARY SCHOOL REVIEW: PHASE 2 STATUTORY CONSULTATION

DECISION MADE: (Ref: CAB 10/11 4712)

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 modified decision:

1. To note the outcome of the pre-statutory consultation as set out in Appendix 1 of this report.
2. To make the following statutory proposals for changes to primary education in the city by enlarging the following schools in September 2011.
 - (i) The enlargement by 15 places (0.5FE – forms of entry) per year group of Bassett Green Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.5FE (45 places) to 2FE (60 places) per year group, and increasing the net capacity from 315 to 420 by September 2017.
 - (ii) The enlargement by 30 places (1FE – form of entry) per year group of Glenfield Infant School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 3 years have been expanded. This would have the effect of enlarging the school from 2FE (60 places) to 3FE (90 places) per year group, and increasing the net capacity from 179 to 270 by September 2013.

- (iii) The enlargement by 10 places (0.33FE – forms of entry) per year group of Highfield CE Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.16FE (35 places) to 1.5FE (45 places) per year group, and increasing the net capacity from 233 to 315 by September 2017. This enlargement would be carried out in conjunction with the CE diocese of Winchester.
 - (iv) The enlargement by 15 places (0.5FE – forms of entry) per year group of Kanes Hill Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.5FE (45 places) to 2FE (60 places) per year group, and increasing the net capacity from 315 to 420 by September 2017.
 - (v) The enlargement by 30 places (1FE – forms of entry) per year group of Moorlands Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1FE (30 places) to 2FE (60 places) per year group, and increasing the net capacity from 210 to 420 by September 2017.
 - (vi) The enlargement by 30 places (1FE – forms of entry) per year group of Shirley Warren Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1FE (30 places) to 2FE (60 places) per year group, and increasing the net capacity from 210 to 420 by September 2017.
3. To make the following statutory proposals for changes to primary education in the city by enlarging the following schools in September 2012.
- (i) To revoke the proposals approved by Southampton City Council on 9th July 2009 to change Banister Infant School (Community School) Banister Gardens, Westrow Road, Southampton, SO15 2LX from an infant and nursery school to become an all through primary school by changing the age range of pupils to be admitted from 3-7 year olds to 3-11 year olds from September 2013 increasing the size of the school from 135 pupils to 315 pupils by September 2016. Instead, the following alterations will be made to Banister Infant School (Community School) Banister Gardens, Westrow Road, Southampton, SO15 2LX from 1st September 2012. To increase admissions to Banister Infant School by admitting a further 15 pupils to Year R (age 4) from September 2012 and continuing each school year until all years have been expanded and from 1st September 2013 to change Banister Infant School from an infant and nursery school to become an all through primary school by changing the age range of pupils to be admitted from 3-7 year olds to 3-11 year olds. In order to achieve the change of age range up to 60 pupils will be permitted to transfer from Year 2 (age 6) to Year 3 (age 7) or be admitted as casual vacancies to Year 3 (age 7) from September 2013 and in subsequent school years. This will have the effect of enlarging the school from 162 places to 420 places by September 2018. The current net capacity of the school is 162 (excluding the

nursery) and the proposed net capacity will be 420 statutory school age places. The current number of pupils registered at the school is 130 (excluding the nursery). The current admissions number is 45 and the proposed admission number will be 60.

- (ii) The enlargement by 30 places (1FE – form of entry) per year group of Fairisle Infant School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 3 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 270 to 360 by September 2014.
- (iii) The enlargement by 30 places (1FE – form of entry) per year group of Fairisle Junior School, with implementation from 1 September 2015, beginning with Year 3 and continuing incrementally until all 4 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 360 to 480 by September 2018. This proposal is to be treated as linked to 3(ii) above.
- (iv) The enlargement by 15 places (0.5FE – forms of entry) per year group of Harefield Primary School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.5FE (45 places) to 2FE (60 places) per year group, and increasing the net capacity from 315 to 420 by September 2017.
- (v) The enlargement by 30 places (1FE – form of entry) per year group of Tanners Brook Infant School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 3 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 270 to 360 by September 2014.
- (vi) The enlargement by 30 places (1FE – form of entry) per year group of Tanners Brook Junior School, with implementation from 1 September 2015, beginning with Year 3 and continuing incrementally until all 4 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 360 to 480 by September 2018. This proposal is to be treated as linked to 3(v) above.
- (vii) The enlargement by 30 places (1FE – form of entry) per year group of Valentine Infant School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 3 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 270 to 360 by September 2014.
- (viii) Linked to this is the enlargement by 30 places (1FE – form of entry) per year group of Heathfield Junior School, with implementation from 1 September 2015, beginning with Year 3 and continuing incrementally until all 4 years have been expanded. This would have the effect of enlarging the school from 3FE (90 places) to 4FE (120 places) per year group, and increasing the net capacity from 359 to 480 by September 2018. This proposal is to be treated as linked to 3(vii) above.

- (ix) The enlargement by 30 places (1FE – form of entry) per year group of Sholing Infant School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 3 years have been expanded. This would have the effect of enlarging the school from 2FE (60 places) to 3FE (90 places) per year group, and increasing the net capacity from 174 to 270 by September 2014.
 - (x) Linked to this is the enlargement by 30 places (1FE – form of entry) per year group of Sholing Junior School, with implementation from 1 September 2015, beginning with Year 3 and continuing incrementally until all 4 years have been expanded. This would have the effect of enlarging the school from 2FE (60 places) to 3FE (120 places) per year group, and increasing the net capacity from 239 to 360 by September 2018. This proposal is to be treated as linked to 3(ix) above.
 - (xi) The enlargement by 15 places (0.5FE – forms of entry) per year group of St Patrick’s Catholic Primary School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1.5FE (45 places) to 2FE (60 places) per year group, and increasing the net capacity from 315 to 420 by September 2017. This enlargement would be carried out in conjunction with the RC diocese of Portsmouth.
 - (xii) The enlargement by 30 places (1FE – forms of entry) per year group of St Mark’s CE Primary School, with implementation from 1 September 2012, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 2FE (60 places) to 3FE (90 places) per year group, and increasing the net capacity from 459 to 630 by September 2017. This enlargement would be carried out in conjunction with the CE diocese of Winchester.
4. To note enlargements to the following schools which do not need statutory proposals, but will be actioned through the annual admissions process in due course.
- (i) The enlargement by 30 places (1FE – form of entry) per year group of Beechwood Junior School, with implementation from 1 September 2014, beginning with Year 3 and continuing incrementally until all 4 years have been expanded. This would have the effect of enlarging the school from 2FE (60 places) to 3FE (90 places) per year group, and increasing the net capacity from 311 to 360 by September 2017. This proposal is to be treated as linked to 2(ii) above.
 - (ii) The enlargement by 30 places (1FE – forms of entry) per year group of Mansel Park Primary School, with implementation from 1 September 2011, beginning with Year R and continuing incrementally until all 7 years have been expanded. This would have the effect of enlarging the school from 1FE (30 places) to 2FE (60 places) per year group, and increasing the net capacity from 358 to 420 by September 2017.
5. To delegate authority to the executive Director of Children’s Services & Learning, following consultation with the Cabinet Member for Children’s Services & Learning to do anything necessary to give effect to the recommendations in this report.

