

AGENDA FOR THE EXECUTIVE

Date: Monday, 3 December 2018

Time: 6.00 pm

Venue: Collingwood Room - Civic Offices

Executive Members:

Councillor S D T Woodward, Policy and Resources (Executive Leader)

Councillor T M Cartwright, MBE, Health and Public Protection (Deputy Executive Leader)

Councillor F Birkett, Housing

Councillor Miss S M Bell, Leisure and Community

Councillor K D Evans, Planning and Development

Councillor S D Martin, Streetscene

1. Apologies for Absence

2. Minutes (Pages 5 - 8)

To confirm as a correct record the minutes of the meeting of the Executive held on 05 November 2018.

3. Executive Leader's Announcements

4. Declarations of Interest

To receive any declarations of interest from Members in accordance with Standing Orders and the Council's Code of Conduct.

5. Petitions

6. Deputations

To receive any deputations, of which notice has been lodged.

7. Minutes / References from Other Committees

To receive any references from the committees or panels held.

Matters for Decision in Public

Note: Where an urgent item of business is raised in accordance with Part 3 of the Constitution, it will be considered with the relevant service decisions as appropriate.

8. Housing

Key Decision

(1) Fareham Housing Development Sites (Pages 9 - 22)

A report by the Managing Director of Fareham Housing and the Director of Finance and Resources.

9. Leisure and Community

Key Decision

(1) Ferneham Hall Vision Review (Pages 23 - 50)

A report by the Head of Leisure and Corporate Services.

Non-Key Decision

(2) Hampshire Physical Activity Strategy 2017-21 (Pages 51 - 58)

A report by the Head of Leisure and Corporate Services.

10. Health and Public Protection

Non-Key Decision

(1) Air Quality - Final Plan Submission (Pages 59 - 84)

A report by the Director of Planning and Regulation.

(2) Review of Hackney Carriage Fares (Pages 85 - 94)

A report by the Director of Planning and Regulation and the Director of Finance and Resources.

11. Planning and Development

Non-Key Decision

(1) Council's Response to the Government's 'Technical consultation on updates to national planning policy and guidance' (Pages 95 - 102)

A report by the Director of Planning and Regulation.

(2) Provision of Highway Development Planning Advice (Pages 103 - 108)

A report by the Director of Planning and Regulation.



P GRIMWOOD
Chief Executive Officer

www.fareham.gov.uk

29 November 2018

**For further information please contact:
Democratic Services, Civic Offices, Fareham, PO16 7AZ
Tel: 01329 236100
democraticservices@fareham.gov.uk**

FAREHAM

BOROUGH COUNCIL

Minutes of the Executive

(to be confirmed at the next meeting)

Date: Monday, 5 November 2018

Venue: Collingwood Room - Civic Offices

Present:

S D T Woodward, Policy and Resources (Executive Leader)
T M Cartwright, MBE, Health and Public Protection (Deputy
Executive Leader)
F Birkett, Housing
Miss S M Bell, Leisure and Community
K D Evans, Planning and Development
S D Martin, Streetscene

Also in attendance:

J G Kelly, for item 8(1)
Mrs K K Trott, For item 10(1)



1. APOLOGIES FOR ABSENCE

There were no apologies given for this meeting.

2. MINUTES

RESOLVED that the minutes of the meeting of the Executive held on 03 September 2018 be confirmed and signed as a correct record.

3. EXECUTIVE LEADER'S ANNOUNCEMENTS

The Executive Leader announced that in July of this year the Government introduced changes to National Planning Policies and Guidance. It is now consulting on further changes to those changes. As a result, the Council needs to revise its Draft Local Plan, a decision which, regrettably, will cause continuing uncertainty for local communities throughout the Borough.

The Government has made it clear that it wishes to achieve its goal of delivering 300,000 houses per annum nationally. The changes already made to National Planning Policies and Guidance along with those further changes now proposed, will undoubtedly further increase the number of houses the Borough of Fareham will be required to accommodate. This means additional greenfield sites for housing will need to be identified over and above those proposed previously in the Draft Local Plan. To avoid confusion this means the new Draft Plan will build on documents already published in support of the previous Draft Local Plan which remain relevant. There remains ongoing uncertainty over the precise higher number of houses required by the Government, which this Council currently anticipates is unlikely to be resolved until the first quarter of next year.

It is evident from the new National Planning Policies and Guidance that the Government expects local authorities to work together to deliver these higher housing requirements, especially where some authorities are unable to meet these, through developing a joint approach. There will be important strategic issues associated with future growth that affect a number of authorities, such as provision of infrastructure, for which local authorities need to seek a joint approach, carefully balancing all the economic, social and environmental issues. The Partnership for Urban South Hampshire (PUSH) has therefore agreed to work together to produce a Statement of Common Ground on these strategic issues as soon as possible and to start exploring how the authorities could produce an Infrastructure Investment Plan to support future growth.

We are aiming to take a report to the February Executive to update the Council's Local Plan Timetable to reflect the implications of these Government changes. In the meantime, the Council will consult on the issues and options relevant to the progression of our new development strategy in the spring because the number of additional houses now required is potentially character-changing for the Borough. This will be prior to producing a new Draft Local Plan for consultation by the end of next year. Special editions of Fareham Today will promote both stages and be delivered to every home in the Borough.

With the challenge of new and further changes to National Planning Policies and Guidance, the Council intends to take the Local Plan Review through the new Planning and Development Scrutiny Panel and then on to the Executive.

4. DECLARATIONS OF INTEREST

There were no declarations of interest made at this meeting.

5. PETITIONS

There were no petitions submitted at this meeting.

6. DEPUTATIONS

There were no deputations made at this meeting.

7. MINUTES / REFERENCES FROM OTHER COMMITTEES

There were no references from other Committees.

8. HEALTH AND PUBLIC PROTECTION

(1) Public Spaces Protection Order (Dog Control) Consultation

A tabled amendment was presented to correct the dates given at paragraph 28 and bullet point 1 of Schedule 3.

At the invitation of the Executive Leader, Councillor J G Kelly addressed the Executive on this item.

RESOLVED that the Executive approves that a consultation exercise be run between 19 November 2018 and 14 January 2019 on a draft Public Spaces Protection Order (Dog Control), in accordance with section 72 of the Anti-Social Behaviour Crime Policing Act 2014.

(2) Review of off-street Car Parks TRO

RESOLVED that the Executive:

- (a) delegates authority to the Director of Planning and Regulation to make any necessary minor amendments to the draft TRO as deemed necessary prior to public consultation;
- (b) approves the statutory public advertisement of the proposed Traffic Regulation Order (TRO); and
- (c) delegates authority to the Director of Planning and Regulation in consultation with the Executive Member for Health and Public Protection, to undertake the public consultation of the proposed Traffic Regulation Order, consider any representations received in relation to the proposals, and implement the Traffic Regulation Order.

(3) Review of Hackney Carriage Fares

This item was deferred to a later meeting of the Executive.

9. PLANNING AND DEVELOPMENT

(1) Self Build & Custom Housebuilding Register

RESOLVED that the Executive currently removes the administrative charge for the Self Build and Custom Housebuilding Register.

10. POLICY AND RESOURCES

(1) Acquisition of Commercial Property in Fareham

RESOLVED that it was in the public interest to exclude the public and representatives of the Press for this item on the grounds that the matters to be dealt with involve the likely disclosure of exempt information, as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1072.

At the invitation of the Executive Leader, Councillor Mrs K K Trott addressed the Executive on this item.

RESOLVED that, having considered the purchase of Broadcut Retail Park, Broadcut, Fareham as a commercial investment on the basis of the information set out in the confidential Appendix to the report, the Executive agreed to proceed with the purchase.

(2) Annual Review of the Corporate Strategy 2017-2023

RESOLVED that the Executive recommends to the Council the amendments to the strategy document, as set out in paragraph 14 of this report, subject to the inclusion of the Y CAT meetings on page 9 of the strategy document.

(3) Local Service Agreements

RESOLVED that the Executive notes the Council's performance for the 2017/18 financial year.

(4) Treasury Management and Capital Monitoring Report 2018-19

RESOLVED that the Executive notes the Treasury Management and Capital Monitoring Report for 2018/19.

(5) Finance Monitoring Report 2018-19

RESOLVED that the Executive notes the Revenue Monitoring Report.

(The meeting started at 6.00 pm
and ended at 6.36 pm).

FAREHAM

BOROUGH COUNCIL

Report to the Executive for Decision 03 December 2018

Portfolio:	Housing/ Policy and Resources
Subject:	Fareham Housing Development Sites
Report of:	Managing Director of Fareham Housing/ Director of Finance & Resources
Corporate Priorities:	Providing housing choices

Purpose:

To seek approval of the process toward appointment of contractors for the construction of new affordable homes at the Bridge Road and Hampshire Rose sites. To also advise the Executive of the envisaged funding arrangements for these sites and other Fareham Housing led potential development opportunities.

Executive summary:

The attached report provides Members with an update on eight potential development sites either to be used for, or currently being considered for, affordable housing provision.

It seeks Executive approval for delegated authority that will allow a time efficient appointment of an appropriate contractor to build out the Hampshire Rose (i.e. 96 Highlands Road) and Bridge Road sites.

The report also seeks to update Members on the current position with other potential development sites and to provide an overview of the funding available. This includes matters relating to the removal of the borrowing cap on the Housing Revenue Account.

Recommendation/Recommended Option:

It is recommended that the Executive:

- (a) agrees that the contract award and appointment of contractor(s) for the Hampshire Rose and Bridge Road development sites be delegated to the Director of Finance and Resources, following consultation with the Executive Member for Housing;
- (b) notes the on-going progress with Fareham Housing led potential development opportunities; and
- (c) notes the funding mechanisms available for the delivery of further sites.

Reason:

To enable the time efficient delivery of affordable housing at the Hampshire Rose (96 Highlands Road) and Bridge Road sites and to update Members of progress with other sites, including the funding mechanisms available.

Cost of proposals:

The total estimated cost of the Hampshire Rose and Bridge Road sites is £4.6million. Grant funding from Homes England could cover approximately £800,000 of the costs (subject to bid approval). The remaining cost to deliver these two sites will be met through funds available in the Housing Revenue Account Capital Development Fund.

The further sites (Tranche 2 and Tranche 3) are expected to cost in the region of £13million combined. This will be funded through a varied combination of (a) Housing Revenue Account Capital Development Fund; (b) relevant Section 106 monies; (c) Right to Buy receipts; (d) Homes England grant funding; and/or (e) additional borrowing on the Housing Revenue Account.

Appendices: A: Site Location Plans for Hampshire Rose and Bridge Road
B: Site Location Plans for other potential development sites

Background papers: None.

Reference papers: Corporate Strategy 2017-2023

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date:	03 December 2018
Subject:	Fareham Housing Development Sites
Briefing by:	Managing Director of Fareham Housing/ Director of Finance and Resources
Portfolio:	Housing/ Policy and Resources

INTRODUCTION

1. During 2018 and since the creation of Fareham Housing in 2017 there has been increased cross-department focus on progressing several potential development sites for affordable housing purposes. This will contribute to the Corporate Strategy 2017-2023 of 'Providing Housing Choices'.
2. There are currently eight individual sites that Fareham Housing are progressing or considering. The principal objective is to increase the provision of affordable homes, particularly for those in greatest need.
3. Underpinning this work has been an increased understanding of the affordable housing need in Fareham Borough. This has included understanding the need by area and property size. This information has helped inform the development choices on individual sites such as the type of affordable housing, the size of properties, provision of more disabled accessible homes and in some instances, indicate where sites may be suitable for other types of housing need (such as shared ownership or self-build).

THE POTENTIAL DEVELOPMENT SITES

4. There are currently eight potential development sites. The majority are already in the ownership of Fareham Borough Council, others are expected to be transferred shortly or purchase negotiations are underway. The sites are also at differing stages in the planning process. This natural succession of progress has led to the sites to being broadly grouped into 'tranches' which indicate their extent of progress and approximate order of delivery.

Tranche	Site	FBC Owned
1	Hampshire Rose/96 Highlands Road (Fareham North West)	✓
	123 Bridge Road (Park Gate)	✓
2	Station Road/Merjen engineering, Portchester (Portchester East)	✓
	Stubbington Lane (Hill Head)	✓
	Sea Lane, Stubbington (Hill Head)	✓

3	Coldeast Scout Hut Site (Park Gate)	
	Wynton Way (Fareham North West)	Part
	335-337 Gosport Road (Fareham East)	

HAMPSHIRE ROSE AND BRIDGE ROAD

5. The Hampshire Rose (96 Highlands Road) and Bridge Road sites now both benefit from full planning permission. The Hampshire Rose site has permission for 18No. one and two bed flats and Bridge Road has permission for 5No. two and three bed houses. All properties at Hampshire Rose will be offered for Social Rent (approximately 45-55% of market rent levels). The Bridge Road properties will be offered at Affordable Rent (80% of market value); this is due to the costs of developing the site but officers will continue to investigate the potential for some of the properties to be offered at Social Rent.
6. Architect services for the detailed drawings required and the appointment of Employer's Agent occurred in August 2018. Additional technical surveys have been undertaken and are being undertaken as required.
7. The translocation of protected species from both sites and associated site clearance was completed in October 2018. This was a key step and there had been a risk that protected species capture and translocation would not have been completed before the close of the appropriate season. This could have delayed the development projects by up to six months. As it stands all key steps have now been undertaken, or are in place, to allow the appointment of contractors to build the two schemes.

Contractor Appointment

8. Value for money is an important aspect of appointing contractor(s) for the sites but this is not the sole consideration. It will also be important that we are confident the contractor(s) will achieve a quality build in a timely manner, whilst also ensuring the contractor(s) will maintain a good working relationship with the Council throughout the project and after completion. A closed tender approach will be used, by inviting a minimum of three appropriate contractors to tender. Contractors will be subject to pre-qualification questions to ascertain they are eligible to tender, and the list of selected contractors to quote will be informed by the market knowledge, understanding and experience of Officers in the Council's Property team.
9. The tender process will allow the selected contractors to quote for the sites individually or for both sites. It is therefore possible that a different contractor will be appointed for each of the sites or the same contractor for both. If the same contractor were appointed for both sites it may be possible that a discount could be negotiated. All necessary procurement processes will be undertaken such as scoring of bids, checks of financial status, etc. in accordance with the Council's Procurement and Contract Procedure Rules (October 2018).
10. To minimise delays in the delivery of these sites Executive approval is sought for the Director of Finance and Resources to have delegated authority to appoint contractors at a value not more than £4.6million (across both sites), following consultation with the Executive Member for Housing. This will enable the works to commence at the earliest opportunity.
11. It is expected that, subject to contractor availability (which will be part of the bid submission process), development could start on both sites in May/June 2019. The

build programme for Bridge Road will be in the region of 12 months and 12-18 months for the Hampshire Rose site.

Funding

12. The Hampshire Rose and Bridge Road developments will be funded from the Housing Revenue Account Capital Development Fund and Homes England grant funding (subject to their approval).

STATION ROAD, PORTCHESTER (FORMER MERJEN ENGINEERING)

13. A planning application for older person flatted accommodation had been progressed by another party. A resolution to grant permission for 17No. flats was made by Planning Committee in August 2016. Now the site is owned by FBC, a revised planning application will be progressed for sheltered accommodation of similar bulk and scale to that which had already been advanced through the planning process. Subject to planning approval, the process toward delivery/construction could then progress thereafter.
14. Sheltered accommodation is an appropriate form of housing for this site (with good proximity to shops/services) and reflects the affordable need in Portchester.

STUBBINGTON LANE

15. The recent analysis of affordable need from the households on the Council's waiting list has indicated that the Stubbington area was a lower need area for Affordable/Social Rent housing. Alongside this there is continued need for what is called 'intermediate' affordable housing such as shared ownership, which can help buyers currently priced out of home ownership. This site therefore suits affordable shared ownership need. A scheme will be drawn up and progressed to provide 2 and 3-bedroom shared ownership properties (typically houses rather than flats). Where possible this form of housing will provide a capital receipt into the Housing Revenue Account which will help support Affordable and Social Rent projects in areas where the need is greater.

SEA LANE, STUBBINGTON

16. With the lower affordable housing need in Stubbington there is also the potential to consider other forms of housing that the Council need to address. Self/custom build is a type of housing need that the Council, in its role as Local Planning Authority, should facilitate. Stubbington is indicated as the most popular area for this form of housing based on information from the Self/Custom build register. Further investigation will therefore take place as to the suitability of this site for self-build plots and, if possible, it will be progressed on this basis.
17. Associated with this a neighbour to the site has also expressed an interest in purchasing a small strip of land from the site to extend their garden slightly, allowing for a planting buffer to the development site. This will also be considered in a financial and practical sense as part of taking the site forward.
18. Further discussion will be required with Homes England in relation to this potential approach on the Sea Lane site due to some restrictions/clauses that were put in place when Homes England transferred ownership of the site to FBC.

COLDEAST SCOUT HUT

19. The former Coldeast Scout Hut was demolished by the current owners (Homes England) in July/August 2018. Outline planning permission is in place for 7No. one and two bed apartments for Shared Ownership/Starter Homes. The legal transfer of the site from Homes England to FBC is due to take place shortly. Once in the Council's ownership Fareham Housing will progress a detailed application for the scheme and thereafter the process toward delivery/construction will progress.

WYNTON WAY

20. The Wynton Way site is in an area with high affordable need and therefore Social/Affordable Rent properties would be the priority. The Hampshire Rose site is already contributing one and two bed flats to the area and therefore, with an awareness that there is also a need for larger family homes, this site is likely to be progressed for two, three and four-bedroom properties.
21. The site is currently part owned by FBC and part owned by Hampshire County Council (HCC). If the adjacent Kershaw Centre were to no longer be used/disposed of by HCC then a wider development opportunity could present itself. With the parcels currently earmarked for development (i.e. not including the Kershaw Centre) then approximately 10No. houses is likely to be achievable on the site.
22. As this is a high need area for affordable homes a larger development opportunity would be one to positively consider in principle and would allow for an even more efficient use of the land and additional affordable homes. In the event of no change with the future of the Kershaw Centre seeming likely then Fareham Housing will seek to commence processes to acquire the available HCC land and deliver on the existing site earmarked for development.
23. HCC are not considering the disposal of the part of the site currently used for horticulture purposes to the east of the Kershaw Centre.