6. To delegate authority to the executive Director for Children's Services & Learning in consultation with the Solicitor to the Council to take any action necessary to comply with the requirements of the Schools Standards & Frameworks Act 1998 and associated legislation, including but not limited to the publication of Statutory Notices and compliance with statutory representation procedures, to give effect to the recommendations in this report.

56. ESTATE REGENERATION PROGRAMME

DECISION MADE: (Ref CAB 10/11 4068)

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

- (i) To delegate to the Solicitor to the Council to amend, finalise and sign the Development Agreements with the preferred developers for each of the three sites within Phase 2 Estate Regeneration Programme with the respective preferred bidders comprising:
 - (a) Lot 1 Exford Avenue Shopping Parade: Lovell Partnerships Limited /First Wessex Housing Association.
 - (b) Lot 3 Laxton Close: Lovell Partnerships Limited /First Wessex Housing Association.
 - (c) Lot 4 Meggeson Avenue: Lovell Partnerships Limited/First Wessex Housing Association.
- (ii) Lot 2 Cumbrian Way: Not to award.
- (iii) Delegate authority to the Head of Property and Procurement to negotiate and agree the purchase of each of the parcels of land shown edged red on Appendices 1 – 3 (being Exford Avenue Shopping Parade, 222-252 Meggeson Avenue and 5 – 92 Laxton Close)
- (iv)
 - (a) That subject to reasonable attempts to negotiate the acquisition of each of the parcels of land referred to in paragraph 3 above respectively having failed, that the Solicitor to the Council be authorised to make Compulsory Purchase Orders to acquire those relevant parcels of land and any necessary rights for the following parcels of land, all being within the Council's Phase 2 Estate Regeneration Programme:
 1. Exford Avenue Shopping Parade as shown edged red on the map in Appendix 1.
 2. 222-252 Meggeson Avenue as shown edged red on the map in Appendix 2.
 3. 5 – 92 Laxton Close as shown edged red on the map in Appendix 3.under Section 226(1) (a) Town & Country Planning Act 1990 for the purpose of facilitating the carrying out of redevelopment and improvement of the land.
 - (b) The Solicitor to the Council be authorised to approve the basis of each Statement of Reasons for making the Compulsory Purchase Orders as set out in Appendices 4 to 6.
- (v) The Solicitor to the Council be authorised to:

- (a) To make, advertise and secure confirmation and implementation of the Compulsory Purchase Orders referred to in paragraph 3(a) above.
- (b) To acquire interests in or rights over the land shown edged red on Appendices 1 - 3 either by agreement or compulsorily.
- (c) To amend all or any of the Statements of Reasons referred to in paragraph 4(b) above as required.
- (d) To approve agreements with land owners setting out the terms for withdrawal of any objections to any of the Compulsory Purchase Orders (to include payment of compensation), including where appropriate seeking exclusion of land from any Order.
- (e) To approve (once vacant possession and planning permission has been obtained) the service of a Final Demolition Notice and the demolition of the buildings and structures on the land edged red in Appendices 1 to 3.

57. THE DISPOSAL OF LAND AT BROADLANDS ROAD AND RE-PROVISION OF ALLOTMENTS AT BRICKFIELD ROAD

DECISION MADE: (Ref: CAB 10/11 4932)

On consideration of the report of the Cabinet Member for Resources and Workforce Planning, representations from local allotment holders, residents and Members of the Council, Cabinet agreed the following:

- (i) To approve in principle the sale terms of the Broadlands Road allotment site to Southampton University, subject to Secretary of State Consent.
- (ii) To approve the conversion of the land at Brickfield Road into replacement allotment plots, subject to Planning Approval.
- (iii) To delegate authority to Head of Property and Procurement after consultation with the Executive Director for Neighbourhoods to take any such action as considered necessary to facilitate the conversion of the Brickfield Road site into allotments and for the disposal of the Broadlands Road site.

Agenda Item 9

DECISION-MAKER:	CABINET
SUBJECT:	APPROVAL TO GRANT DELEGATED POWERS TO OFFICERS AND MEMBERS WITHIN THE FRAMEWORK OF THE RECENT NHS WHITE PAPER
DATE OF DECISION:	20 DECEMBER 2010
REPORT OF:	CABINET MEMBER FOR ADULT SOCIAL CARE AND HEALTH
STATEMENT OF CONFIDENTIALITY	
N/A	

BRIEF SUMMARY

In July 2010, the new coalition Government published the NHS White Paper – Equity and Excellence: Liberating the NHS which identified proposals for far reaching changes to the NHS and the wider health and social care economy. This has been supplemented by 'A Vision for Adult Social Care: Capable Communities and Active Citizens'. The purpose of this report is to delegate authority to officers and members to take certain decisions in relation to delivering better outcomes to local people within the new frameworks of the two NHS White Papers, in the context that the Council has already agreed a joint framework for closer and integrated working between the Council and NHS Southampton City.

RECOMMENDATIONS:

- (i) To delegate to the Executive Director for Health and Adult Social Care, after consultation with the Cabinet Member for Adult Social Care and Health, authority to take any decision and/or develop approaches that commit Council resources that are within budget and policy to deliver better outcomes for local people and support the aims of the NHS White Paper – Equity and Excellence: Liberating the NHS.