335-337 GOSPORT ROAD

24. The Gosport Road site is currently owned by HCC. Underground constraints together with ground conditions could limit the development potential of the site. Further understanding of these issues will be required to ensure that any potential purchase of the site for development purposes is appropriate.
25. The site is in a high need area for affordable housing and therefore Social/Affordable Rent properties would be the priority. If it were purchased by the Council then it is likely to suit houses to continue the existing development form on Gosport Road and contribute to the affordable need in the area.

FUNDING

26. New build Fareham Housing homes could be funded from a combination of the following: -
 - (a) Capital Development Fund;
 - (b) Section 106 monies for the purpose of affordable housing provision;
 - (c) Right to Buy receipts;
 - (d) Homes England grant funding (not combined with Right to Buy receipts); and/or
 - (e) Additional borrowing on the Housing Revenue Account.
27. In October 2018 the Government abolished the cap on Housing Revenue Account

(HRA) borrowing. This followed a £1billion programme for local authorities in high affordability pressure areas (such as Fareham Borough) to bid for additional borrowing. FBC submitted several bids covering all the sites outlined in this report. The extent of bids made from different Local Authorities demonstrated the scale of ambition ahead of the complete abolition of the cap by the Government. The removal of the cap is welcome as the previous borrowing headroom together with the other forms of funding referred to above would have been insufficient to deliver the potential housing sites referred to in this report and any rolling programme of further sites thereafter.

28. Although welcome news there needs to be caution highlighted. The additional available funds are borrowing and any additional debt will need to be serviced without undermining the financial stability of the Council's HRA.
29. As an example, the Social Rent income from a scheme of 5No. new build dwellings, if predominately financed through borrowing on the HRA, would not be sufficient to even cover the interest payments on the debt. The cost of such a scheme would therefore be supported through revenue from stock elsewhere. Clearly if the scale of borrowing were to increase significantly the less serviceable the debt could become. Different affordable tenures can help 'balance' a development in financial terms but all borrowing will need to be carefully considered.
30. The Capital Development Fund is limited and will largely be exhausted with the developments at Hampshire Rose and Bridge Road.
31. S106 monies and Right to Buy Receipts will continue to be used to help the provision of further affordable homes either through acquisitions or new builds.
32. Grant funding from Homes England remains available at present. Bids have been submitted for the Hampshire Rose and Bridge Road sites. In the southern region it is understood that bid awards are typically in the region of £30-35K per new affordable property. A higher amount has been requested for the Social Rent units at the Hampshire Rose site and Officers will seek to get the best Grant funding award possible for both sites. Grant funding is not available for new affordable homes on a Section 106 site (i.e. the percentage of homes required as affordable on development). In addition, it is not always possible to combine Grant Funding with Right to Buy receipts.
33. There will need to be ongoing flexibility in how the various funding sources are used or combined to deliver new affordable homes. This will need to take account of individual sites, and other sites in the pipeline, to make sure the funding goes as far as it can to deliver new affordable homes in the areas and to the customers that need it most.

NEXT STEPS AND LARGER DELIVERY

34. Although this report focuses on several smaller Fareham Housing led development sites Officers will continue to be open to opportunities for larger affordable housing projects. The size of the sites referred to in this report are such that they are not as attractive to potential delivery partners (either direct partnerships or through Aspect). Should opportunities be identified for larger affordable home projects then a partnership approach is likely to be appropriate to provide the resources, skill base and potential funding to deliver a larger scheme.
35. Fareham Housing will continue to focus on the delivery of smaller development opportunities in the areas of the borough in greatest need of affordable homes whilst investigating any opportunities to achieve a larger affordable housing led project

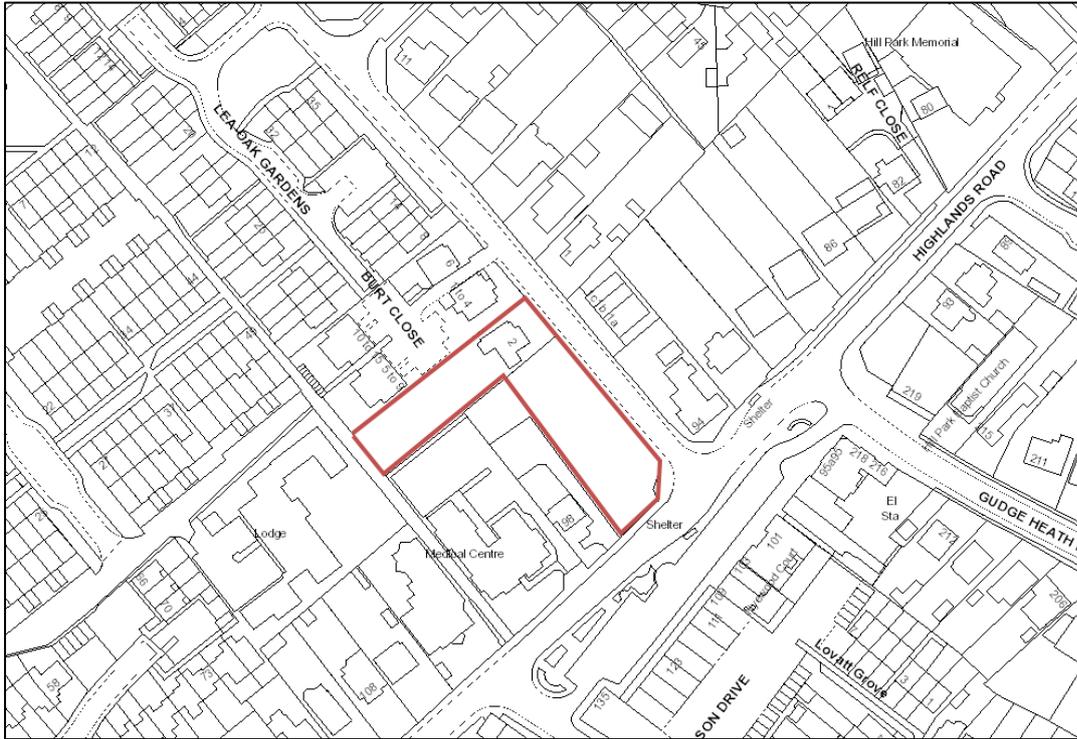
through Aspect or in another form of partnership.

Enquiries:

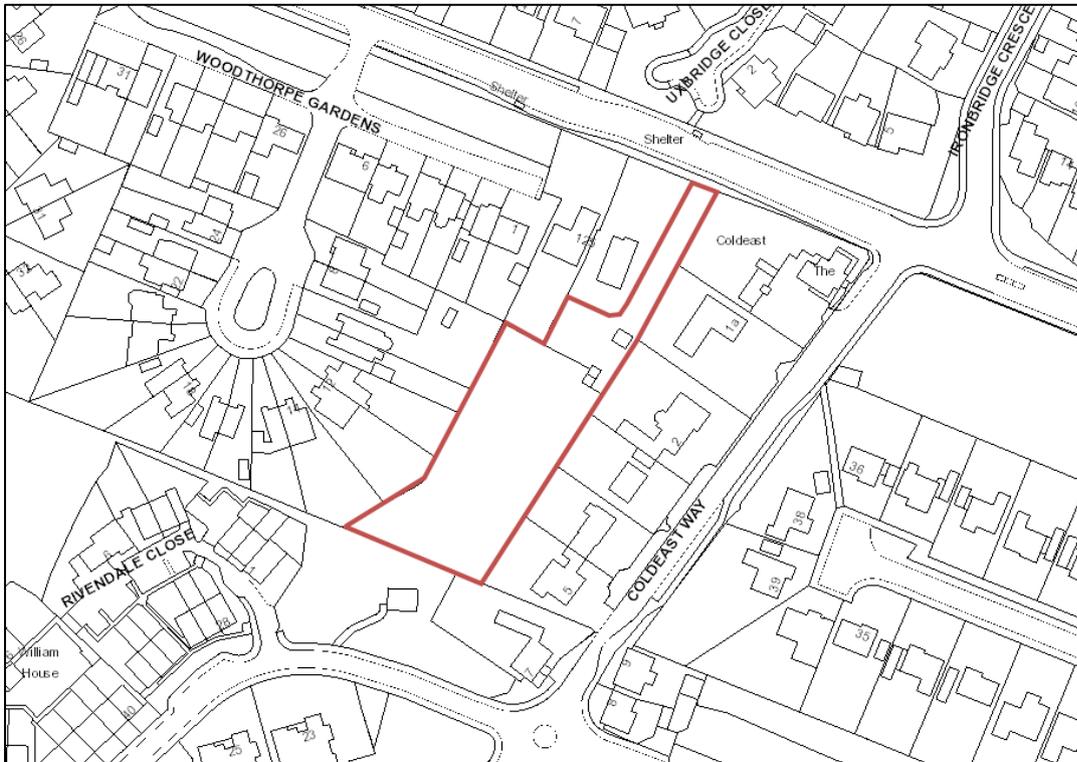
For further information on this report please contact Paul Doran (Ext 4572) or Andy Wannell (Ext 4620)

Appendix A: Site Location Plans for Hampshire Rose and Bridge Road

Hampshire Rose (96 Highlands Road) Site



Bridge Road Site



Plans for illustrative purposes only – not to Scale

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Appendix B: Site Location Plans for other potential development sites

Station Road, Portchester (former Merjen Engineering) site



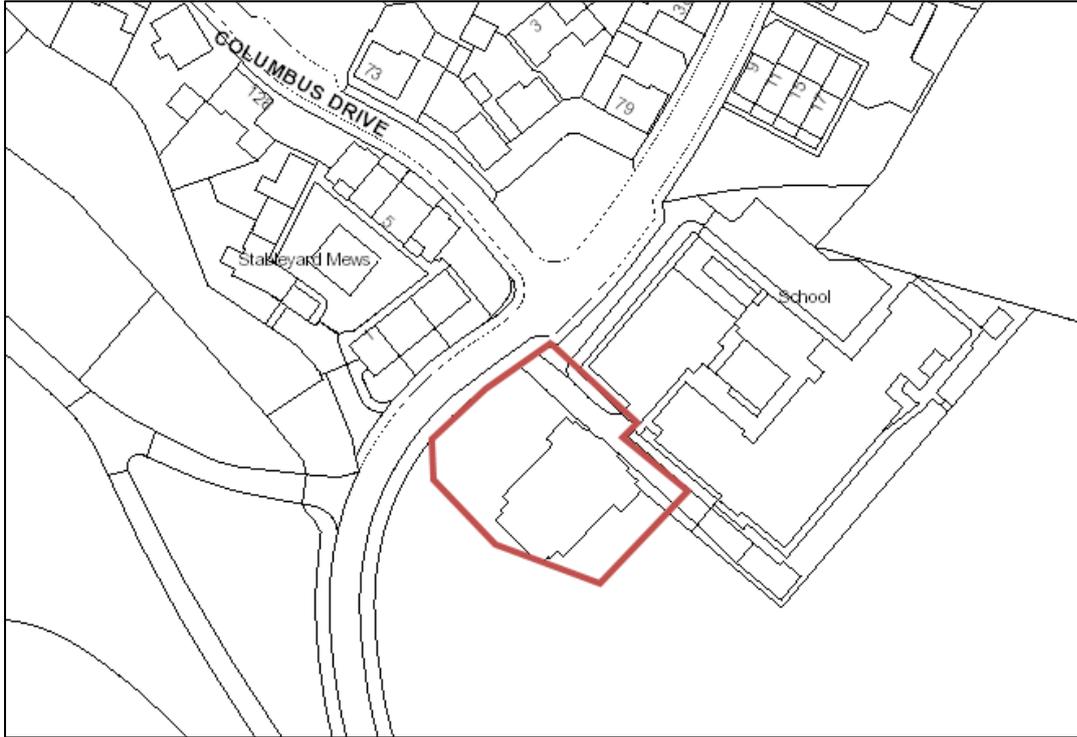
Stubbington Lane and Sea Lane sites



Plans for illustrative purposes only – not to Scale

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Coldeast Scout Hut Site



Wynton Way Site (current site earmarked for development)



335-337 Gosport Road Site



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FAREHAM

BOROUGH COUNCIL

Report to the Executive for Decision 03 December 2018

Portfolio:	Leisure and Community
Subject:	Ferneham Hall Vision Review
Report of:	Head of Leisure and Corporate Services
Corporate Priorities:	Leisure Opportunities for Health and Fun

Purpose:

To provide feedback from the recent consultation on the Council's vision to remodel Ferneham Hall and seek approval for amendments to the vision.

Executive summary:

The Council's vision for a remodelled Ferneham Hall was approved by the Executive on 9 July 2018. The vision is a living document and is designed to evolve as more is understood about the needs of the public, hirers and potential operators.

A consultation on the Council's vision took place between 17 August and 01 October 2018. Whilst most of the vision was widely supported, the proposal to reduce the size of the main auditorium and the provision of a dedicated 'Dance Studio' both received a mixed response.

A large proportion of the public and a number of industry experts and potential operators felt that having 800 seats in the main auditorium would attract both more shows and higher quality productions. Many also felt that having a Flexible Studio Space would encourage a greater variety of uses and therefore more bookings than a dedicated Dance Studio.

It is therefore proposed that the vision is updated to include a larger main auditorium and the provision of a Flexible Studio Space.

Recommendation/Recommended Option:

It is recommended that the Executive:

- a) considers the feedback from the vision consultation; and
- b) agrees to the amendments to the vision, as set out in paragraphs 41 to 48 of this report.

Reason:

The Council's vision for a remodelled Ferneham Hall is a living document and should be updated to ensure it meets the needs of the public, hirers and potential operators.

Cost of proposals:

The capital cost of the project still needs to be determined but it is expected that phase one will be funded from the Community Infrastructure Levy.

Appendices:

A: Updated Vision for Fareham's New Entertainment Venue

B: Public Consultation Analysis

Background papers: Updated Financial Operating Model

Reference papers:

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date:	03 December 2018
Subject:	Ferneham Hall Vision Review
Briefing by:	Head of Leisure and Corporate Services
Portfolio:	Leisure and Community

INTRODUCTION

1. The purpose of this report is to feedback from the recent consultation on the Council's vision to remodel Ferneham Hall into a new community arts and entertainment venue. It will then seek approval for amendments to the vision.

Background

2. Ferneham Hall is becoming dated and tired, and its operating costs are escalating. In response to this a vision for remodelling Ferneham Hall into a new community arts and entertainment venue was approved by the Executive on 9 July 2018.
3. Officers then consulted on the vision and its proposals between the 17 August and 1 October. The consultation targeted residents, visitors to Ferneham Hall, regular hirers of the venue as well as the wider entertainment industry. A number of discussions with potential operators of the venue and other professional theatre managers also took place.
4. The vision is a living document and is designed to evolve as more is known about the needs of the public, hirers and potential operators.

Consultation and Engagement

5. The public were asked to take part in a survey asking for feedback on the main proposals within the Vision. A press release, social media campaign, E-Panel messages and bus stop posters were all used to publicise the new vision and consultation. It also received coverage in the entertainment industry magazine, 'Stage'.
6. Two static exhibitions in Ferneham Hall and Fareham Shopping Centre helped encourage engagement, along with four manned pop-up exhibitions, one each in Ferneham Hall, Fareham Shopping Centre, Locks Heath Shopping Centre and Portchester Village Centre. In total 338 people completed a survey on the vision and its proposals and the detailed results are in Appendix B.

7. Regular hirers of Ferneham Hall were contacted and asked to complete a more detailed survey on the proposals. There were 14 submissions in total. During this time there were also in-depth face-to-face discussions with 6 of the regular hirers.
8. Discussions were held with two experienced managers of successful venues of a similar size to Ferneham Hall. In addition, six meetings were held with potential operators of the venue who had expressed an interest during early market testing.

Feedback on vision and proposals

9. Respondents were generally supportive of the proposals in the vision. The following part of the report outlines the responses from the different groups to the main proposals in the Council's vision:

Reducing the main auditorium to 400-500 seats

10. **General Public:** There was a mixed response to the proposal to reduce the main auditorium to between 400 and 500 seats. Around half of respondents felt that this would be too small, with many saying that it would impact on the venues ability to attract bigger and higher quality shows. Many of those who agreed to the reduction also felt that 500 would need to be the minimum number of seats available to remain viable.
11. **Regular Hirers:** Again, there was a mixed response received to this proposal. Most felt that around 500 would meet their needs. However, two of the larger local amateur organisations and the current providers of the annual pantomime, felt that between 400 and 500 seats would be too small, the latter pointing out the potential to generate greater income by having a larger auditorium.
12. **Industry Experts:** It was felt that seating of 400-500 would make it hard for the operator to put on commercial shows and generate sufficient income to reduce the subsidy. Some producers will not take shows to venues where there are less than 800 seats as they cannot make enough money on ticket sales. Increase seating to between 750-850 seats would help attract more quality shows and higher profile performers. Introducing raised circle seating was mentioned as a possible way in which to build capacity, and could easily be closed off for less popular shows, in order to maintain ambience.
13. **Potential Operators:** Whilst all felt that they could operate with seating numbers of 400-500, most felt that seating of between 750 and 850 would enable them to attract more, higher quality shows and artists. Most stated that having more seating could also help reduce the amount of subsidy needed from the Council.

Improving the stage and backstage areas

14. **General Public:** The public were not asked about this proposal.
15. **Regular Hirers:** Many felt that the loading area needed to be improved. Others stated that the depth of the stage could be increased as stage extensions were difficult to assemble and light. However, this should not reduce the amount of space for the storage of scenery (scene dock). More backstage changing facilities was a particular concern of the dance groups. They have a lot of young people to manage and the current changing facilities are not fit for purpose.
16. **Industry Experts:** They felt that a fly system would help attract more shows as many production companies will not attend venues without one. A fly system uses rope lines,

blocks and counterweights to enable the quick, quiet and safe movement of curtains, lights, scenery, stage effects and, sometimes, people.

17. The loading area at Ferneham Hall is poorly designed and is restrictive with regards to loading and unloading. This should be improved as it would deter many production companies from using the venue.
18. **Potential Operators:** Several operators advised that the addition of a fly system would help attract a greater variety and quality of shows and would reap benefits over the longer term – 15 years plus. One operator said that this would be a major consideration/need if there were over 700 seats in main auditorium.