REASONS FOR REPORT RECOMMENDATIONS

1. Health and Social Care services in the City will be the subject of significant change over the next few years under the proposals set out in the NHS White Papers and the new Vision for Social Care. The Adult Social Care and Health portfolio will be central to ensuring that the needs of local people are met and better outcomes delivered.
2. In November 2009, Cabinet delegated to the Cabinet Member for Adult Social Care and Health, powers to take all decisions with regard to matters concerning the portfolio that fall to be considered by a Joint Strategic Board which is now in place. This Board, or its successor, will oversee strategic developments and commissioning intentions across NHS Southampton City and Southampton City Council for Health and Adult Social Care. The proposed recommendation to Cabinet underpins already delegated powers and will give the Executive Director the flexibility to make decisions after consultation with the Cabinet Member and the Chief Executive of NHS Southampton.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. The alternative would be to reserve any significant and Key Decision to the Cabinet to resolve. This is not considered to be flexible enough to react to the White Paper and the possible changes required.

DETAIL (Including consultation carried out)

4. A formal partnership response was submitted to the consultation proposals outlined in the NHS White Paper after a series of consultation events attended by staff and partners across organisations. The response details a number of challenges and issues that both Southampton City Council and NHS Southampton would like the Coalition to consider prior to progressing the objectives identified within the White Paper. The full response is included as Appendix A of this report.
5. The White Papers identifies the coalition Government's priorities for Health which
 - Puts patients at the heart of everything we do.
 - Focuses the NHS on achieving continuously improving outcomes (results).
 - Empowers clinicians to deliver improvements.
 - Prioritises prevention with the creation of a public health service.
 - Reforms social care and delivers closer integration in service commissioning and delivery.
6. The role of Local Government is identified as
 - Overseeing former PCT health improvement functions.
 - Appointing a Joint Director of Public Health
 - Establishing Health & Wellbeing Boards to provide a Strategic approach to promoting integration across Health and Adult Social Care, Children's Services and the wider Local Authority agenda
 - Leading the local Joint Strategic Needs Assessment to inform commissioning
 - Commissioning local Healthwatch organisations
 - Establish governance for new Health Overview and Scrutiny functions
7. The White Paper sets out proposed timescales for significant actions that will progress its implementation. These dates are subject to change but are detailed here for information:
 - November 2010 – Interim position statement of Social Care
 - November 2010 – The Public Health White Paper published
 - December 2010 – Local GP positions agree on a new commissioning model
 - December 2010 – New NHS operating framework issued
 - 2011 – Social Care Reform White Paper
 - April 2011
 - NHS Outcomes Framework introduced

- NHS Commissioning Board in place
 - Local Health & Wellbeing Boards established in shadow form
 - Public Health Service potential transfer to LA
 - Southampton Healthwatch proposals developed
 - April 2013 – SHA's abolished
 - Between April 2013 and March 2014 PCTs abolished and GP consortia arrangements in place and accountable.
8. Once the GP consortia arrangements for the City are announced, a series of Programme Boards will be established to take forward the work needed to progress delivery of the changes. These Programme Boards will work across the PCT, GP's and SCC to deliver major service re-design and efficiency programmes. They will focus on the following
- Public Health
 - Transforming Provider Services
 - Development of the Health and Wellbeing Board and JSNA
 - Supporting Integrated Commissioning alongside the new GP arrangements

RESOURCE IMPLICATIONS

Capital/Revenue

9. There are no identified financial issues arising specifically from these recommendations. Should any of the future development activities identify implications for either Capital or Revenue budgets held within the Adult Social Care and Health Portfolio then these will be reported and consulted on where required in the appropriate forum. All decisions taken as a result of this recommendation will be within the budget framework as this develops subsequent to further decisions made at Council and Cabinet.

Property/Other

10. There are no property issues arising specifically from these recommendations. Should any of the future development activities identify implications for property held within the Adult Social Care and Health Portfolio then these will be reported and consulted on where required.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

11. Section 2 Local Government Act 2000

Other Legal Implications:

12. None at this stage. In due course once the detail of the possible ramifications of any course of action is known the matters will be reviewed.

POLICY FRAMEWORK IMPLICATIONS

13. The ambitions of the White Paper will underpin the existing Health and Wellbeing Strategy and inform future revisions.

AUTHOR:	Name:	PENNY FURNESS-SMITH	Tel:	023 8083 2621
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KEY DECISION YES

WARDS/COMMUNITIES AFFECTED:	ALL
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SUPPORTING DOCUMENTATION

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

Appendices

1.	Southampton City Council and NHS Southampton Joint Consultation Response to the White Paper 'Equity and Excellence: Liberating the NHS'
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Documents In Members' Rooms

Integrated Impact Assessment

Do the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out.	No – they will be carried out as part of ongoing actions
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Other Background Documents

Integrated Impact Assessment and Other Background documents available for inspection – please contact Kirstie Sessford ext 2548.

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.	NHS White Paper – Equity and Excellence: Liberating the NHS	
2.	QIPP summary	
3.	Urgent Care Strategy	

Agenda Item 10

DECISION-MAKER:	CABINET
SUBJECT:	ENDORSEMENT OF STATEMENTS OF PURPOSE: ADOPTION, FOSTERING AND PRIVATE FOSTERING SERVICES
DATE OF DECISION:	20 DECEMBER 2010
REPORT OF:	CABINET MEMBER FOR CHILDREN'S SERVICES AND LEARNING
STATEMENT OF CONFIDENTIALITY	
None	

BRIEF SUMMARY

The Care Standards Act 2002, the Adoption and Children Act 2002, the Children (Private Arrangement For Fostering Regulations) 2005, and their associated regulations require that the following documents are submitted to City Council Senior Officers and Members for ratification.

- I. Adoption Agency Statement of Purpose
- II. Fostering Agency Statement of Purpose.
- III. Private Fostering Statement of Purpose.

RECOMMENDATIONS:

- (i) To approve the Statements of Purpose for the Council's Adoption, Fostering and Private Fostering Services as set out in Appendices 1-3.

REASONS FOR REPORT RECOMMENDATIONS

1. Compliance with this requirement is checked by Ofsted during their inspections of these three service areas. These documents are issued to key stakeholders on an annual basis, including foster carers, private foster carers, adopters and relevant professionals.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. It is a statutory requirement that these Statements of Purpose are endorsed by the Council.