Retractable or fixed seating?

19. **General Public:** Whilst they were not directly asked about their preference for fixed or retractable seating, 'improved comfort and seating' was the most common response when asked 'what could be improved at Ferneham Hall?'
20. **Regular Hirers:** There was a mixed response to this with some hirers preferring the flexibility of retractable seating. One of the Dance Groups stated that using the floor allows disabled dancers to join in. Others felt that fixed seating was more in keeping with a theatre and would provide better comfort and superior acoustics.
21. **Industry Experts:** It was felt that fixed seating would be preferable as it would give more of a theatre feel in the main auditorium. Currently, due to the limited depth of Ferneham Hall's stage, some retractable seating is needed as stage extensions are sometime needed for shows.
22. **Potential Operators:** Most operators would prefer fixed seating, however some said a mixture of fixed and moveable would be preferable as this would allow for stage extensions and standing space.

A smaller secondary performance space of 100 seats

23. **General Public:** There was general support for the smaller space although, some people questioned whether it would be used.
24. **Regular Hirers:** Surprisingly there was only a limited amount of interest in this space expressed by the regular hirers.
25. **Industry Experts:** It was felt that this space would be difficult to programme for as it would be unlikely to make money for larger producers and would likely be too small for local amateur groups. Rather than having it as an auditorium, it was suggested that it could be an adaptable with removable flat seating to encourage a range of uses.
26. **Potential Operators:** Most operators would use it for comedy shows, films, filmed live theatre, smaller audience shows.

Dance Studio

27. **General Public:** Whilst a majority were in support of the proposal, many said they would like the space to be used for a variety of classes and not just dance.
28. **Regular Hirers:** Interestingly, there was not much interest in the studio from the two dance schools that took part. One queried the viability of a sprung floor as it could only

be used for certain types of dance. Some amateur dramatic groups thought it could be used for rehearsals if it was big enough.

29. **Industry Experts:** It was suggested that it should be a general studio, that could be used for a range of events including hospitality.
30. **Potential Operators:** This should be used as a general studio and 'dance' should be dropped from the name as this may put off potential hirers who want it for other uses e.g. Brownies, exercise classes, hospitality.

Community rooms

31. **General Public:** Many liked the idea of a space that could be used for multiple activities, however, there was some concern that the space needed to be affordable, or no one would use it.
32. **Regular Hirers:** A number of groups saw the potential for these rooms to be used for rehearsals as well as meetings. However, they would need to be competitively priced.
33. **Industry Experts:** It was felt that if designed correctly, the rooms could add to the flexibility of the venue and attract a range of uses.
34. **Potential Operators:** Most were supportive of the proposal and thought the rooms could be flexible to encourage a range of uses if designed correctly.

Food and beverage

35. **General Public:** The most popular offering was a café that provided tea/coffee snacks and simple meals e.g. pizza.
36. **Regular Hirers:** They were supportive of the proposal for food and drink facilities in the remodelled venue.
37. **Industry Experts:** They felt that food and beverages could be available from 10am to 11pm with different offerings when shows were on e.g. something more substantial for pre-shows in the evening.
38. **Potential Operators:** All felt that a full restaurant with chef is not needed, but simple food such as pizza, mezze boards, sandwiches, cakes etc that bar and kitchen staff could prepare would help attract footfall whilst keeping costs down. Two operators said they would look to bring in a chain such as Costa or Starbucks.

Other feedback

39. According to the regular hirers, one of the key areas a future operator would have to ensure is a clear and competitive hiring charge structure as many felt that they would struggle to continue with further price increases. This feedback will be considered as part of the Council's discussions with potential operators.

Overall themes

40. There was clear support and enthusiasm for the Council's vision amongst all the groups consulted and engaged with. However, the feedback identifies the following areas of the vision that could be updated to better reflect the needs of public, hirers and potential operators:

- **Main auditorium size:** The proposed size of the auditorium (400-500) seats would be too small to attract a greater range and quality of shows. When combined with an increase in seating, a fly system could help attract larger productions to the venue.
- **Second smaller auditorium:** Changing from a second smaller auditorium, to a second smaller flexible performance space that could be used for a range of activities and events would encourage more use and be easier to programme for.
- **Dedicated dance studio:** Calling the studio space, a 'dance studio' would put people off hiring it for other uses.

Proposed changes to vision

41. In response to the overall analysis it is proposed that the Executive approves the following minor changes to the 'A Vision: Fareham's' New Entertainment Venue' document, attached at Appendix A:
42. Amend the text relating to the number of seats needed to attract shows (Ferneham Hall Today paragraph's 4 and 5):
43. 'Ferneham Hall's capacity of 708 seats is not high enough to attract the quality of performers that many people want to see, with shows only reaching an average of 53% capacity, or 372 seats.
44. Theatres with around 800 seats can generally attract higher profile and better-quality shows, generating more income through tickets sales and 'on the night' spending such as on food and drink.'
45. Replace 'dance studio' with 'flexible studio space' (A Vision for the Future, page 9 and Design Priorities, page 11) to highlight the spaces potential for different types of activity
46. Amend the text relating to the main auditorium size to reflect feedback stating that more seating would help improve the venues offer:
47. 'Improve the comfort of the main auditorium and increase the size to around 800 seats to attract better quality shows' (Design Priorities, page 11).
48. Add 'flexible' to the priority of having a secondary performance space to reflect its multi-use nature (Design Priorities, page 11).

Further work related to feedback

49. The current vision already reflects the need to improve the stage and backstage areas. There are a range of types of fly system with each requiring a significant capital investment. More research will be carried out, in consultation with the potential theatre operators, on the feasibility of and the most appropriate fly system for the remodelled venues' needs.
50. Further discussions about the most appropriate type of seating for the main auditorium, specification of the secondary auditorium and food and beverage offer will continue to take place with operators during the procurement process.

Project progress

51. In addition to the consultation, all other strands of the Ferneham Hall project are on

schedule and progressing well:

- The Members Working Group has been established and is overseeing the project.
- The business plan created by AEA Consulting in 2015 has been refreshed and updated.
- The procurement process for a suitable leisure trust operator of the venue has begun, with a number of experienced organisations expressing their interest. The new operator is scheduled to be appointed in spring/early summer 2019.
- Client Agent services to manage the design and construction process of the new facility are due to be procured before the end of 2018. The Council anticipate that separate design and construction contracts will be used.

Conclusion

52. The Council's vision and proposals for a remodelled Ferneham Hall was enthusiastically received during the recent consultation and engagement activities. Following analysis of the feedback it is proposed that the vision is changed to reflect the need for the main auditorium seating to be increased and the proposed Dance Studio be replaced with a Flexible Studio Space.

Enquiries:

For further information on this report please contact Lindsey Ansell (Ext 4567)

A VISION: FAREHAM'S NEW ENTERTAINMENT VENUE

PURPOSE

The purpose of this document is to set out the Council's 'Vision' for a new arts and entertainment facility in Fareham town centre to replace Ferneham Hall



HISTORICAL BACKGROUND



In the early 1980's, Fareham Borough Council decided to build an entertainment venue in Fareham Town Centre. It was agreed that the new venue would benefit from being located next to Fareham Shopping Centre, the multi-storey Car Park and the Library, creating a busy 'entertainment hub' in the centre of town.

The then new venue was designed to attract a range of music, comedy and theatre shows touring Britain at that time, as well as being available for hire for amateur theatrical productions, exhibitions, conferences, meetings, dinner dances, parties and weddings.



In April 1982 Ferneham Hall was officially opened by the Duchess of Kent.

The Hall boasted a 700-seater auditorium, with retractable tiered seating to allow maximum flexibility, and two additional function rooms (The Meon and The Octagon). The new venue also included a bar area, a box office and large entrance foyer, as well as cloakrooms, toilets and all the normal backstage facilities.

In its early years, it was a popular venue, attracting well known entertainers such as Ken Dodd and Cilla Black. It has always been popular with local amateur theatre companies and still attracts large audiences for the popular annual pantomime. However, the aim of also attracting the wedding, conference and exhibition market has been less successful over the years.

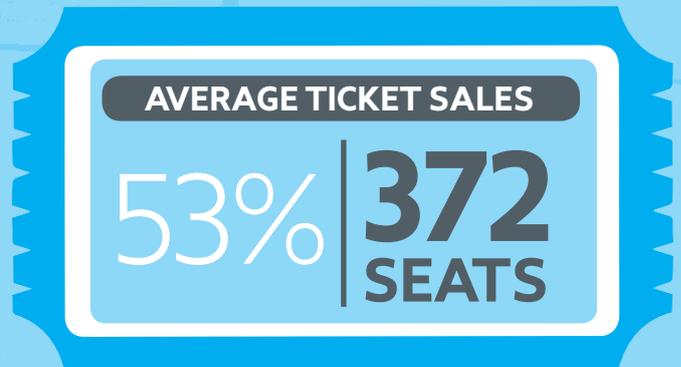
FERNEHAM H

After nearly 40 years of service to the local community, the fabric of Ferneham Hall is looking tired, dated and in need of modernisation. The Council has maintained the building to a good standard, with investment in the roof and boilers during the last 5 years.

It is clear, however, that the layout and design of the building is no longer fit for purpose. Customer expectations have changed significantly since 1982, and they are attracted to large, air-conditioned buildings, with lots of space and natural light, offering comfortable seats with unrestricted views in the auditoria. There is also the expectation of a café culture where people can relax, meet, eat and drink in an attractive location at any time of the day.

A great deal has been learnt about venue “accessibility” over the last 40 years and Ferneham Hall struggles to meet current customer expectations. For example, there are no lifts to the upper floors, the auditoria are not designed to accommodate wheelchairs easily, and access to the stage is limited because of the need for steps.

It has become clear over the years that the main stage is neither wide enough or deep enough, which prevents many touring shows from performing at Ferneham Hall. Ferneham Hall’s capacity of 708 seats is not high enough to attract the quality of performers that many people want to see, with shows only reaching



an average of 53% capacity, or 372 seats.

Theatres with around 800 seats can generally attract higher profile and better-quality shows, generating more income through tickets sales and ‘on the night’ spending such as on food and drink.

THE OCTAGON ROOM is hired for events and meetings but is not suitable to hold smaller shows aimed at an audience of around 100 people. There is a market for such shows, including live film screenings of national ballet, opera, and National Theatre live productions, but the Octagon is unable to accommodate them comfortably.

HALL TODAY



THE MEON ROOM only really acts as additional foyer space. Its location is not ideal, it has no windows or natural light, and has not proved to be a popular meeting space for hirers.

The entrance foyer is quite dark, dated and unwelcoming, and the box office/reception area is hidden away behind a small old-fashioned glass screen. Today's customers expect a sense of arrival when they walk into a venue, with easy access to reception staff, and large bright areas to circulate. The bar area in Ferneham Hall can get crowded very quickly, and circulation space is limited because of the location of the Meon Room.

Of concern, is the low level of customer activity during daytime hours. Most shows and events take place in the evening and, as a result, Ferneham Hall is rarely used during the day. As such, the space within the building is significantly underutilised.

“

A great deal has been learnt about venue 'accessibility' over the last 40 years and Ferneham Hall struggles to meet current customer expectations.

The Council has ambitions to build a community centre in Fareham Town Centre, and the remodelling of Ferneham Hall offers a real opportunity to combine a new arts and entertainment venue with a busy community facility.

SHOWS & EVENTS



Ferneham Hall continues to be a popular venue to hire for local amateur theatrical productions. Local groups such as the Fareham Musical Society, South Downs Musical Society, Stage One Youth Theatre and Havant and District Orchestral Society have made regular bookings over the last three years resulting in approximately 30 performances a year. In addition, the main auditorium is regularly booked for 18 days a year by the Fareham Dance Festival and All England Dance Festival. A new arts and entertainment facility would need to accommodate these groups and attract more.



The annual pantomime is a popular feature at Ferneham Hall and numbers have remained consistent over the last three years, which included performances of Dick Whittington, Sleeping Beauty and Aladdin. Average audience numbers were around **430** per performance, with approximately **17,500** tickets sold each year over the duration of **40** shows.

Customer reaction to touring shows and productions is mixed. It is difficult to attract well known acts as they tend to target their shows at much larger venues in the neighbouring cities. Some of the better touring productions would like to visit Fareham, but consider the size of the stage at Ferneham Hall to be a barrier, and the backstage area of the main auditoria is inadequate. The shows that are booked by Ferneham Hall management vary in popularity and there is always a risk to be recognised when calculating potential ticket sales. The current programme reflects more traditional theatre style entertainment, tribute bands, comedians and old school classics, such as 1980's artists, that generally has a narrow audience appeal. As such, income and attendance has remained static and therefore it is considered a more dynamic and innovative approach to programming is required in the future to reinvigorate the venue.

FAREHAM MUSICAL SOCIETY SOUTH DOWNS MUSICAL SOCIETY STAGE ONE YOUTH THEATRE HAVANT AND DISTRICT ORCHESTRAL SOCIETY	<h1>30</h1> PERFORMANCES A YEAR
FAREHAM DANCE FESTIVAL ALL ENGLAND DANCE FESTIVAL	<h1>18</h1> DAYS BOOKED A YEAR
	<h1>17,500</h1> TICKETS SOLD EACH YEAR
	<h1>40</h1> SHOWS

COSTS

It is important to note that, whilst the Council is wholly committed to providing a modern arts and entertainment venue in Fareham Town Centre, there is a need to reduce the annual operating cost of such a facility.

Hire of the main auditorium as a hall (without seating) is less popular. Over the last year the tiered seating has only been retracted for **16** events, **3** of which were for civic occasions such as the Election Count, Mayor Making and the Fareham In Bloom Awards. This raises the question as to whether a new venue should opt for the flexibility of retractable seating or the improved comfort of (and less labour intensive) permanent seating.

The Council's revenue budgets are under considerable pressure following major reductions in Government funding over recent years and there is a need for all Council services to be cost effective in the future. The annual operating costs of Ferneham Hall were **£396,200** for **2015/16**, **£423,400** for **2016/17** and **£418,200** for **2017/18**.

ANNUAL OPERATING COSTS

2015/16	–	£396,200
2016/17	–	£423,400
2017/18	–	£418,200



The deficit needs to be reduced significantly in the future and a key part of this vision is the need to plan a new facility which could be more commercial in its outlook and reduce the level of annual subsidy provided by the Council. It is believed that this could be achieved through a combination of increased income and by reducing costs.



A VISION FOR THE FUTURE





We want to provide a busy community arts and entertainment centre which includes daytime and evening activity, seven days a week. We believe that this can be achieved through the provision of smaller, flexible, meeting spaces, improved catering areas and possibly a flexible studio space and secondary, smaller performance space.

The stage and seating in the main auditorium need to be the right size and design to attract a good range of touring productions as well as being available for hire to local amateur groups. We would like to see a more dynamic and innovative approach to programming to attract a wider range of customers to the venue. The annual pantomime is popular and we would like to see this retained and developed as part of the overall programme.

We want the interior and exterior of the building to be attractive, modern and welcoming, and complementary to the other new buildings within the Civic Quarter.

The new venue will be more commercial in its outlook and we expect the annual operating costs to be low, with the ultimate aim of breaking even.



DESIGN PRIORITIES



These are the main design priorities that need to be considered for a future arts and entertainment facility

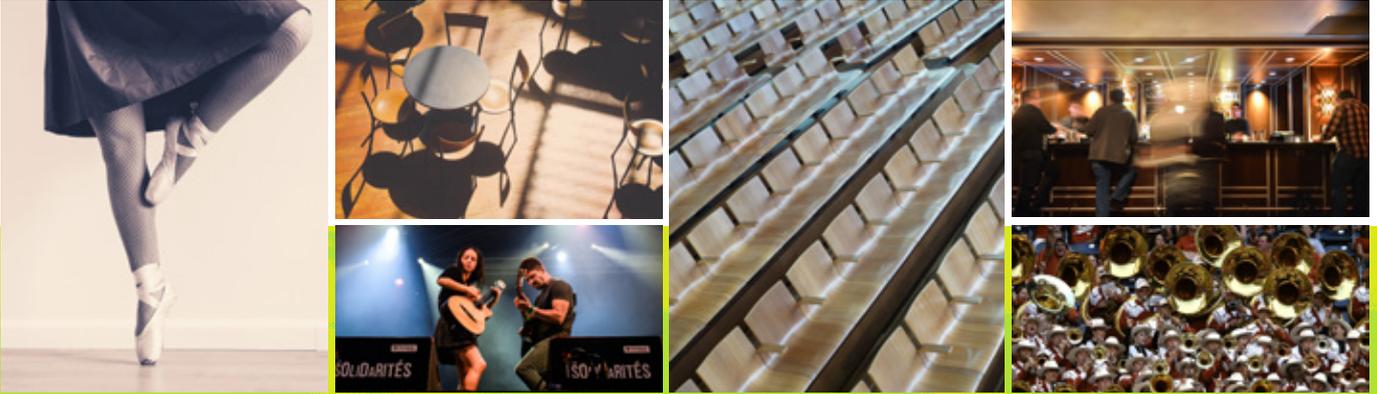
Improvements to the exterior appearance of the building, including a welcoming entrance

Alterations to the foyer and box office area to provide a sense of arrival

Improved audience facilities, such as toilets and catering areas, in terms of comfort, appearance and overall experience

Demolition of the Octagon lounge

Improved access within the venue, including a lift



In the interest of fuel efficiency, individual parts of the building to be lit, heated and/or ventilated independently

Improved cast/crew areas, including the stage and backstage, to support high quality performances

The addition of community rooms for hire and/or to hold workshops, to enable the venue to operate as a busy community centre