DETAIL

3. Adoption

This Statement of Purpose has been produced to meet Southampton's Adoption Agency's obligations under the Adoption Act 1976, The Adoption and Children Act 2002 and the National Adoption Standards 2003. ***It provides a clear statement of the aims and objectives of our Adoption Service and sets out our strategy for meeting those aims and objectives.***

4. The Statement also provides details of:

- The services provided by the Agency
- The management structure of the Service
- The Adoption Service staffing structure
- The numbers, relevant qualifications and experience of Adoption Agency

staff

- The procedures and processes for recruiting, training, approving, reviewing and supporting Adopters
- Work with Children
- Work with Adults
- Adoption Panels and the role of the IRM
- Monitoring and quality assurance mechanisms
- Complaints Procedure

5. Fostering

This Statement of Purpose has been produced to meet Southampton's Fostering Services obligations under the Fostering Services Regulations 2002, National Minimum Standards 2002. Southampton Foster Care Services seeks to ensure that there is a range and choice of high quality family placements available to meet the individual needs of children looked after who are unable to live with their own families. The service seeks to ensure safe, supportive and successful care for all children in family placements including those placed with family and friends and to maximise quality of care by offering support and training to all carers.

6. The Statement provides details of:

- The Services provided
- The management structure
- The fostering service staffing structure
- The aims and objectives, principles and standards of care
- The numbers, relevant qualifications and experience of staff
- Numbers of foster carers
- Numbers of children placed
- Numbers of complaints and their outcomes
- The procedures and processes for recruiting, approving, training, supporting and reviewing carers

7. Private Fostering

This document is a description of private fostering arrangements within Southampton City Council and is separate from the Fostering Agency Statement of Purpose. This Statement of Purpose is designed to meet the needs of the National Minimum Standards for Private Fostering, Standard 1, and to provide a clear guide to the service for professionals, the public, council members and external organisations.

8. This document describes private fostering arrangements, the assessment processes and the support and advice offered to private foster carers, privately fostered children and their parents within Southampton City Council. Southampton City Council's private fostering service aims to promote awareness raising, increase notification rates, increase the number of private fostering arrangements being assessed and privately fostered children's welfare being safeguarded and promoted. This will be achieved by implementing The Children (Private Arrangements for Fostering) Regulations 2005, The Children Act 1989, and Guidance on Private Fostering and National Minimum Standards for Private Fostering.

9. All three documents will be available to view on the City Council Website.

RESOURCE IMPLICATIONS

Capital

10. None

Revenue

11. The Statements of purpose will be implemented using existing budgets for these services within the Children's Services & Learning Portfolio.

Property

12. None

Other

13. None

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

14. See above. Statutory powers in respect of these services are referred to in the main body of the report.

Other Legal Implications:

15. All services delivered in accordance with the Statements of Purpose for each relevant area are delivered having regard to the requirements of Equalities legislation including the Equalities Act 2010.

POLICY FRAMEWORK IMPLICATIONS

16. The adoption and fostering services are an integral part of the statutory social work services delivered by the Safeguarding Division of the Children, Schools and Learning Directorate. The services delivered in accordance with these Statements of Purpose support the Council's aspiration to address Priority 4 of the Children and Young People's Plan 2009-12, namely to "...improve outcomes for key groups of children and young people, especially children in care and care leavers..."

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KEY DECISION

No

WARDS/COMMUNITIES AFFECTED:

N/A

SUPPORTING DOCUMENTATION

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

Appendices

1.	Adoption Statement of Purpose
2.	Fostering Statement of Purpose
3.	Private Fostering Statement of Purpose

Documents In Members' Rooms

1.	None
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Integrated Impact Assessment

Do the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out.	No
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Other Background Documents

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

Title of Background Paper(s)

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

None

DECISION-MAKER:	CABINET
SUBJECT:	HOUSING REVENUE ACCOUNT CAPITAL PROGRAMME PROJECT APPROVAL PHASE III
DATE OF DECISION:	20 DECEMBER 2010
REPORT OF:	CABINET MEMBER FOR HOUSING
STATEMENT OF CONFIDENTIALITY	
Not applicable	

BRIEF SUMMARY

This report seeks formal approval in accordance with Financial Procedure Rules for expenditure on various projects.

The Capital Programme update report presented to Council on 15th September 2010 requested £1.6M be brought forward from 2011/12 and that this money be used to improve kitchens and bathrooms within the Harefield and Central areas and also some sheltered properties with these improvements being completed by the end of the current financial year.

Approval is also being sought for the funding for the improvements in our housing for older people.

The proposed schemes will contribute to the Council's strategic housing objectives through improving the appearance and facilities of our estates and the wellbeing and satisfaction of our tenants in areas where they live.

RECOMMENDATIONS:

- (i) To approve a virement of £720,000 from the 2011/12 uncommitted provision for "decent homes plus funding – future years" to the sheltered communal improvements budget and, in accordance with finance procedure rules, to give approval to spend the £720,000 on improvements to Rozel Court, Sarnia Court, James Street, Milner Court and Neptune Court.
- (ii) To approve a virement of £1.6M from the 2010/11 "Decent homes future works" budget with the following sums being added to the 2010/11 budgets for:
 - Decent Homes works in Harefield - £767,000
 - Decent Homes work in Central - £583,000
 - Decent homes work to supported housing - £250,000
- (iii) To approve, in accordance with Financial Procedure Rules an overall increase in the approval to spend on these 3 schemes in the sums set out above.

REASONS FOR REPORT RECOMMENDATIONS

1. Including sums in a Capital Programme does not give authority to spend the money. This is done by a separate scheme approval process. Financial Procedure Rules require that all schemes with a total of more than £500,000 be approved by Cabinet before they can proceed.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. During consultation with Tenants' groups and leaseholder regarding the Housing Revenue Account (HRA) Capital Programme and in the formation of the HRA Business Plan during the Option Appraisal process, all parties expressed support for schemes of work at this time.
3. The alternative option of not undertaking this work would leave the properties and surrounding areas in their present condition and would not be in accordance with the views expressed during that consultation process or others subsequently carried out.

DETAIL (Including consultation carried out)

4. This report seeks permission to proceed with the development, procurement and implementation of Capital Projects which form part of the Housing Revenue Account Capital Programme for 2010/11 to 2011/12. This report deals with those new schemes that are currently ready for approval.
5. The programme outlined in this report has been developed from the HRA Business Plan 2007-2037 following completion of the Stock Options Appraisal in July 2005. At the same time the programme reflects the aspirations of tenants identified during the Option Appraisal process which was completed in July 2005 and with tenants who are involved in regular meeting of the HRA Capital Group.
6. A key role in the development of the Capital Programme has been the involvement of Tenant Focus Groups, Block Wardens, Tenant Representatives, Leaseholders and staff. Tenants and Leaseholders have been closely involved in the production of our long term business plans for future investment.