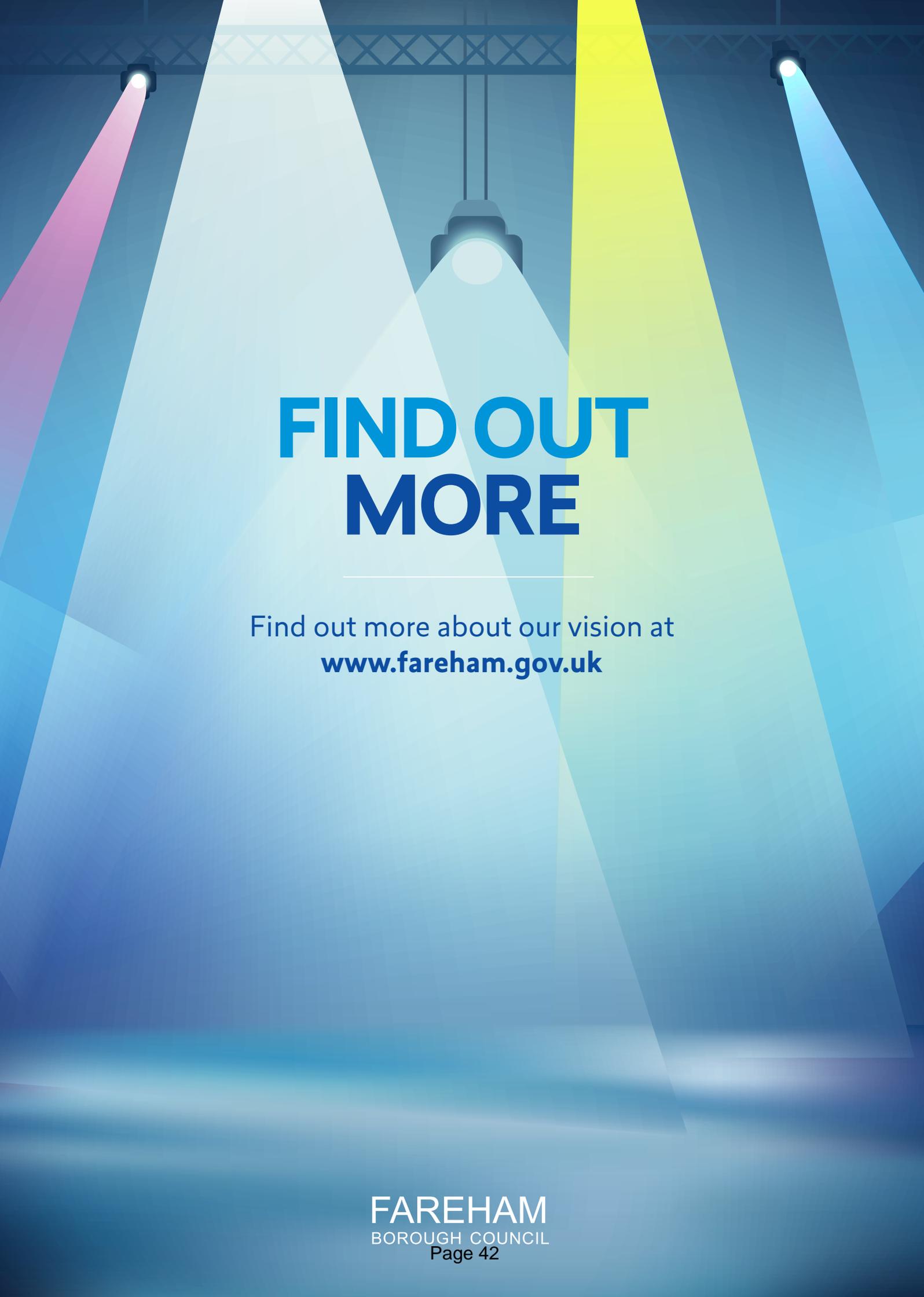
Improved office space

Improve the comfort of the main auditorium and increase the size to around 800 seats to attract better quality shows

A smaller, more intimate flexible secondary performance space (100 seats) including screen and projector room

Options for retractable seating versus permanent seating

Aflexible studio space

The background features a dark blue stage with a metal truss at the top. Three spotlights are visible: one on the left casting a pink beam, one in the center casting a white beam, and one on the right casting a blue beam. The central beam is the most prominent, creating a bright spot on the floor.

FIND OUT MORE

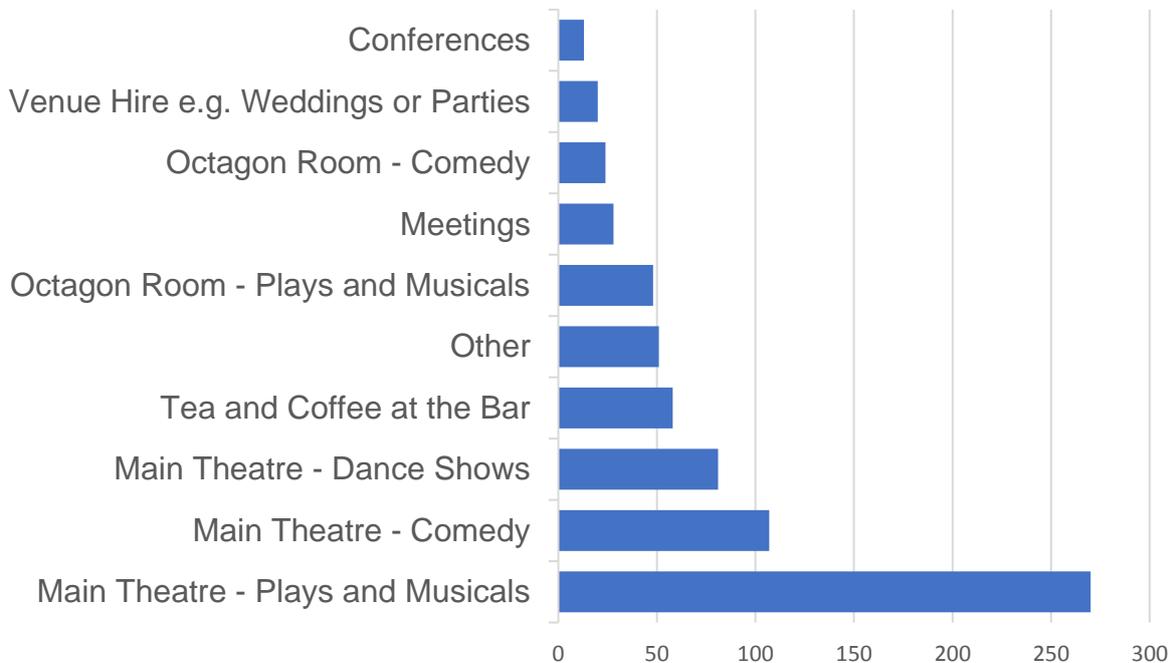
Find out more about our vision at
www.fareham.gov.uk

Ferneham Hall Vision Analysis – Public Survey

Introduction

338 respondents completed a survey that ran between 17 August and 1 October 2018. The following outlines the main results.

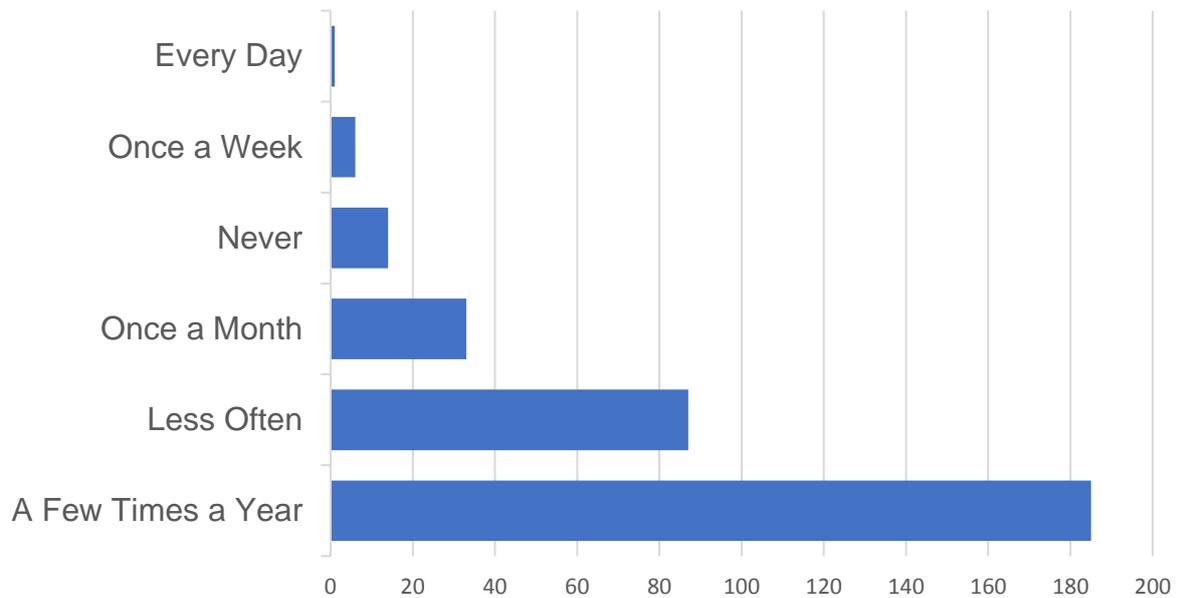
What do you go to Ferneham Hall for?



When going through the comments, the following also came up for reasons why people go to Ferneham Hall:

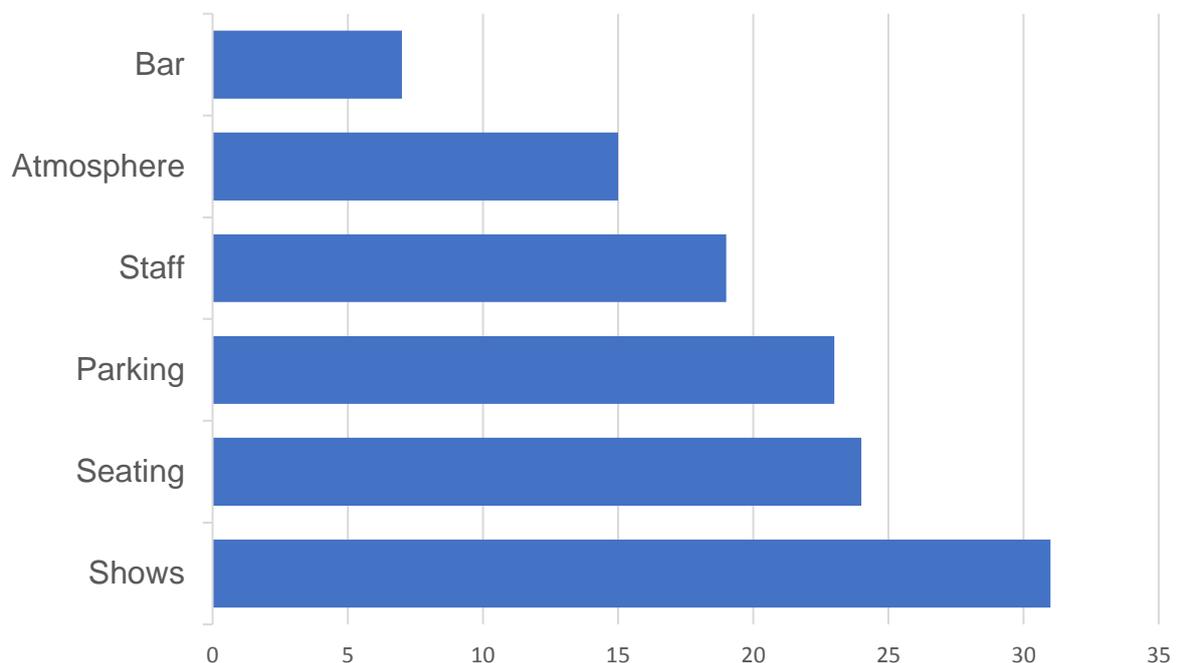
- Tribute Acts/ Music (10)
- Exhibitions (4)
- Food Fayre (3)
- Antique Fayre (3)

How Often do you go to Ferneham Hall?



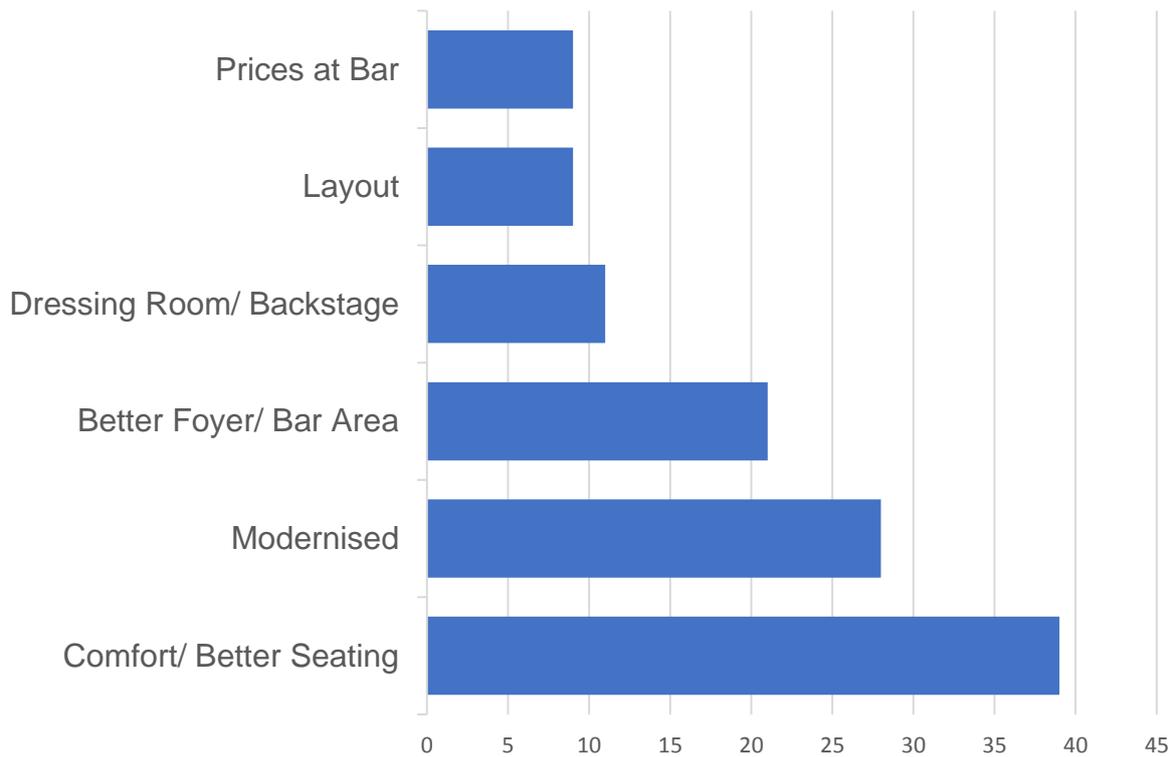
What Works Well at Ferneham Hall?

Many comments came up when going through the comments on what people thought worked well at Ferneham Hall. Below are the main themes that emerged:



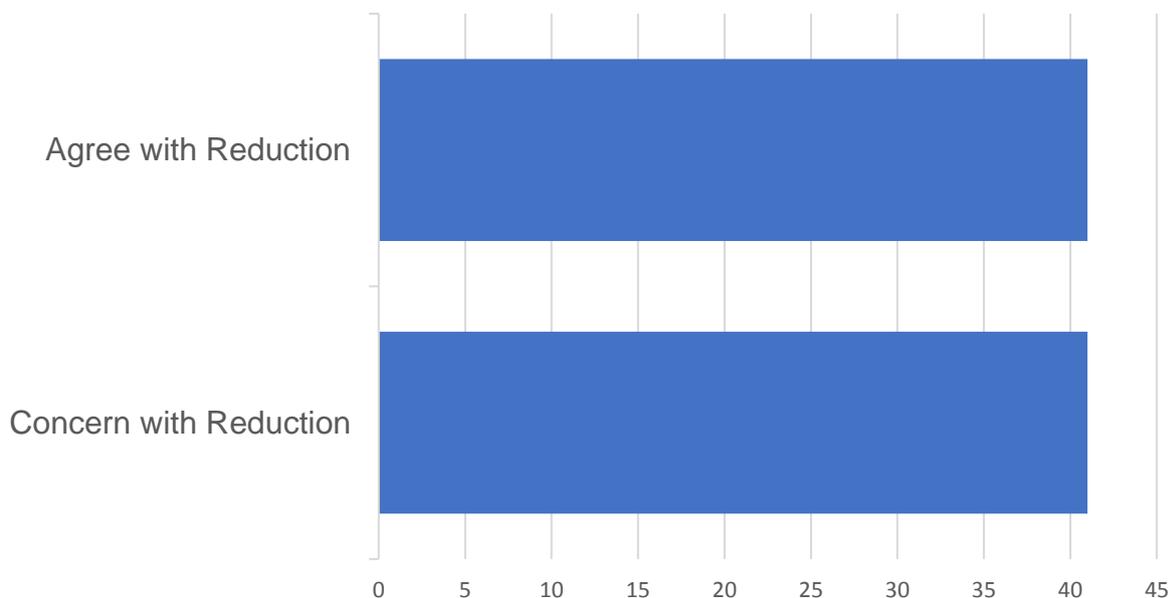
What Could be Improved at Ferneham Hall?

Many comments came up when going through the comments on what could be improved at Ferneham Hall. Below are the main themes that emerged:



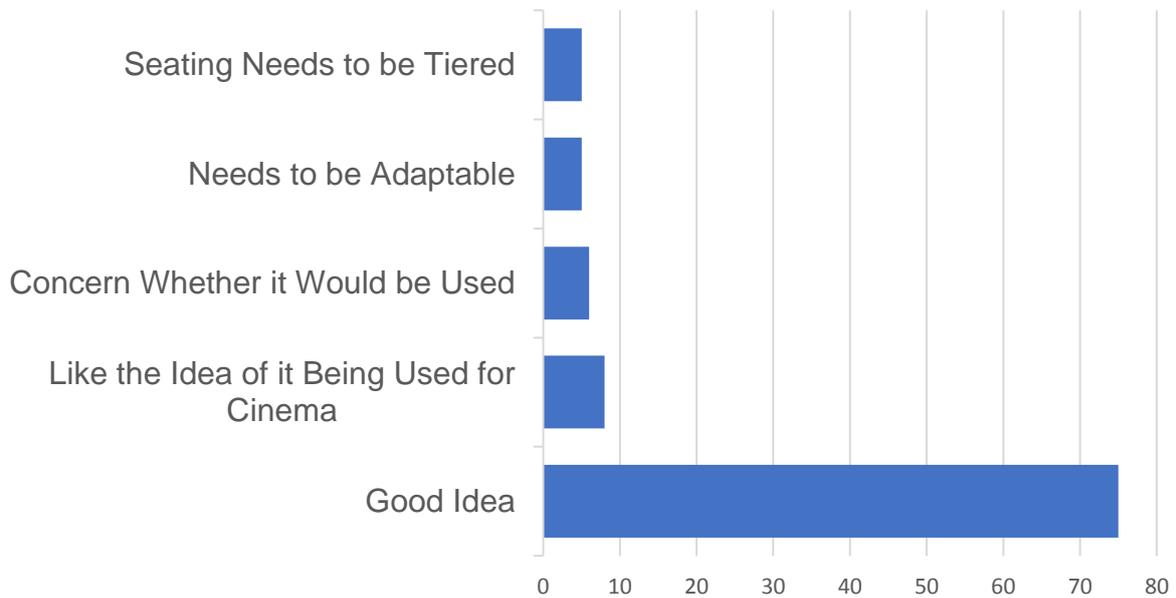
Do You Have Any Comments About the Proposed Size of the Main Auditorium?

Many comments came up when going through the comments about the proposed size of the main auditorium. Below are the main themes that emerged:



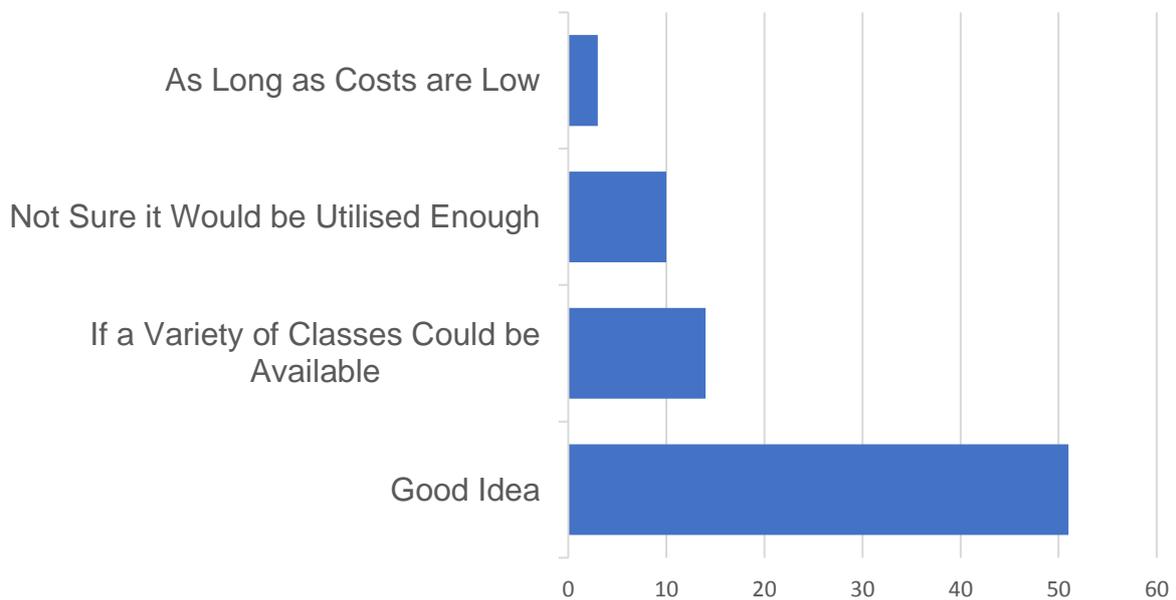
The concern with reducing the capacity of the main auditorium is that Ferneham Hall will be unable to attract bigger shows. Also, many of the comments that agree with the reductions, believe it should be at least 500 seats.

Do You Have Any Comments About Our Proposal for a Second Smaller Theatre Area?



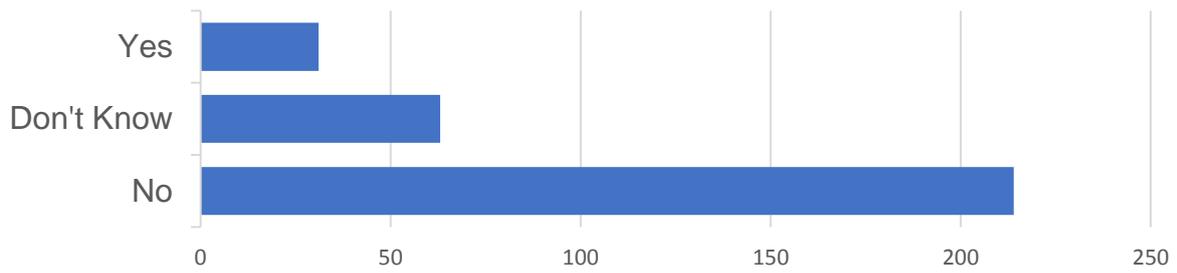
The comments in support liked the idea of a smaller space that could be used for a range of different things such as dance performance, cinema and small productions.

Do You Have Any Comments About Our Plans for a Small Dance Studio?

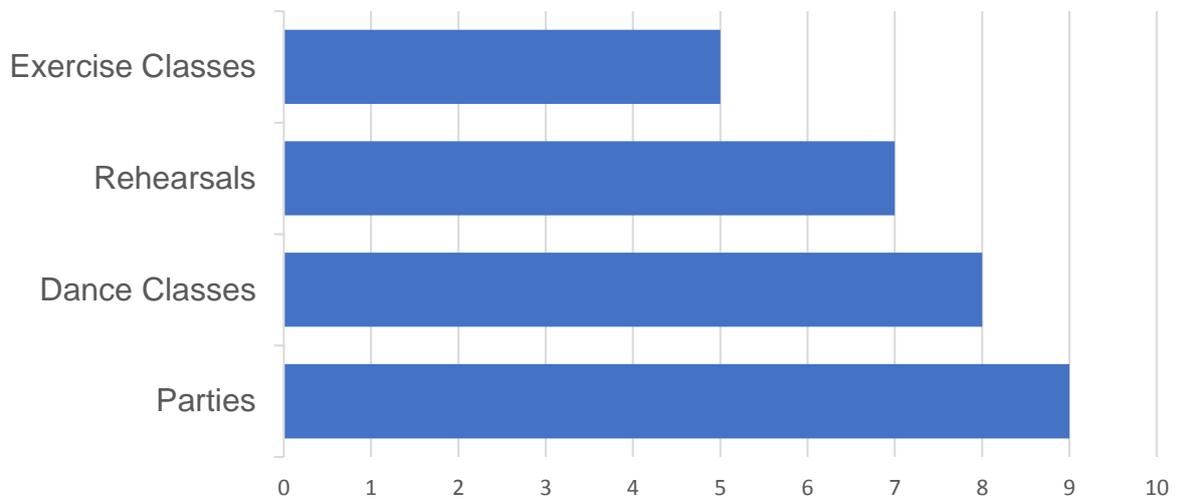


Many of the comments said that they would like the space to be used for a variety of classes, and not just dance, such as Tai Chi, Parties and a range of Dance Classes (Tap dancing, Ballroom etc.).

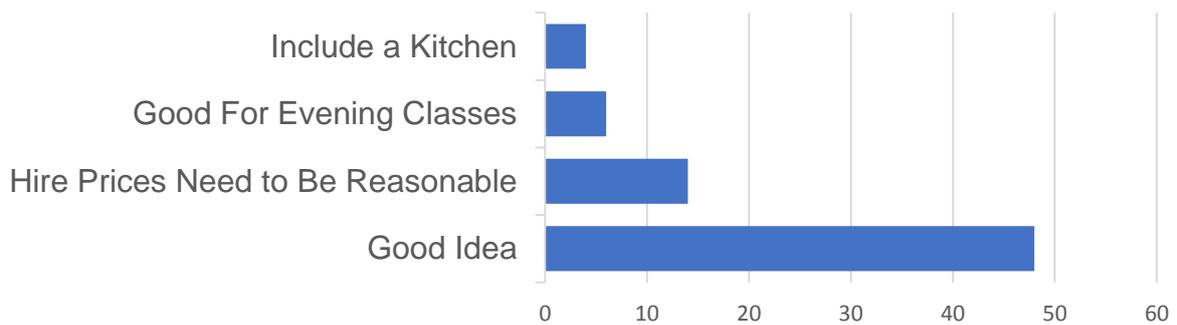
Would You Consider Hiring Out the Dance Studio?



What Would You Hire It For?

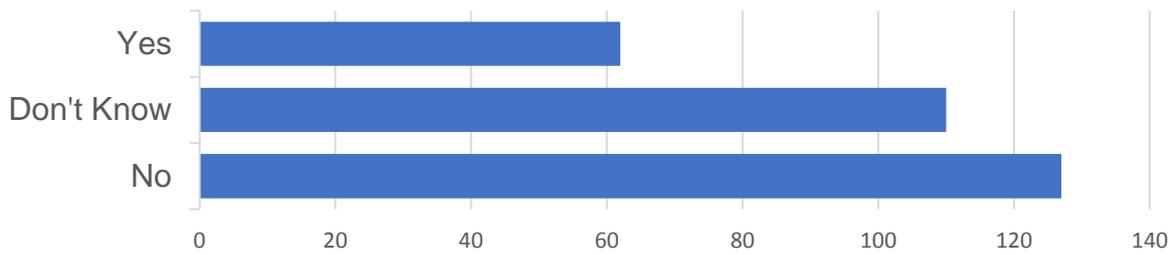


Do You Have Any Comments About Our Plans to Have Community Rooms for Hire?

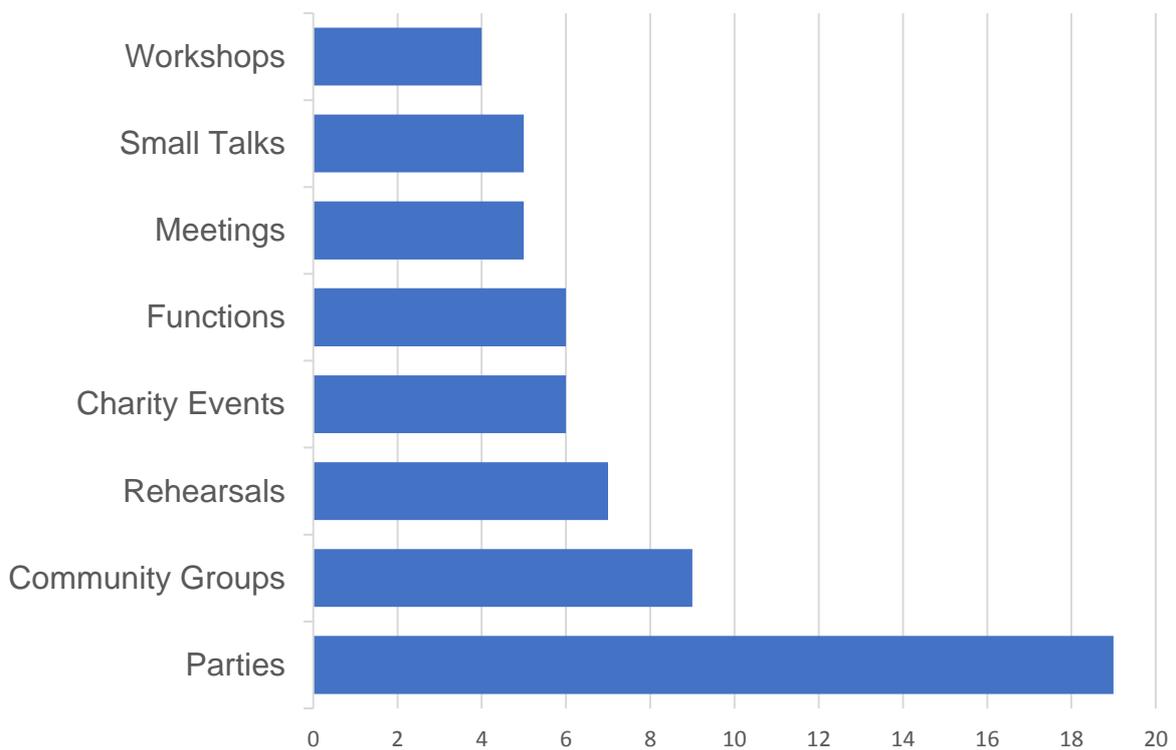


Many of the comments like the idea of a space that could be used for multiple activities, however, there was some concern that the space needed to be affordable, or no one would use it.

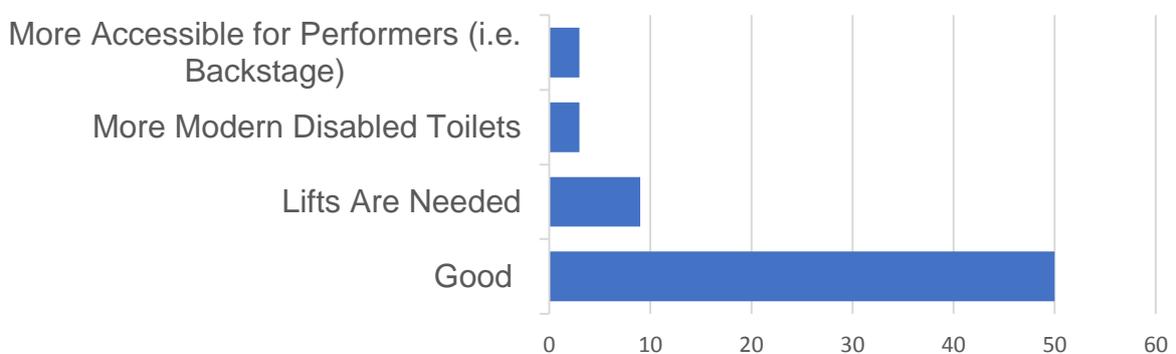
Would You Consider Hiring Out a Community Room?



What Would You Hire It For?

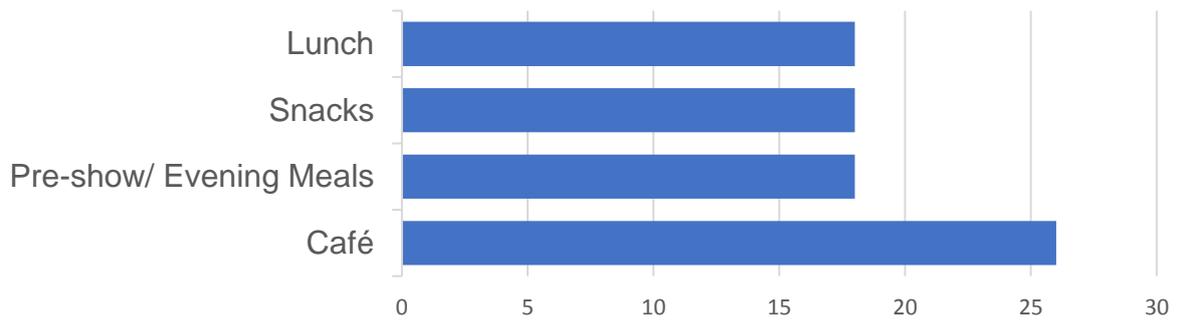


Do You Have Any Comments About Our Plan to Make the Venue More Accessible?

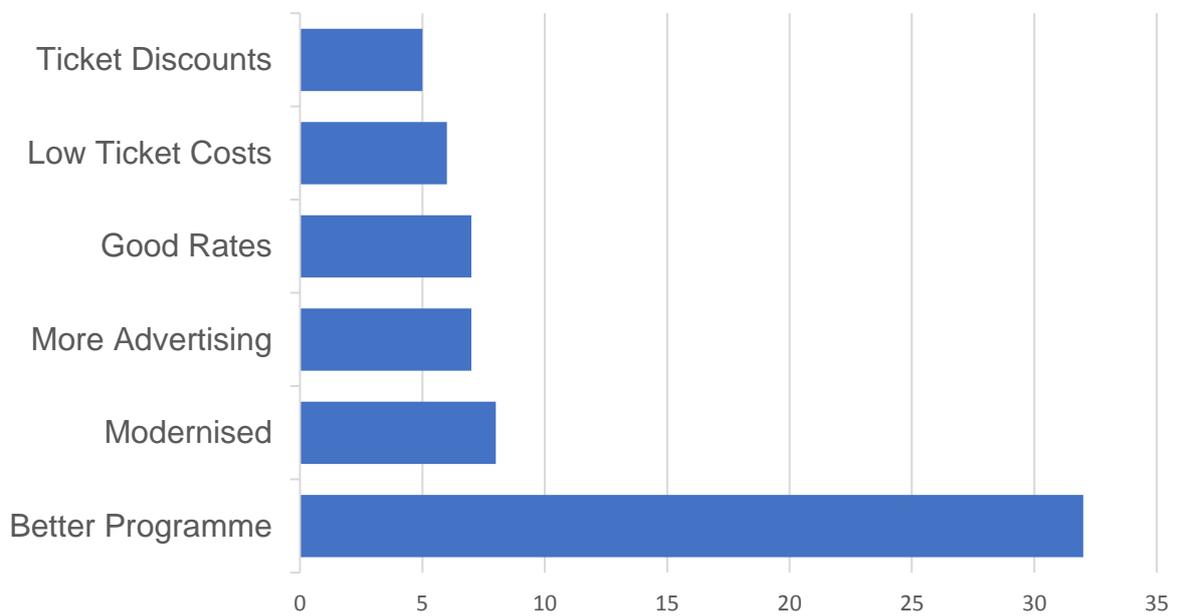


Most comments agreed that the new venue would need to be more accessible, with comments also agreeing there would be lift access to the seats.

What Sort of Food and Drink Offer Would Attract You to the New Venue?



What Could a New Operator Do to Get You to Use Ferneham Hall More Often?



Many comments supported a better range of programming that supported more variety than there is currently, also with bigger names.

FAREHAM

BOROUGH COUNCIL

Report to the Executive for Decision 03 December 2018

Portfolio:	Leisure and Community
Subject:	Hampshire Physical Activity Strategy for 2017-21
Report of:	Head of Leisure & Corporate Services
Corporate Priorities:	Leisure Opportunities for Health and Fun

Purpose:
To help reduce levels of physical inactivity in the Borough of Fareham.

Executive summary:

'Energise Me' is the name of the County Sports Partnership covering the geographical area of Hampshire, the Isle of Wight, Portsmouth and Southampton. It is part of a national network of 43 county sports partnerships across England committed to tackling inactivity.