Decent Homes Programme

7. Surveys have been completed in Harefield, Central and Supported Housing which have identified the properties that require refurbishment works to maintain a Decent Homes standard.
8. To maintain the level of decent homes in the following areas:
 - Harefield : Investment of £767K will provide refurbishment of a further 100 kitchens and 50 bathrooms by 31st March 2011.
 - Central: Investment of £583K will provide refurbishment of 65 kitchens and 40 bathrooms by 31st March 2010.
 - Supported Housing: Investment of £250K will provide refurbishment of a further 40 kitchens by 31st March 2011.

Decent Homes Plus Programme

9. Supported Communal Improvements: Work has already commenced on Manston Court and Milner Court with residents expressing their delight at the improvements made. This report seeks approval for further work at the following Courts.

10. Rozel Court, Lordshill: £240K to improve communal facilities to the two blocks. The programme of works involves redecoration, improved lighting, new ceilings, flooring and individual front doors to all 4 levels with the exception of the central core areas which will be carried out following completion of the future lift programme.
11. Sarnia Court, Lordshill: £120K to improve the communal facilities. The programme of work involves redecoration, improved lighting, new ceilings, flooring and individual front doors to all levels with the exception of the central core areas which will be carried out following completion of the future lift programme.
12. James Street, Central: £120K to improve the communal facilities. The programme of work involves redecoration, improved lighting, new ceilings, flooring and individual front doors to all levels with the exception of the central core areas which will be carried out following completion of the future lift programme.
13. Milner Court, Shirley: Upon completion of the new external lift, £120K is required to refurbish the central core area to match the recently refurbished corridor areas. Work to be undertaken is redecoration, improved lighting, new ceilings and floorings.
14. Neptune Court, Lordshill: Upon completion of the new external lift, £120K is required to refurbish the central core area to match the recently refurbished corridor areas. Work to be undertaken is redecoration, improved lighting, new ceilings and floorings.

RESOURCE IMPLICATIONS

Capital/Revenue

15. The capital programme approved by Council in September 2010 included £1.6M for decent homes work from January to March 2011. The recommendations in this report allocate this funding to specific schemes and seeks approval for this spending to proceed. That capital programme also included an uncommitted general provision in 2011/12 of £3.821M for decent homes plus programmes in future years. It is proposed that £0.720M of this sum is allocated to fund improvements in the communal areas of the schemes set out in paragraphs 10 to 14 above. The recommendations set out the virements that are necessary to achieve this and also seek approval to proceed with this spending.
16. The capital financing cost of spending £1.6M in 2010/11 and £0.72M in 2011/12 on the schemes recommended for approval in this report were allowed for in the Revenue estimates that were approved by Council on 17th February 2010.

Property/Other

17. The HRA capital programme is fully reflected in the Corporate Property Strategy.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

18. There are no specific legal implications in connection with this report. The power to carry out the proposals is contained within Part 2 of the Housing Act 1985.

Other Legal Implications:

19. None

POLICY FRAMEWORK IMPLICATIONS

20. The proposed schemes in this report will contribute positively to the Council's objectives set out in the Housing Strategy and HRA Business Plan to maintain and improve the condition of the city's housing stock. They will also help in ensuring that all Council owned houses continue to meet the Decent Homes Standard.

AUTHOR:	Name:	Geoff Miller	Tel:	023 8083 4987
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KEY DECISION? Yes

WARDS/COMMUNITIES AFFECTED:	All
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SUPPORTING DOCUMENTATION

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

Appendices

1.	None
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Documents In Members' Rooms

1.	Business Cases for all Supported Housing Communal Works
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Integrated Impact Assessment

Do the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out.	Yes
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Other Background Documents

Integrated Impact Assessment and Other Background documents available for inspection at: Asset Management, Decent Homes Division, Shirley Depot, Villiers Road, Southampton SO15 3JH

Title of Background Paper(s)

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

N/A

DECISION-MAKER:	CABINET
SUBJECT:	HOUSING STRATEGY 2011 – 2015 AND HOUSING REVENUE ACCOUNT BUSINESS PLAN 2010 -2040
DATE OF DECISION:	20 DECEMBER 2010
REPORT OF:	CABINET MEMBER FOR HOUSING
STATEMENT OF CONFIDENTIALITY	
N/A	

BRIEF SUMMARY

The Southampton Housing Strategy 2011 - 2015 and Housing Revenue Account Business Plan 2010 – 2040 which form part of the Council's policy framework, are due for renewal. The publication of an issues paper is an integral part of the process for adoption of the final policy document and allows for wide consultation during the adoption process prior to a final decision by Full Council in due course.

RECOMMENDATIONS:

- (i) To agree the process and timetable for approval of the Southampton Housing Strategy 2011 - 2015 and Housing Revenue Account Business Plan 2010 – 2040.
- (ii) To approve the Housing Issues Paper attached in Appendix 1.

REASONS FOR REPORT RECOMMENDATIONS

1. Publication of an issues paper and strategy approval timetable is a requirement of the Budget & Policy Framework Procedure Rules as set out in the Constitution. Publication of an issues paper allows for consultation and consideration of the key elements of any proposed plan or strategy by a wide variety of stakeholders before they become part of the Council's Policy Framework.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. Not to produce an issues paper – this would be contrary to the requirements of the Constitution.

DETAIL (Including consultation carried out)

3. The issues paper sets the scene by highlighting the achievements of the previous strategy, the issues that are currently faced and is the pre-cursor to how solutions are developed. By addressing these issues, building on existing knowledge and experience and developing this further.
4. Corporate objectives and partner policies and strategies have also been factored into the issues paper. This will enable these key documents to be considered throughout the developing stages of the housing strategy.
5. The issues paper will assist with planning future resource implications for delivering the strategy. As well as beginning to consider means of measuring performance, possible benchmarking and improvements based on past results and data.

6. A strategy group has been established with Decent Homes, Housing Management, Health & Social Care, Economic Development, Planning and Children Services & Learning. The issues paper will form the background and an overview to assist this group in shaping and developing the strategy holistically to meet the needs of people living in and aspiring to live in Southampton.
7. The detail is set out in the attached issues paper (Appendix 1)

RESOURCE IMPLICATIONS

Capital/Revenue

8. The Councils current capital resources available to support the delivery of the housing strategy are set out in the appendix. The allocation of these resources will be reviewed as an integral part of updating strategy.
9. The total level of resources available will also be reviewed as more detailed information becomes available about the CSR. Of particular significance will be the announcements of the proposals for the reform of council housing finance.

Property/Other

10. N/A

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

11. This issues paper is published by the Executive in accordance with the Council’s Budget and Policy Framework Procedure Rules. Once representations have been received and the matter has been considered by the Council’s Overview and Scrutiny Management Committee, the final policy document will be referred to Council. Council may adopt it, amend it, refer it back to the Executive for consideration or substitute its own proposals in its place.

Other Legal Implications:

12. There are no other legal implications to consider at this stage.

POLICY FRAMEWORK IMPLICATIONS

13. The Southampton Housing Strategy 2011 - 2015 and Housing Revenue Account Business Plan 2010 – 2040 will form part of the Policy Framework following formal adoption by Full Council in due course.

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KEY DECISION? Yes

WARDS/COMMUNITIES AFFECTED:	All
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SUPPORTING DOCUMENTATION

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

Appendices

1.	Issues paper for developing the housing strategy 2011 - 2015 and housing revenue account business plan 2010 -2040
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Documents In Members' Rooms

	Nil
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Integrated Impact Assessment

Do the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out.	Yes
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Other Background Documents

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

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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	www.southampton.gov.uk/Images/housing%20strategy%202007%h46-199356.pdf Current Housing Strategy	

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Agenda Item 13

DECISION-MAKER:	CABINET		
SUBJECT:	AUTHORITY TO ADVERTISE PROPOSED DISPOSAL BY LEASE OF LAND AT ABBEY HILL TO WESTON SAILING CLUB		
DATE OF DECISION:	20 DECEMBER 2010		
REPORT OF:	CABINET MEMBER FOR RESOURCES AND WORKFORCE PLANNING		
AUTHOR:	Name:	Tina Wright	Tel: 023 8083 3403
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STATEMENT OF CONFIDENTIALITY

None.

SUMMARY

The land at Abbey Hill is categorised as social property and managed by the Local Services and Community Safety portfolio. It is currently held on 2 leases by the Weston Sailing Club. These leases have expired. The land is held under the Open Spaces Act 1906 and is therefore defined as public open space. In order for the lease renewal to proceed it is necessary to advertise the proposals and to consider any objections made. This report seeks consent to advertise the lease renewal.

RECOMMENDATIONS:

- (i) To authorise the Solicitor to the Council to advertise the proposed disposal by lease renewal of land at Abbey Hill to Weston Sailing Club for two consecutive weeks in a local newspaper.
- (ii) Should any objections be received, to bring a subsequent report and refer these objections to Cabinet for a decision.

REASONS FOR REPORT RECOMMENDATIONS

1. The decision is required to authorise the Solicitor to the Council to advertise the proposed lease renewal to Weston Sailing Club on land at Abbey Hill. This decision cannot be made under delegated powers

CONSULTATION

2. An Informal consultation has been undertaken with Southampton Commons and Parks Protection Society.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. To not renew the lease on the land, however Weston Sailing Club have a protected lease and therefore have automatic rights of renewal.

DETAIL

4. The land at Abbey Hill was let to Weston Sailing Club under 2 separate leases. The original lease commenced on 1 October 1968 and then a subsequent lease on a further piece of land was granted from 1 February

1973. Both of these leases expired on 30 September 2010 and terms have been agreed with the sailing club to renew and combine both leases into one new lease for a further term of 25 years from 1 October 2010. Both leases were protected by Security of Tenure provisions of the Landlord and Tenant Act 1954.

5. The passing rental for both leases totalled £6,000 per annum. On renewal terms have been agreed to increase the rental on the new combined lease as detailed in paragraph 9 below.
6. The land at Abbey Hill is held under the Open Spaces Act 1906 and is therefore defined as public open space. In order for a disposal by lease renewal to proceed it is necessary to advertise and for the Council to consider any objections made.
7. If there are no objections made the lease renewal can proceed without further referral to Cabinet.

FINANCIAL/RESOURCE IMPLICATIONS

Capital

8. None

Revenue

9. The leases currently produce an income of £6,000 per annum. Terms have been agreed to increase the rental upon renewal on a stepped basis with the rental in Year 1 at £7,000 pa, Year 2 at £8,000 pa, Year 3 £9,500 pa, Year 4 £10,000 pa and Year 5 at £10,000 pa. There is provision for upward only rent review at Year 5.

Property

10. The existing leases expired on 30 September 2010 but the tenants, Weston Sailing Club, have rights to renew the leases under the Security of Tenure provisions within the Landlord and Tenant Act 1954.

Other

11. None

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

12. The Council is required to advertise proposed disposals of open space land under section 123(2A) of the Local Government Act 1972 in a local newspaper for 2 consecutive weeks and any objections considered.

Other Legal Implications:

13. The Council will be required to consider any objections received to the proposed disposal. If objections are made, a further report will be presented to Cabinet setting out these objections with further recommendations.

POLICY FRAMEWORK IMPLICATIONS

14. The proposal is not contrary to the Policy Framework.

SUPPORTING DOCUMENTATION

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

Appendices

1.	Plan detailing the location of land at Abbey Hill
2.	Draft advertisement to dispose of land held as Public Open Space.

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 **WARDS/COMMUNITIES AFFECTED:** None

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Agenda Item 15

DECISION-MAKER:	CABINET
SUBJECT:	AUTOMATION OF ITCHEN BRIDGE TOLL COLLECTION SERVICE
DATE OF DECISION:	20 DECEMBER 2010
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT

STATEMENT OF CONFIDENTIALITY

Appendix 2 of this report is not for publication by virtue of category 3 (financial and business affairs of the Authority) of paragraph 10.4 of the Council's Access to Information Procedure Rules as contained in the Council's Constitution.

It is not in the public interest to disclose this information as the appendix contains details of the financial assumptions, revenue and capital estimates related to the project which could, if made available to the public or commercial sector in advance of competitive tender invitations, influence the tender process, prejudice negotiations with potential contractors and result in the Authority not obtaining best value in procuring the services necessary to deliver the project.

BRIEF SUMMARY

A manned toll collection service operates on the eastern side of Itchen Bridge to control traffic in and out of the City Centre from the east. Following a Feasibility Study and Outline Business Case it is recommended that Cabinet approve the proposal to automate the toll collection service, which it is estimated could save the Council £238,000 per annum from 2012/13. In addition, capital expenditure approval is sought, subject to Council approving the addition of a scheme to the Environment and Transport Capital Programme in February 2011, to be funded by a combination of borrowing and contributions from the Itchen Bridge Major Maintenance Fund.