Their focus is to encourage the adoption of the Hampshire and Isle of Wight Physical Activity Strategy 2017-21 and the framework it provides, to bring about a transformational change in levels of inactivity.

In Fareham, the level of inactivity in the male population is 22.3 % but in the female population it rises to 29.1%. This inequality gap is mirrored both nationally and across the partnership area. The most inactive areas in Fareham are Portchester, Fareham North West and Fareham South.

Energise Me are promoting a collaborative approach to transforming levels of physical activity in our communities. A draft Memorandum of Understanding between Energise Me and Fareham Borough Council is contained in Appendix A.

The Memorandum of Understanding sets out the support that Energise Me will provide, and the Council's role in the delivery of the Physical Activity Strategy. There is an annual subscription of £5,125 that the Council will need to pay to receive the support from Energise Me.

Recommendation/Recommended Option:

It is recommended that the Executive approves the memorandum of understanding with Energise Me to help deliver the Hampshire and Isle of Wight Physical Activity Strategy 2017 to 2021.

Reason:

To help reduce levels of physical inactivity in the Borough of Fareham.

Cost of proposals:

The cost of the proposal is £5,125 per annum and can be met from existing budgets.

Appendices:

Appendix A: Energise Me Draft Memorandum of Understanding

Background papers: None

Reference papers: [Hampshire and Isle of Wight Physical Activity Strategy 2017 to 2021](#)

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date:	03 December 2018
Subject:	Hampshire Physical Activity Strategy for 2017-21
Briefing by:	Head of Leisure and Corporate Services
Portfolio:	Leisure and Community

INTRODUCTION

1. 'Energise Me' is the name of the County Sports Partnership covering the geographical area of Hampshire, the Isle of Wight, Portsmouth and Southampton. It is part of a national network of 43 County Sports Partnerships across England committed to tackling inactivity.
2. Energise Me is a charitable incorporated organisation. Its purpose is to act as the lead organisation for physical activity and sport across Hampshire & IOW and to support any organisation who wants to help beat inactivity.
3. The team will support partners to adopt and embed this approach across the physical activity system. As an independent Charity, it is able to provide cross-sector leadership for physical activity, providing objectivity to challenge the status quo where necessary.
4. The focus is to encourage the adoption of the Hampshire and Isle of Wight Physical Activity Strategy 2017-21, and the framework it provides, to bring about a transformational change in levels of inactivity. For this strategy to be a success it needs all partners, across the complex physical activity system, to engage and recognise the critical role that each needs to play.

BACKGROUND

5. The National Active People Survey (carried out by Sport England, in collaboration with Arts Council England, Public Health England, and the Department for Transport) has measured sports participation over the last ten years and physical activity behaviour for the last four years. It provides data that can help identify trends in the activity levels of our communities. The analysis of this data has been used to identify our key target groups in relation to inactivity.
6. In 2015, the Active Lives Survey was introduced. The survey was a new way of measuring sport and activity across England and replaced the Active People Survey.
7. 21.1% of the Hampshire and IOW adult population are inactive. These are people who don't achieve a total of 30 minutes of at least moderate intensity physical activity in a

week in bouts of 10 minutes or more. This means that they are not walking, cycling, or doing any kind of physical activity where their heart rate increases and they are mildly out of breath in bouts of 10 minutes or more for at least 30 minutes a week.

8. In Fareham, the level of inactivity in the male population is 22.3 % but in the female population it rises to 29.1%. This inequality gap is mirrored both nationally and across the partnership area. The most inactive areas in Fareham are Portchester, Fareham North West and Fareham South.
9. There is currently no reliable evidence to show how active children and young people are across Hampshire and the Isle of Wight. This will change during the life of this strategy as Active Lives has been expanded to collect data on physical activity and sporting behaviour of 5-18 year olds. The survey opened in 2017, with the first set of baselines available from early 2019.
10. Energise Me is one of the largest physical activity partnerships in the country with 11 district authorities signed up to help reduce levels of inactivity in Hampshire.

PROPOSAL

11. The scale of change needed for the Physical Activity Strategy to be a success requires organisations and services, across Hampshire and IOW, to come together and collaborate like never before. There is a need to learn how to change inactive behaviour and be led by the evidence of what works and what doesn't, recognising failure as an important part of learning.
12. Energise Me is promoting a collaborative approach to transform levels of physical activity in our communities. Health, planning, transport, education, community and leisure providers, voluntary and private sectors, employers, local authorities, national governing bodies of sport, clubs, and others need to work together to influence people's physical activity choices and bring about the change that is needed.
13. A draft Memorandum of Understanding between Energise Me and Fareham Borough Council is contained in Appendix A. This sets out the support that Energise Me will provide and the Council's role in the delivery of the Physical Activity Strategy.
14. Energise Me will continue to work with the Council's Leisure Centre operators, to help identify funding to deliver physical activity initiatives.
15. There is an annual subscription of £5,125 that the Council will need to pay to receive the support from Energise Me. This funding can be met from existing budgets.

CONCLUSION

16. The Hampshire and Isle of Wight Physical Activity Strategy has been developed by Energise Me to help reduce levels of inactivity.
17. A draft Memorandum of Understanding has been prepared which sets out the support that Energise Me will provide and the Council's role in the delivery of the Physical Activity Strategy.

Enquiries: For further information on this report please contact Emma Watts. Ext. 4440

MEMORANDUM OF UNDERSTANDING

between

Energise Me (County Sports Partnership for Hampshire & IOW)
And
(Fareham Borough Council)

Background

Energise Me is the County Sports Partnership for Hampshire and the Isle of Wight (IoW) and we exist to beat inactivity. Our mission is to change lives through physical activity and sport, inspiring people to adopt active lifestyles that make our communities happier, healthier and stronger. We belong to a national network of County Sports Partnerships that specialise in delivering national reach and local impact, and we're committed to unlocking opportunities for people of all ages to beat inactivity for life.

We need to work collaboratively with the whole system if we are to transform levels of physical activity in our communities. Health, planning, transport, education, community and leisure providers, voluntary and private sectors, employers, local authorities, national governing bodies of sport, clubs, and others need to work together to influence people's physical activity choices and bring about the change that is needed.

This memorandum sets out below how Energise Me and (Fareham Borough Council) will work together to deliver the objectives and outcomes contained in the [Hampshire & IOW Physical Activity Strategy 2018 - 2021](#).

The relationship

The Energise Me team are purposeful, respectful, innovative, committed and collaborative and will demonstrate these values in our relationship with (Fareham Borough Council). The partners to this MoU agree to work together in an open, honest and transparent way to tackle shared priorities in your area. We will work together to identify local problems, challenge each other to think differently and work together to be part of the solution. Energise Me are organisational neutral and will work with partners by consent.

Objectives

Energise Me and (insert LA) will work together to deliver the objectives detailed in the Hampshire & IOW Physical Activity Strategy:-

- Accelerate the reduction of inactivity amongst adults
- Reverse the rising trend of inactivity amongst females
- Narrow the gap in levels of inactivity between those adults with (or at risk of) a long-term health condition and those without
- Improve levels of physical activity among children and young people

Specifically, together we will:-

- Drive investment and innovation to increase physical activity based on insight, evidence and identification of need
- Support an environment that makes physical activity the easy choice
- Reduce inequalities in physical activity by focusing on people and populations most at risk
- Encourage positive lifestyle choices and support behaviour change that enables people to increase their physical activity levels

Energise Me will:

- Be advocates for physical activity through effective strategic engagement, networking, lobbying and brokering
- Facilitate collaboration and innovation across the whole system to drive the implementation of the strategy
- Be the conduit of information from national organisations and thought leaders in the field of physical activity and health
- Be the physical activity behaviour insight hub, sharing international and national evidence and commissioning local research to further understanding of how physical activity behaviour can be influenced
- Undertake a review of current sport and physical activity behaviour using available data to create a 'narrative' which identifies and evidences sport and physical activity priorities locally. These narratives will be updated and reviewed in line with the publication of new Active Lives and wider health data sets
- Support local areas to use data and insight to make evidenced based decisions to address physical activity needs
- Work with local areas to understand priority localities in depth, using an asset-based approach where agreed
- Work with local partners to develop action plans which reflect local priorities to deliver against the ambitions of the strategy
- Bring investment into the area to support the delivery of the strategy
- Lead behaviour change learning and practices to help partners focus on this as a definition of success
- Continue to enhance the core market by supporting coach and club development
- Support partners to grow and develop the diverse workforce needed to meet the new challenges in the strategy
- Coordinate targeted marketing and communications to inspire behaviour change
- Facilitate new partnerships and collaboration where appropriate to promote effective and efficient use of resources

Fareham Borough Council will:

- Be leaders of behaviour change to help beat inactivity
- Allocate resource within their organisation to tackle inactivity
- Be advocates for physical activity in their networks
- Use insight to identify priority areas and groups
- Support the local workforce to develop and grow to meet the needs of priority groups and areas
- Support the promotion of relevant social media campaigns to optimise impact across our area.
- Collaborate, where relevant with relevant organisations to tackle inactivity

On behalf of Energise Me

Organisation	
Name	
Position	
Signed	
Date	

On behalf of Fareham Borough Council

Organisation	
Name	
Position	
Signed	
Date	

FAREHAM

BOROUGH COUNCIL

Report to the Executive for Decision 03 December 2018

Portfolio:	Health and Public Protection
Subject:	Air Quality – Final Plan Submission
Report of:	Director of Planning and Regulation
Corporate Priorities:	Protect and Enhance the Environment Strong, safe, inclusive and healthy communities

Purpose:

This report has a dual purpose. The first is to provide an update on the public consultation which commenced following the report to the Executive of 03 September 2018. The second is to obtain authority from the Executive for submission of the Council's Final Plan which will be drafted to meet the Ministerial Direction dated 27 July 2017 Joint Air Quality Unit ('JAQU') requirements and to be consistent with the content of this report.

Executive summary:

Following the Executive decision of 03 September 2018, the Public Consultation was undertaken and since that time further work has progressed on both the proposed measures to reduce roadside nitrogen dioxide and also the air quality modelling to refine the scale of any proposed exceedance. The public consultation was undertaken during September/October and received over 1100 responses. The public was in support of 9 of the 11 measures. The Business Engagement proposal and a Charging Clean Air Zone were the measures that did not receive support. Further details are included with this report. The latest evidence is suggesting that there is one location within the study area that will exceed EU limits in 2020. The modelled exceedance is 40.55 ug/m³ in 2020. 2021 is modelled to show compliance at 38.58 ug/m³. The focus of the project at this late stage as the evidence has been refined, is now achieving a small reduction during 2019 to ensure compliance in 2020 as the shortest possible time. The Final Plan is being finalised and will be submitted before the end of December in order to meet the legal requirements of the Ministerial Direction assuming Executive permission to do so. This report sets out a broad summary of the Final Plan and seeks the delegated Authority for the Director of Planning and Regulation to submit it when finalised. Due to the shortened timescale, 7 of the 11 measures that were consulted upon could not be delivered in time for 2020. The final proposals however do include 4 of the 11 measures that were consulted upon for putting forward to the Joint Air Quality Unit for funding and implementation.

Recommendation:

It is recommended that the Executive delegates authority to the Director of Planning and Regulation, following consultation with the Executive Member for Health and Public Protection, to submit the Final Plan to JAQU as required under the Ministerial Direction.

Reason:

In order to meet the requirements of the Ministerial Direction and to obtain funding from the Government to implement the preferred measures to ensure compliance with EU limits on Nitrogen Dioxide in the shortest possible time and to deliver improvements to air quality and public health within the Borough.

Cost of proposals:

There are no costs associated with this proposal as the Joint Air Quality Unit is funding this work.

Appendices:

- A:** Area of likely exceedance NO₂
- B:** Source apportionment at worst receptor
- C:** Long List of measures
- D:** Measures to investigate further from longlist
- E:** Consultation Results

Background papers: None

Reference papers: Executive Report 3 September 2018 – Outline Business Case and Consultation Proposals

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date:	03 December 2018
Subject:	Air Quality – Final Plan Submission
Briefing by:	Director of Planning and Regulation
Portfolio:	Health and Public Protection

INTRODUCTION

1. In recent years, the non-profit environmental law organisation ClientEarth has had a series of successful court rulings against the government in respect of its plans to tackle air pollution, the latest being in February 2018. The key ruling ordered Ministers to come up with a plan to bring down air pollution levels within the UK to fall within legal limits within the shortest possible time.
2. The latest plan, “The UK plan for tackling roadside nitrogen dioxide concentrations” was published in July 2017. Fareham Borough Council was highlighted as one of the Authorities required to produce a targeted local plan to tackle likely exceedances of Nitrogen dioxide levels. The legal limit is 40ug/m3.
3. The reason for the focus on Nitrogen Dioxide is that long term exposure to nitrogen dioxide is associated with adverse health effects, including reduced life expectancy. While it is possible that NO₂ acts as a marker for other pollutants the Committee on the Medical Effects of Air Pollutants (COMEAP)¹ has concluded that on balance nitrogen dioxide is highly likely to cause some of these health impacts.
4. The area of likely exceedance highlighted in the latest national plan, for Fareham, relates to an area of road from the Delme roundabout through Eastern and Western Way and onto the A27 by Fareham train station. It includes the A32 branch from Market Quay ‘through-about’ and branching into the Portchester Road A27. These areas are shown in Appendix A.
5. On 27 July 2017, the Department for the Environment Food and Rural Affairs (DEFRA) issued a Compliance Directive on Fareham Borough Council, along with the other (22) Authorities that were listed. This Direction required the authority to undertake, and submit by 31 March 2018, Initial Plans. This was completed and submitted under delegated authority granted by the Executive following a report to its January 2018 meeting. This case set out a list of options which, if implemented, could make a positive difference to Air Quality within the study area.

6. There are many sources of roadside nitrogen dioxide, however the principal cause nationally is vehicle exhaust emissions. Since 1992 new engines have had to meet Euro Standards on emissions. The latest Standard is Euro 6 for diesel engines and for most vehicles the improvement between Euro 5 to Euro 6 is vast. The Euro 6 standard was introduced from September 2015.
7. The government set up the Joint Air Quality Unit (JAQU), who have set out the process Local Authorities must follow and are directing this work. JAQU are funding the work that has been justified to them through the submission of final plans for each area.

SCALE OF THE PROBLEM

8. The National Plan was based on the National Pollution Climate Mapping Model.
9. In December 2017, a week long, 24 hour ANPR traffic survey was undertaken within the study area in Fareham. This ANPR survey was required to produce a local evidence base, detailing the scale and composition of vehicle fleet on specific roads by vehicle type (car, bus, HGV etc,) and Euro standard, approximate origins and destinations of vehicle movements and the routing of vehicles through study area via select link analysis, as well as defining the NO₂ concentration modelling. The ANPR data was then fed into an air quality model that modelled human receptors amongst other criteria as specified in JAQU guidance.
10. This approach was advocated so as the findings of the National model could be refined to understand the extent of the local likely exceedance.
11. The data from the ANPR survey also provided important information around the NO₂ source apportionment at the sites with the worst predicted NO₂ exposure. The 2017 source apportionment for the worst predicted receptor (and only likely exceedance in 2020) is shown as Appendix B.
12. In January, a Strategic Group was set up to oversee the work at Fareham, this is Chaired by the Executive Member for Health and Public Protection and included Member and Officer representation from Hampshire County Council and Officer representation from Gosport Council. A Technical Group of officers was also set up to carry out the work and report to the Strategic Group on progress. The Initial Plan was submitted to JAQU in March.
13. Since March officers have been working with consultants towards identifying exactly what the likely exceedance would be and also refining the option or options which will deliver compliance with legal limits in the shortest possible time. The Final Plan will be submitted by 31 December 2018 in line with the requirements of the Ministerial Direction served on Fareham Borough Council.
14. In late September 2018, following JAQU review and subsequent updates to the air quality modelling methodology, the 'do nothing' scenario shifted significantly, indicating that the worst predicted receptor predicting annual average NO₂ exposure of 40.1µg/m³ in 2020.
15. To test the September 2018 prediction of compliance being reached in 2020 with no further action, 2020 was explicitly modelled for the first time, (whereas before it had been interpolated as per JAQU guidance). This further modelling gave slightly higher exposure values than previously interpolated, indicating that the reduction in NO₂ concentration over time is not linear, but instead increases over time, most likely

because of the increasing introduction of vehicles meeting the latest emissions standards (e.g. Euro 6d) in later years.

16. The updated November 2018 air quality modelling now predicts the worst modelled receptor with annual average NO₂ exposure of 40.55µg/m³ in 2020, becoming compliant in a 'do nothing' scenario in 2021. This receptor was located on the A27 where it crosses over Bath Lane in Fareham on Eastern Way. The source apportionment at this receptor is detailed as Appendix B.
17. 2020 is therefore the target year in which the annual average for NO₂ is predicted to marginally exceed legal levels, at one single receptor, with the updated modelling showing the worst predicted exceedance at 40.55µg/m³.
18. From an initial investigation of a holistic range of measures which originally targeted a greater reduction of NO₂ exposure over a longer period of time to 2021, a series of reviews have subsequently been undertaken of the implementation profile determined during each measure's feasibility study, to understand where measures could be scaled for implementation during 2019.
19. These scaled measures were then modelled to demonstrate their relative benefits, to determine whether annual compliance could be brought forward to 2020.
20. The Council is seeking funding and approval to deliver the full suite of measures that can be implemented in 2019 which are evidenced to contribute likely benefit to local NO₂ exposure to reduce harm to public health as far as possible as quickly as possible. This approach should ensure compliance will be achieved in 2020.

MEASURES

19. In January 2018, the Technical Group were successful in securing £150,000 for an Early Measures Scheme for the replacement of older polluting diesel taxis, unfortunately the grant terms were too stringent and the take up has been low, officers are currently working with JAQU to explore how this scheme can fit with the taxi incentive measure which will form the business case to hopefully improve its take up.
20. The Technical group that was established, included environmental health officers from Fareham Borough Council and transport planners from Hampshire County Council, Fareham & Gosport Borough Council with air quality and transport specialists from Atkins.
21. In January 2018 a long list of more than 60 potential measures was drawn up at workshops attended by Fareham and Hampshire officers from transport, planning and environmental health disciplines, a Gosport Borough Council transport officer, Atkins technical specialists and a senior representative from the major local bus operator on the peninsula. This long list can be seen as Appendix C.
22. This list of 60 measures were then rated based on detailed scoring criteria and eventually reduced to 12. More detail on how the 12 measures were arrived at and eventually reduced to 4 is contained in Appendix D.
23. Of the 12 measures a number required further feasibility work and funding for this was difficult to justify, as the air quality benefit in terms of NO₂ reduction had not been evidenced, however a number of measures were granted feasibility funding and further work on them was undertaken.