RECOMMENDATIONS:

- (i) To implement an automated toll collection service for Itchen Bridge
- (ii) To delegate authority to the Executive Director of Environment, following consultation with the Solicitor to the Council and Executive Director of Resources, to take any necessary action to give effect to recommendation (i) above, including but not limited to undertaking any and all necessary procurement activities in compliance with Contract Procedure Rules (including award of contract and all associated or ancillary matters), making necessary changes to the relevant Toll Orders made under the Hampshire Act 1983 (including determination of objections following advertisement of proposed changes) and consulting upon and implementing all necessary service, staffing and organisational structure changes necessary to implement the project.

- (iii) To approve, in accordance with Financial Procedure Rules, capital expenditure, as set out in confidential Appendix 2, subject to Council approving the addition of the Itchen Bridge Toll Automation scheme to the Environment and Transport Capital Programme in February 2011. This scheme will be funded by a combination of borrowing and contributions from the Itchen Bridge Major Maintenance Fund, as set out in the confidential appendix.
- (iv) To consult with staff and unions on the automation, which will lead to a need for restructuring of the service and potential staffing reductions. Redeployment of affected employees will be a priority

REASONS FOR REPORT RECOMMENDATIONS

1. A review of the current Itchen Bridge Toll Collection service and the alternative toll collection options clearly demonstrated that a significant reduction in operating costs can be achieved through the implementation of an automated toll collection service. Additionally, bridge users will benefit from more modern payment options.
2. A number of automation options were considered on the basis of the savings delivered, the practicality for bridge users, and the impact on traffic flows. The recommended automation solution was determined as the most suitable.
3. The above recommendations are required to enable officers to commit resources and deliver the project within the timescales identified below.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

4. An initial Feasibility Study and Outline Business Case considered and discounted the following options for the bridge: do nothing; remove the toll; allow free passage when volumes are low.
5. Further work was undertaken to determine the most suitable automation option. Options considered were:
 - Unattended roadside collection (i.e cash bins and card machines)
 - Unattended roadside collection and Data Tag (i.e. in-car electronic device enabling pre-pay)
 - ANPR (Automatic Number Plate Recognition) and Data Tag.
6. Unattended roadside collection and Data Tag was identified as the most suitable option both in terms of the practicality of the solution for users and the realisable savings which would be delivered. Appendix 1 and confidential appendix 2 provides further detail on the preferred option's relative strengths and weaknesses and on the financial case.

DETAIL (Including consultation carried out)

7. The proposed solution, unattended roadside collection and Tag, will remove the currently manned toll collection service. In the place of manned toll booths, automated payment facilities will be provided at the toll collection point. An electronic 'Tag' will be available for regular users to install in their vehicle to enable automatic passage and the application of concessions.

8. A barrier will be installed at each collection point and vehicles will be identified by size using an infrared laser in order for the correct toll to be charged. This may require a re-classification for a small number of vehicle types.
9. A manager and a number of Lane Attendants will be retained to manage the transition to the new arrangements and provide 'troubleshooting' assistance at the toll points. Administrative functions will be absorbed within Parking Services back-office.
10. Installation work will be undertaken overnight and where this is not possible during off-peak hours to ensure minimal disruption for bridge users.

A breakdown of the current and future service costs is attached at confidential Appendix 2. The forecast benefits from automation are as follows:

	Current	Automated	Benefit
Service Revenue Cost	£696,000	£458,000	£238,000 saving
Peak Vehicle Throughput (per hour)	260	300	+40 increase
Off-Peak Vehicle Throughput (per hour)	158	200	+42 increase
Cost per Transaction	11p	7p	4p saving per transaction

11. Subject to approval further detailed design work is required to determine the final specification for the automated solution this may lead to some changes to the scheme but these are unlikely to be significant.
12. It is not anticipated that the automation of the toll collection service will have any significant impact on the number of bridge users over the medium to long-term.
13. Meetings with staff and Trade Unions have taken place to discuss the project and its implications. Meetings with the Cabinet Member for Environment and Transport, the Executive Director for Environment and Chief Officers Management Team have also taken place to discuss the proposals.
14. Further consultation with bridge users and the public will take place prior to the implementation of the automated solution to ensure the transition is as smooth as possible for users.

RESOURCE IMPLICATIONS

Capital/Revenue

Capital

15. The estimated capital implementation cost is shown in confidential Appendix 2. This appendix includes a breakdown of the proposed funding and the phasing of expenditure. Capital works are estimated to commence in May 2011 with completion in October 2011. The appendix also contains a breakdown of the costs and details of the savings associated with the automation. The payback on this investment is anticipated to be within five years.
16. It is proposed that the scheme is funded through a combination of the Itchen Bridge Major Maintenance Fund and through Prudential Borrowing, with the debt costs deducted from the savings. This method of funding means that the addition of the scheme to the capital programme will require approval at full Council. It is proposed to make this recommendation as part of the General Fund Capital Update report that will be considered in February 2011.
17. The financial and other risks associated with the scheme will be set out in the Project Initiation Document, which will be approved by the Project Board, prior to the commencement of the capital works. If it is decided not to proceed with the works at this stage, any abortive detailed design costs will be charged to revenue and met from the Itchen Bridge Major Maintenance Fund.
18. A comprehensive 10 year asset management plan is in place for the bridge which has enabled officers to make an informed and confident decision to use funding from the Maintenance Fund. The balance of the fund will still cover all other planned major maintenance the bridge requires over this period. Confidential Appendix 2 (attached) provides a breakdown of the proposed funding of the phased capital scheme.

Revenue

19. The annual savings are estimated to be £70,000 in 2011/12 and £238,000 in future years. Appendix 2 provides a summary of the current service revenue cost and the estimated revenue cost of the service post-automation. The works are intended to be undertaken at night in a phased manner so that they will have no detrimental affect on income collected from tolls
20. There are no proposed changes required to the toll charges or concessions as a direct result of this project. A separate review of the current charges is being undertaken by officers and, if any changes are necessary, officers may seek to coordinate the toll orders.