24. The original 12 measures were refined down to seven, during the six months since submission of the Strategic Outline Case, with their relative justification / AQ benefit working assumptions being determined.
25. Given the late emergence of the evidence in terms of the scale of the problem (the worst modelled receptor with an annual average NO₂ exposure of 40.55µg/m³ in 2020). Some of the measures were not deemed to be deliverable in 2019 and others ran out of time for further investigation.
26. This left 4 measures which are evidenced to show some air quality benefit and can be delivered in 2019. These are:- Incentivising the replacement of older diesel taxis, walking and cycling highway improvements, ITS Review (signalling improvements at Market Quay roundabout), bus stop information improvements including Real time information (RTI).

a) Incentivising the replacement of older diesel taxis

A process was set up for the initial Early Measures funding within the Council's licensing team. Essentially Euro 5 or earlier diesel taxi owners can replace them with a Euro 6 and obtain up to £2450 towards running costs. Up to 130 older taxis could be replaced.

b) Walking and cycling highway improvements

Following some feasibility works a series of 19 cycle infrastructure improvements schemes along the four route corridors. This measure had to be scaled back to those improvements that can be delivered during 2019. This is the only measure that requires a mini procurement exercise from an existing Hampshire framework.

c) ITS Review

Additional detector infrastructure has been deemed as necessary at Quay St. to maximise benefit and improve reactivity across all arms. This should speed up traffic along Eastern Way which results in less pollution.

d) Bus stop information improvements including Real time information (RTI).

72 bus stops across the local area have been identified that do not currently have Real Time Information (RTI). RTI provision is acknowledged as an enabler of increasing public transport uptake, providing greater journey time reliability and information. In the absence of growing local bus services, the impact of RTI is modest

27. The procurement and project delivery plans are currently being finalised for those 4 measures together with the calculation of Air Quality benefits for the specific schemes.

CONSULTATION

28. Once the project had reached stage at which the 12 measures were defined in September the Executive approved the public consultation, the Council consulted with the public on the measures. This took place from 4th September 2018 and eventually ran until the 15 October 2018. Over 1100 people responded. Generally, most people who took part agree with most measures. There was a distinct disagreement for Measures D (Air Quality Business Engagement Officer) and L (Charging CAZ). Comments in relation to other questions about any charges to be implemented

disagreed heavily and said that it would have damaging effects on the local economy. A summary of the consultation results can be seen at Appendix E.

FINAL PLAN

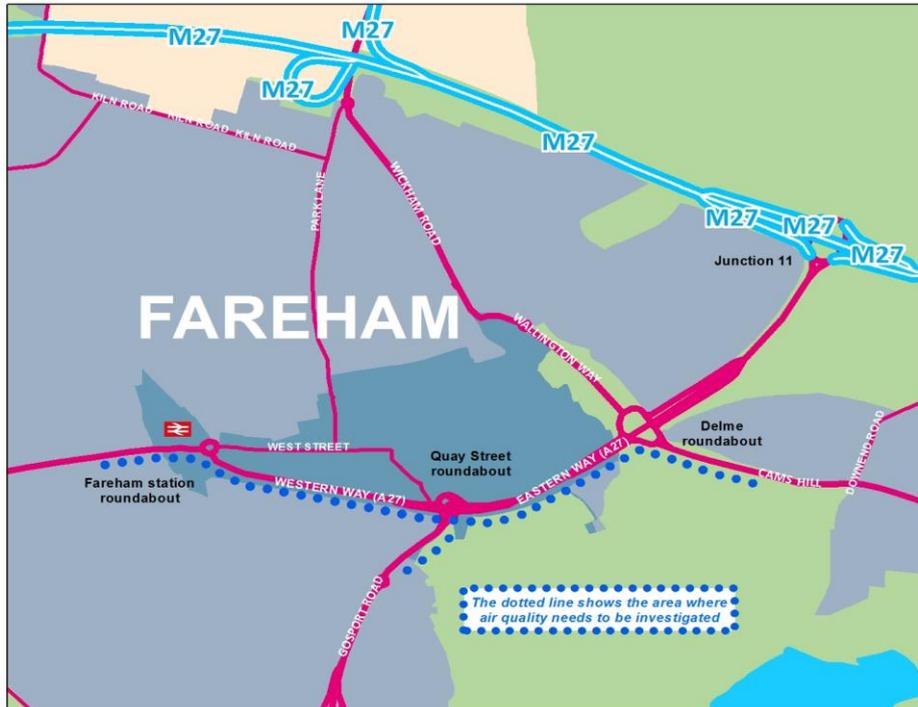
29. JAQU states that the Business case should be drafted following “The Green Book: appraisal and evaluation in central government. This is HM treasury guidance on how to appraise and evaluate policies, projects and programmes. This sets out how to produce a such a business case, with the 5 dimensions being: Strategic dimension, Economic dimension, Commercial dimension, Financial dimension and Management dimension. The submission of the Final Plan will also require a declaration from the Council’s 151 Officer, to confirm the Council’s commitment to the stated scheme and confirm the robustness of the financial model.
30. The Final Plan is currently being prepared and should be ready for submission in mid-December. Three of the final four final measures do not require any procurement as they can be implemented through existing arrangements. Only the Walking and Cycling measure requires a mini tendering process from an existing framework, which may roll, over to early in the new year. Preparatory work on the tendering process is underway with a procurement process ready to commence once funding approvals have been provided by JAQU following final Plan submission and approval.

CONCLUSION

31. The detailed final plan is now being completed and will be submitted before the end of December 2018 in order to fulfil the requirements of the Ministerial Direction and discharge Fareham Borough Council’s responsibilities in that regard. The 4 measures that can be implemented during 2019 which will help ensure compliance in 2020 are detailed below:-
- Final costed measures
 - Procurement and delivery arrangements
 - Monitoring and evaluation
32. Although costings are being finalised, indicative costs of the final measures are shown below.
- | | |
|--------------------------------------|----------|
| A -Tackling taxi emissions at source | £300,000 |
| C - Walking & Cycling infrastructure | £553,000 |
| E - ITS Review | £ 20,000 |
| G - Bus stop info & RTI | £342,000 |
33. The Final Plan will now be completed and together with all of the supporting evidence be submitted to JAQU for approval and funding, before the end of December 2018. The final plan will contain all of the technical detail and air quality justification of the final measures.

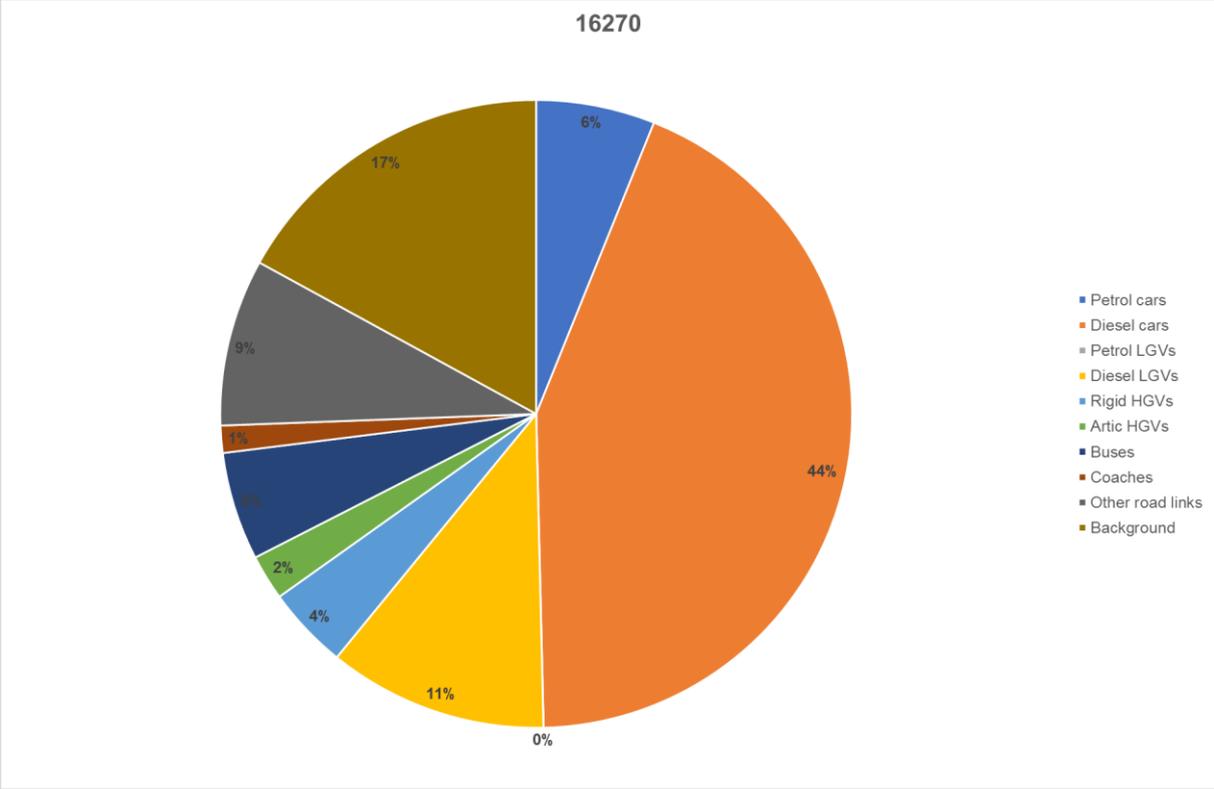
Enquiries: For further information on this report please contact Ian Rickman (ext 4773)

Area of road highlighted by DEFRA Pollution Climate mapping model as likely to exceed EU levels for Nitrogen Dioxide in 2020



Source apportionment at worst receptor

The data from the ANPR survey also provided important information around the NO₂ source apportionment at the sites with the worst predicted NO₂ exposure. The 2017 source apportionment for the worst predicted receptor is shown below:-



Long list of measures

Long List of Measures	
Taxi / PHV subsidies to replace diesel vehicles with cleaner vehicles (e.g. change to taxi licensing requirements and financial incentives to upgrade to Euro VI or better)	Designated lanes (high occupancy vehicles)
Incentives for electric taxis (combined with charging infrastructure at station and taxi ranks)	Car clubs (e.g. based at workplace / new development)
Requirement for some/all taxis to be Euro 6 by 2021 (e.g. via licensing)	Possible Gosport and Fareham Scrappage Scheme depending on journey and vehicle data from ANPR survey – annual discounted bus ticket
Telematics taxis plus idling restrictions / time	FBC Business Engagement Officer to 2020 to progress those measures relating specifically to Businesses [fleet composition / vehicle emissions], incl. Electric Supermarket delivery vehicles – Sainsbury and Tesco's, telematics
Upgrade to Low Emission Buses / Retrofit / Electric on key routes (e.g. via Bus Quality Partnership to achieve Euro VI or better)	Cleaner Council Fleets FBC/GBC
BRT extension – Early Implementation around Delme Roundabout – Feasibility funding?	Fleet recognition schemes (e.g. EcoStars) HGVs / LGVs / taxis), coupled with retrofitting via grants, to encourage use of low emission vehicles, consolidation of journeys, telematics
Bus marketing plus free [or subsidised] tickets for car park users [town centre shoppers] etc £350,000 6mths measure and evaluate Eclipse – plus Delme bus lane build on 20% shift from cars - behavioural change campaign match contribution plus private businesses plus FBC	Freight Consolidation - Daedalus
Bus app marketing plus spot in town centre plus bus stop info in town	Lifting of night time lorry curfews
A32/A27 message boards on AQ also linked to bus times	Town Centre One Way system – Hartlands Road, West Street Fareham, Western Way traffic flows around Market Quay- feasibility
Stubbington to Hillhead Hill bus service. Hillhead plus other services subsidised that are at risk -subsidised bus journeys for fixed period 4 yrs	Vehicle “No Idling Zones” supported by ANPR cameras
Gosport Residents BRT Discount - AQ pollution discount season tickets perhaps linked to marketing campaign green credentials	Town centre and Delme viaducts, better use of arches for traffic and better signalling.
Better bus links to BRT	Replacing bus traffic light call system
Daedalus bus link to BRT	Supplementary Planning Document
Bus ticketing (contactless technology?)	EVCP Infrastructure – Public Parks / community Buildings – sign up to County framework. Plus new development. - Providing electric charging points for taxis (e.g. at station) - Planning guidance on EV charging for new developments - Locate electric charge points near front of retail car parks
FBC and Private staff parking to move from Town Centre to Lysses – Feasibility study for Low cost Parking Structure in Lysses – Improve bicycle storage and EVCP's. Improve Lysses car Park access by foot steps lighting signage	Pollution Absorbing Bus strn/ Stops / Panels / buildings etc
Variable Car Park Charges – supported by ANPR [emissions based]	Town Centre vision Opportunities pollution absorbing cladding
Signage (car parks) review Fareham town centre	AQ focus in conjunction with MRN – Pollution absorbing measures- plus A27
FBC building free parking review	CLEAN AIR ZONE (Class A, all Buses, coaches, taxis and private hire vehicles Euro VI/6 or better. Applying to A27)
Improve Railway Station Parking	Travel demand Management Project in respect of impact of SMART motorway
Swanwick Station Park and Ride / cycle	Stubbington Bypass – funding release
Other Park and Ride options - linked to Fareham Station? Linked to BRT?	IOW tunnel with Daedalus portal to M27
Target drop-off movements at station and encourage shift to bike / bus (restrict peak hour access to taxis, disabled badge holders, and car park ticket holders only)	Bridge from Fareham reach to M27
Green infrastructure/ Active travel schemes walking / cycling with associated infrastructure	Improved bus/rail interchange
BRT Bike Hire Scheme plus bike racks	Junction 10 Improvements
Promote use / purchase of electric bikes	Southampton Port Freight movement study
Cycle security / storage	Employment at Daedalus to reduce commutes – Eclipse extra
FBC Business Engagement Officer to 2020 to progress those measures relating specifically to Businesses [car journeys / behaviour], incl. Car Sharing Schemes – incentivise; Work from Home / Flexible working Schemes; Workplace parking levy – carrot and stick involve business rates – Nottingham Cycling schemes; School Travel Plans / AQ awareness – staggered school start times half cost, Solent LEP opportunities, PUSH Air Quality Strategy for Solent are opportunities [Supported by funding to encourage change?]	Journeys analysis
Review of travel plans / bus services for Cams Hill School, Fareham College, Fareham Leisure Centre	Hovercraft to work
	Review of travel plans / bus services for Cams Hill School, Fareham College, Fareham Leisure Centre

Appendix D

Measures to investigate further from longlist

Measures scoring 1.00 / 1.17
Upgrade to Low Emission Buses / Retrofit / Electric on key routes (e.g. via Bus Quality Partnership to achieve Euro VI or better)
Bus app marketing plus spot in town centre plus bus stop info in town
Green infrastructure/ Active travel schemes walking / cycling with associated infrastructure
BRT Bike Hire Scheme plus bike racks
Cycle security / storage
FBC Business Engagement Officer to 2020 to progress those measures relating specifically to Businesses [car journeys / behaviour], incl. Car Sharing Schemes – incentivise; Work from Home / Flexible working Schemes; Workplace parking levy – carrot and stick involve business rates – Nottingham
Cycling schemes; School Travel Plans / AQ awareness – staggered school start times half cost, Solent LEP opportunities, PUSH Air Quality Strategy for Solent are opportunities [Supported by funding to encourage change?]
Review of travel plans / bus services for Cams Hill School, Fareham College, Fareham Leisure Centre
FBC Business Engagement Officer to 2020 to progress those measures relating specifically to Businesses [fleet composition / vehicle emissions], incl. Electric Supermarket delivery vehicles – Sainsbury and Tescos, telematics
Fleet recognition schemes (e.g. EcoStars) HGVs / LGVs / taxis), coupled with retrofitting via grants, to encourage use of low emission vehicles, consolidation of journeys, telematics
Supplementary Planning Document
Incentives for electric taxis (combined with charging infrastructure at station and taxi ranks)
Stubbington to Hillhead Hill bus service. Hillhead plus other services subsidised that are at risk -subsidised bus journeys for fixed period 4 yrs
FBC building free parking review
Target drop-off movements at station and encourage shift to bike / bus (restrict peak hour access to taxis, disabled badge holders, and car park ticket holders only)
Promote use / purchase of electric bikes
Replacing bus traffic light call system
EVCP Infrastructure – Public Parks / community Buildings – sign up to County framework. Plus new development. - Providing electric charging points for taxis (e.g. at station) - Planning guidance on EV charging for new developments - Locate electric charge points near front of retail car parks
Requirement for some/all taxis to be Euro 6 by 2021 (e.g. via licensing)
Bus ticketing (contactless technology?)
FBC and Private staff parking to move from Town Centre to Lysses – Feasibility study for Low cost Parking Structure in Lysses – Improve bicycle storage and EVCP's. Improve Lysses car Park access by foot steps lighting signage
Lifting of night time lorry curfews
EVCP Infrastructure – Public Parks / community Buildings – sign up to County framework. Plus new development. - Providing electric charging points for taxis (e.g. at station) - Planning guidance on EV charging for new developments - Locate electric charge points near front of retail car parks

Let's Clear the Air Consultation

Consultation started: 04 Sept 2018

Consultation ended: 08 Oct 2018

Extension: 08 Oct to 15 Oct 2018 due to popularity and increase in demand.

Introduction

There were 1120 respondents who took part in the online survey. Most respondents who took part lived in Fareham Borough and Gosport.

Analysis

Questions 1-11 asked the public to comment on individual measures. These are also viewable on the [Let's Clear the Air webpage](#) Questions 12-22 asked the public to comment on additional linked items.

'Neither Agree/Nor Disagree' refers to an answer whereby the respondent is not sure whether they support it or not, or they would support it if there were some alterations to the measure. Please note 'Not Clear' refers to responses where there is no clear opinion expressed about the measures.