Property/Other

21. The Itchen Bridge Control Room is situated adjacent to the Toll Plaza and will need to be retained as a base for the Lane Attendants to keep an overview of the bridge and to enable rapid response to any issues. It will also still be required for the toll collection system's in-stations, servers and other infrastructure. However, the space required is likely to decrease once the automated system is in place. This may provide opportunities to rationalise space requirements and derive a small income and this will be explored

- during the next phase of the project in conjunction with property colleagues.
22. The proposed solution reduces the number of FTE's. The exact number will be dependent upon the final set-up of the service but it is anticipated there will be a reduction of 12 FTEs. The reduction in staff will be managed through the Council's formal procedures for redeployment and redundancy. Any redundancy costs are to be covered corporately.
 23. Transfer of Undertakings, (Protection of Employment) Regulations 2006 (TUPE) will not apply.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

24. The bridge tolling is governed by the Hampshire Act 1983. Section 18 of that Act empowers the Council to maintain, alter and renew the bridge, s.19 permits the construction of temporary and permanent subsidiary works, s20 permits the provision of toll collection facilities (including updating or changing those facilities as necessary). Section 22 permits the Council to charge and collect tolls for any class of traffic (defined in accordance with the prevailing Traffic Acts) excluding pedestrians and s.27 empowers the Council to determine how and when tolls are to be paid. This provision is discretionary and it is therefore possible for the Council to introduce such methods of collection as it sees fit, including cash, prepaid token, electronic payments, invoicing after travel etc. It is likely that the current Tolls Order (which sets the methods of payment provided for under section 27 of the Act) may need to be updated to reflect new technologies, methods of permitted payment to be introduced upon automation and any permitted changes to classes of vehicle necessary to give effect to automation. Such changes will require notice to be given to the public and consideration of any objections before any changes to the Toll Order may be introduced. This will need to be undertaken before any automated service comes into effect.

Other Legal Implications:

25. Procurement of goods and services necessary to implement this project will be undertaken in accordance with the Council's Contract Procedure Rules and the Public Contracts Regulations 2006.
26. Implementation of new technologies will be subject to compliance with the requirements of the Equalities Act 2010, in particular with regard to use of facilities by disabled persons and equality impact assessments will be undertaken accordingly.
27. Cash and electronic toll collection will also be subject to relevant security assessments to ensure that facilities are protected against the possibility of crime (personal and property theft, including security of both cash and electronic data collected).
28. Collection of electronic data will be subject to compliance with the provisions of the Data Protection Act 1998.

POLICY FRAMEWORK IMPLICATIONS

29. The project is in line with the Council's Local Transport Plan. Consideration of Toll charges and concessions are not within the scope of this project and no changes need to be made to the charges in order to fund the project. However, as a result of the new technology, which will need to categorise vehicles by size, it may be necessary to amend the classification of some vehicles (subject to compliance with specified classes of vehicle recognised by the relevant Road Traffic Acts). Although this will be avoided if at all possible.

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KEY DECISION? Yes

WARDS/COMMUNITIES AFFECTED:	WOOLSTON AND BARGATE
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SUPPORTING DOCUMENTATION

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

Appendices

1.	Preferred Option SWOT Summary
2.	Financial Summary - CONFIDENTIAL

Documents In Members' Rooms

1.	Outline Business Case
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Integrated Impact Assessment

Do the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out.	Yes
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Other Background Documents

Integrated Impact Assessment and Other Background documents available for inspection at: Highways Infrastructure Services, 5th Floor, One Guildhall Square

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
2.	

2.		
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Document is Confidential

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Agenda Item 17

DECISION-MAKER:	CABINET		
SUBJECT:	AUTHORITY TO ADVERTISE PROPOSED DISPOSAL OF MAYFIELD LODGE		
DATE OF DECISION:	20 DECEMBER 2010		
REPORT OF:	CABINET MEMBER FOR RESOURCES AND WORKFORCE PLANNING		
AUTHOR:	Name:	Tina Wright	Tel: 023 8083 3403
	E-mail:	Tina.wright@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
Confidential Appendix 3 contains information deemed to be exempt from general publication based on Category 3 of paragraph 10.4 of the Councils Access to Information Procedure Rules. Publication of the information could influence bids made on the Authority's other property transactions which maybe financially detrimental to the Council.			

SUMMARY

Mayfield Lodge is a single storey Grade II Listed detached building located at the entrance to Mayfield Park. The property is currently vacant and in very poor condition throughout and requires a significant amount of work to bring it up to a habitable condition. As a result of the required works a disposal of the property is proposed. Mayfield Lodge is held under the Weston Lane Public Health Act 1875 and is therefore defined as public open space. Any disposal of public open space must by law, be advertised.

The property is categorised as social property and managed by the Housing and Local Services Portfolio.

RECOMMENDATIONS:

- (i) To authorise the Solicitor to the Council to advertise the proposed disposal of Mayfield Lodge for two consecutive weeks in a local newspaper.
- (ii) Should any objections be received, to bring a subsequent report and refer these objections to Cabinet for determination.

REASONS FOR REPORT RECOMMENDATIONS

1. The decision is required to authorise the Solicitor to the Council to advertise the proposed disposal of Mayfield Lodge.

CONSULTATION

2. Informal consultations have been undertaken with SCAPPS, Friends of Mayfield Park, Mayfield Park nursery and Mayfield Park bowling club.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. To undertake works to bring the property back to a habitable condition. The works required are considered too prohibitive to undertake.

DETAIL

4. Mayfield Lodge is a single storey Grade II Listed property located at the entrance to Mayfield Park. The property is currently vacant and in a poor condition throughout rendering it uninhabitable.
5. Mayfield Lodge is held under the Weston Land Public Health Act 1875 and is therefore defined as public open space. In order for a disposal to proceed it is necessary to advertise and to consider any objections made.
6. If there are no objections made the disposal can proceed.

FINANCIAL/RESOURCE IMPLICATIONS

Capital

7. The disposal will generate a 100% usable capital receipt.

Revenue

8. The Lodge is currently vacant and uninhabitable and does not therefore produce any income.

Property

9. The property is currently vacant and can be disposed of on a vacant possession basis.

Other

10. None

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

11. The Council is required to advertise proposed disposals of open space land under section 123(2A) of the Local Government Act 1972 in a local newspaper for 2 consecutive weeks and any objections considered.

Other Legal Implications:

12. The Council will be required to consider any objections received to the proposed disposal. If objections are made, a further report will be presented to Cabinet setting out these objections with further recommendations.

POLICY FRAMEWORK IMPLICATIONS

13. The proposal is not contrary to the Policy Framework.

SUPPORTING DOCUMENTATION

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

Appendices

1.	Plan detailing the location of Mayfield Lodge, Mayfield Park
2.	Draft advertisement to dispose of land held as Public Open Space.
3.	Confidential Appendix

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

WARDS/COMMUNITIES AFFECTED:	Woolston
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Document is Confidential

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