Qu. 1: Measure 1 Make local buses and taxis greener

Agree	656
Disagree	76
Neither Agree/Nor Disagree	33
Not Clear	77
Blank	278

Majority of people agreed with Measure 1. Many suggested there should be fines implemented by businesses who do not bring their vehicles to the required standards. There are concerns who will fund this measure, many comments suggested that bus companies should fund this measure themselves.

Qu. 2: Measure 2 Encourage more cycling and walking

Agree	676
Disagree	105
Neither Agree/Nor Disagree	75
Not Clear	20
Blank	237

Majority of people agreed with Measure 2. Many people said that cycling was not practical for various reasons i.e. bike crime, distance of travel, families, poorly maintained cycle paths, storage facilities, weather, fear of cycling and unlinked bike-routes.

Qu.3: Measure 3 Employ an Air Quality Engagement Officer

Agree	294
Disagree	405
Neither Agree/Nor Disagree	36
Not Clear	78
Blank	291

Over a third of comments disagreed. A substantial amount did not comment. Many who disagreed thought it was a waste of money to employ an air quality engagement officer. Other comments suggested alternative methods to educate people about air quality which didn't involve employing a member of staff. Some business owners were concerned how it might impact their day to day running.

Qu. 4: Measure 4 Review traffic lights in Fareham and Gosport

Agree	773
Disagree	46
Neither Agree/Nor Disagree	42
Not Clear	36
Blank	220

A majority of people agreed with this measure, and thought it was something the Highways Agency should be doing already. Generally, people think it would help with traffic flow. There was a request to look at 'smart lighting' and another real-time traffic management system created by [ldox transport](#).

Qu. 5: Measure 5 Promote more bus and ferry use

Agree	642
Disagree	141
Neither Agree/Nor Disagree	75
Not Clear	41
Blank	212

Most people agreed with Measure 5 and found current ticket fares too expensive. There were suggestions about more connected services from Gosport Ferry with operating bus routes nearby. The car parking charges at Gosport Ferry put people off using the ferry due to their rates. Other comments suggested that the E1 and E2 buses in Gosport to Fareham have too many buses, and could be reduced as they aren't always full.

Qu. 6: Measure 6 Increase the Bus Stops equipped with Real Time Information (RTI)

Agree	406
Disagree	310
Neither Agree/Nor Disagree	93
Not Clear	30
Blank	281

Generally, there were mixed views about this measure. Many respondents state that in Fareham Borough many bus users may be older and may not know how to use a QR code. Also, people thought it was irrelevant because they would prefer to know the time before they left their house and not at the bus stop. Other comments were negative suggesting that a lot of people don't live on bus routes, it might get vandalised, people prefer to use their cars, and generally QR codes are disused in society.

Qu. 7: Measure 7 Create Travel Plans for popular destinations

Agree	421
Disagree	123
Neither Agree/Nor Disagree	165
Not Clear	53
Blank	347

Most agree, though a high number of people didn't answer this question. Other people did not know what travel plans were so were not sure how to answer. Many people would like to see a school bus again running to and from Cams Mill School. Other travel plans suggested included school routes, routes to hospitals, business parks, industrial sites, Daedalus, and Fareham College.

Qu. 8: Measure 8 Encourage businesses to make their fleets greener

Agree	348
Disagree	164
Neither Agree/Nor Disagree	184
Not Clear	76
Blank	348

A lot of people agreed with this comment, though a high number weren't clear whether this would work. People suggested more research needed to be carried out either locally or nationally.

Qu. 9: Measure 9 Install more electric vehicle charging points (EVCPs)

Agree	630
Disagree	94
Neither Agree/Nor Disagree	36
Not Clear	29
Blank	280

Most people agreed with this measure, as comments suggested that modern infrastructure needed to be in place as the technology is developing. Many respondents state that the price of electric vehicles currently is too expensive for most people. There were concerns over how long the battery would last, and suggested that more than 10 charging points should be introduced. Many people had noticed that in supermarkets other non-electric cars had parked at the charging points because it was closer to the stores and it wasn't being monitored enough. There is some scepticism currently from electric car owners, suggesting that Tesla cars are charged differently and the nearest point currently is Havant or Fleet. Whilst an ex-driver of a Mitsubishi PHEW outlander said he changed cars because it would take too long to charge, and would give up if there was a queue of two cars in front at an EV point.

Qu. 10: Measure 10 Research whether some bus routes could be improved

Agree	620
Disagree	78
Neither Agree/Nor Disagree	59
Not Clear	54
Blank	292

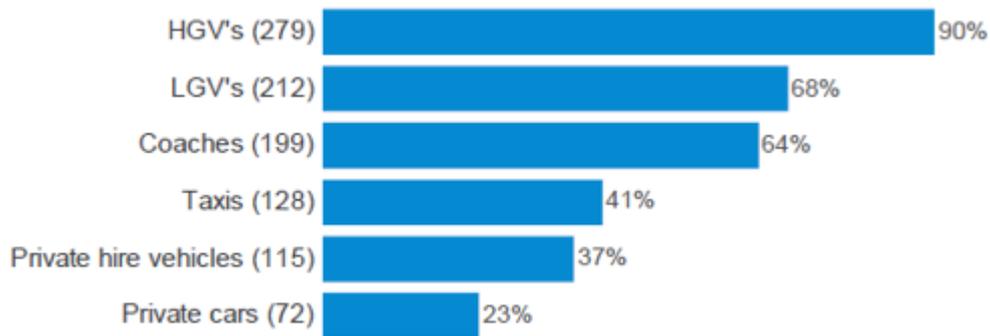
A high number of people agree with this measure. People said that more bus routes needed to be added to Segensworth and Whiteley due to the employment sites there. There was criticism that a lot of bus routes stop at peak time in the evening, making it difficult to rely on the service. There were requests for more express routes with buses that are more direct. A lot of people wanted more surveys carried out on routes to measure the demand, a few people said that smaller buses could be used for less frequent routes.

Qu. 11: Measure 11 Set up a charging clean air zone

Agree	44
Disagree	955
Neither Agree/Nor Disagree	16
Not Clear	26
Blank	77

A high proportion of people disagreed with this measure. Reasons for disagreement included the effect it would have on everyone financially. People said they would stop coming to Fareham, Gosport would be isolated. People felt it would prove a serious access problem which would affect ambulances, and fire services. There would be a considerable amount of negativity towards the Council if this measure were to go ahead.

Qu. 12 What vehicles do you think could be charged?



Qu. 13 If you drive a private diesel vehicle, or commercial LGV, or Euro V, what effect would a £12.50 charge per day have on you or your company?

Agree	0
Disagree	876
Not clear	15
Blank	230

Most people who answered scrutinised the fee amount, protesting that it was too expensive and per day would equate to a £375 per month charge. No-one who commented agreed.

Qu. 14 If you drive a HGV, what effect would a £100 charge per day have on your company?

Agree	0
Disagree	172
N/A	61
Not Clear	1

For those who drove a HGV they disagreed with the charge, contending that it would not be viable and businesses would face bankruptcy if it were to be imposed. Other people commented from local businesses said it would be damaging to Fareham Borough and businesses would move out of the area.

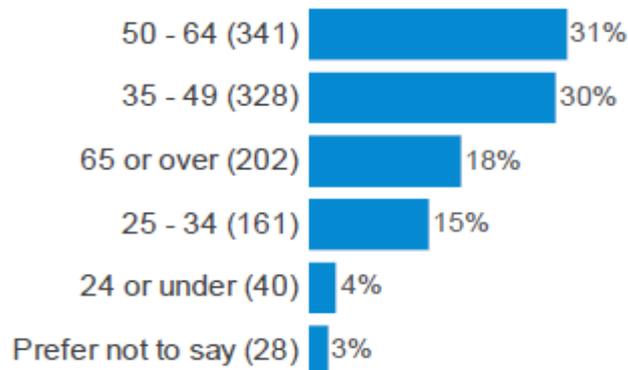
Qu. 15 Do you live in the Borough?

Do you live in the Borough of Fareham?

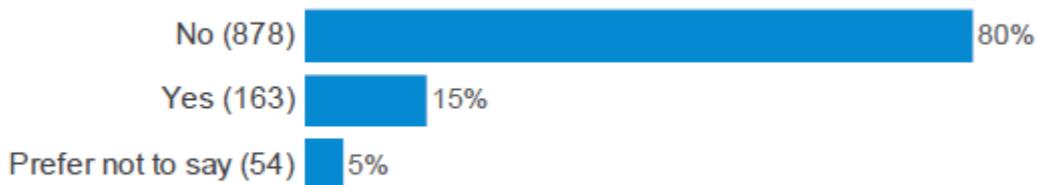


Out of the 1098 people who answered this question, 76 did not answer. There was increase in people taking part in the survey when it was shared on social media into a Voice of Gosport group and this is reflected in the postcodes from respondents wanting to sign up to the E-Panel.

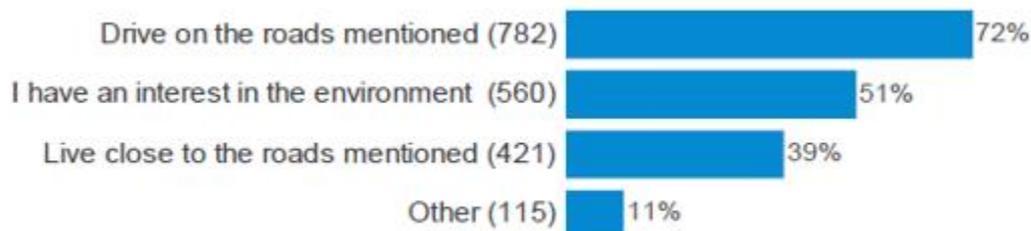
Qu. 16 What age bracket do you fall into (fit into)?



Qu. 17 Do you suffer a respiratory need?



Qu. 18 What's your interest in air quality?



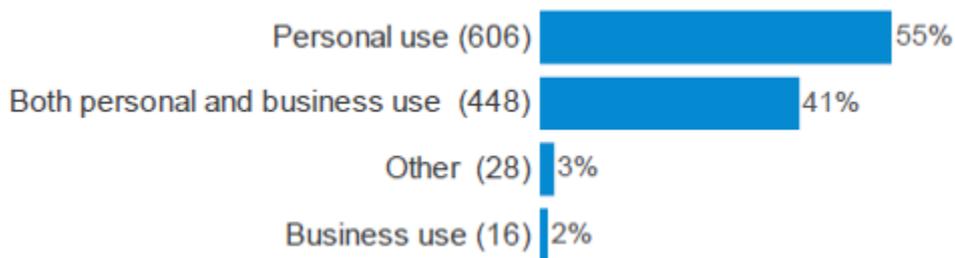
Qu. 19 If your response is other, please state your reason below,

Interest in air quality	Analysis
Business owner	2
Concerned about charges	5
Concerned about development in the area	7
Cyclist	16
Gosport resident	27
Health concerns including asthma, and chronic obstructive pulmonary disease (COPD)	31
'Hot air' / not concerned with the current air quality	5
Other factors of concern including planes, helicopters, smoke inhalation, road speeds.	4
Want Fareham to improve	2

Qu. 20 From reviewing the map below, which roads do you frequently drive on? Tick as many boxes as needed.



Qu. 21 In what capacity do you use the roads subject to air quality investigation?



Qu. 21 (a) If your response is other, please state the reason below,

Comments ranged in answer, most comments were generally commuting for both work and leisure. A few people cycle on the routes or were bus users. A few people worked at QA hospital or offered a voluntary pick up service to take people to hospital appointments.

Qu. 22 If you are representing a business, please let us know the name.

There were a range in answers for this, it was unclear from the question if people were truly representing their business i.e. respondents from Hampshire County Council, the NHS and Ministry of Defence. Other companies listed included CEGA group, based at Daedalus, and local bus company Lucketts Holdings Ltd t/a Lucketts

travel. The Road Haulage Association also took part in the survey. Two Plumbing and Heating companies also completed the survey. Altogether 40 businesses were listed in response to this question.

Other comments were received by email directly to the Consultation team from the following organisations/individuals:

- Fareham and Gosport Friends of the Earth;
Neither Agree/Nor Disagree to Measure 4 by offering alternative solutions. The organisation agrees with all other measures.
- Client Earth, UK Clean Air Law firm
Letter received is not directly in response to the consultation and instead requests to understand how the Council will be carrying out future assessments.
- Cycle Gosport group;
Agree with Measures 1, 2, 4-10. Disagree with Measures 3 and 11.
- Fareham Society;
Disagrees with Measure 11, and has concerned about housing developments in the area impacting on air quality. Discusses ways Government could offer grants to support air quality, or buses be retrofitted to reduce emissions.

Additional responses from members of the public:

Method of communication	Who from?	Response given at time of email	Resident of Fareham or wider area	Summary response
Email received 20.09.18	C. W	Yes	Gosport	Additional comments in relation to Measure 11 – against it.
Email received 17.09.18	P. C	Yes, received by Cllr Cartwright/ Cllr Bastable also aware	Fareham	10-year old commentary on a Quay Street Rdbt solution without traffic lights (evidence letter attached)
Email received 17.09.18	S. W	Yes	Lee-on-the-Solent part of Gosport Council boundary.	Additional comments in relation to Measure 11 – against it.
Email received on 12.09.18	A. B	Yes, Planning received it.	Unknown	Against any housing being built.
Email received on 09.09.18	O. A	Yes	Unknown	Suggested an additional measure – HGV vehicles to use the bus lane between Fareham

				and Gosport.
Email received on 05.10.18	B. M	Yes, Publicity received it.	Unknown	Discusses EV points and recommends using Pod Point to provide the service.
Email received on 03.10.18	R. O’N	Yes	Unknown	Additional comments – three further points.
Email received 12.09.18	P.G	Yes	Fareham	Additional comments – surprised reducing nitrogen dioxide levels isn’t an initiative already in place.
Email received on 05.09.18	P.J (Tree Officer FBC)	Yes	Fareham	Additional comments – lack of green infrastructure mentioned in proposals.
Letter received 28.09.18	A. G	Letter copied to Traffic Manager	Fareham	Discusses car parks. Not clear

The above responses in full are attached via a zip file to this briefing note.

Conclusion

Generally, most people who took part agree with Measures 1, 2, 4, 5, 6, 7, 8, 9, 10. There is distinct disagreement for Measures 3 and 11. Comments in relation to other questions about any charges to be implemented disagreed heavily and said that it would have damaging effects on the local economy.

FAREHAM

BOROUGH COUNCIL

Report to the Executive for Decision 03 December 2018

Portfolio:	Health and Public Protection Policy and Resources
Subject:	Review of Hackney Carriage Fares
Report of:	Director of Planning and Regulation
Corporate Priorities:	Strong, safe, inclusive and healthy communities

Purpose:
To set the level of Hackney Carriage Tariff for licensed vehicles in the Borough.

Executive summary:

Each year the views of the taxi trade are sought in respect of whether they wish the Council to consider an increase to the taxi tariff. This year the taxi trade indicated they would like to see the tariff increased.

This matter was considered by the Licensing and Regulatory Affairs committee at its meeting of 18 September 2018.

The setting of the tariff is, however, an Executive function and therefore when a request for a change is received the Executive must determine the appropriate level of tariff.

It is recommended therefore that the tariff be increased as detailed in the recommendation below.

Recommendation:

It is recommended that the Executive agrees, in the absence of objection following publication, to amend the current Hackney Carriage tariff so that:

- (a) there is a pull off charge of £2.40 for the first 180 metres (or part thereof) with a charge of 20p for each succeeding 180 metres (or part thereafter);
- (b) there is a charge of 20p for each period of 55 seconds waiting time (or part thereof); and
- (c) Easter Sunday from 06:00 hours until 23:30 hours be charged at Rate 2.

Reason:

The majority of the responses from the taxi trade, individual drivers and Licensing and Regulatory Affairs Committee, are in favour of an increase this year.

Cost of proposals:

Advertising change to tariff in local press.

Appendices:

Appendix A: Revised comparison table with other Hampshire Authorities' tariffs

Appendix B: Current tariff

Background papers: None

Reference papers: Licensing & Regulatory Affairs Committee Report - Review of Hackney Carriage Fares 18 September 2018

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date:	03 December 2018
Subject:	Review of Hackney Carriage Fares
Briefing by:	Director of Planning and Regulation
Portfolio:	Health and Public Protection

INTRODUCTION

1. Each year the views of the taxi trade are sought in respect of whether they wish the Council to consider an increase to the taxi tariff. In a lot of other Authorities, it is left up to the trade to approach the Council when they require a change. Most tariffs do not change annually, the tariffs of Havant and Eastleigh for example were last reviewed in 2015
2. In July this year a letter was sent to the taxi trade to consult upon the taxi tariff. The Council received 24 responses of which 15 were requesting a change. There are currently 200 Hackney Carriage vehicles licensed in the Borough, 155 licensed Hackney Carriage drivers and 206 Dual Licensed Drivers. In addition, on 3rd July 2018 we received an email from the Secretary of the Hackney Carriage and Private Hire Association regarding a vote the Hackney Carriage Association had taken in regard to a tariff increase. The result was that 93 written votes were received with 26 voting for no increase and 67 voting for an increase.
3. The responses received in response to the newsletter are detailed in a report presented at the meeting of the Licensing and Regulatory Affairs Committee held on the 18 September 2018.
4. Having considered the report and the responses received from individuals and the Hackney Carriage and Private Hire Association in respect of changes to the tariff, it was resolved that the Committee recommended that the Executive approves the changes requested by the Hackney Carriage Association.
5. Following the recommendation made by the Licensing and Regulatory Affairs Committee, some further work was undertaken and a revised comparison table with other Hampshire Authorities' tariffs was compiled, to ensure the most up to date and accurate figures are available, this can be seen as Appendix A. This now shows a comparison with Havant and Eastleigh as well as the others that were originally shown. Overall the earlier recommendation would have made Fareham's tariff one of the more expensive in Hampshire.

6. In respect of the proposal from the Hackney Carriage Association, although the proposed increase showed an 8.3% increase overall on a six-mile journey, the 40 pence increase in the “pull-off” charge represents an 18% increase in that element. Overall this would make Fareham’s tariff one of the more expensive in Hampshire. A large number of shorter journeys would see that 18% element multiply upwards on top of this. It is recommended therefore that the tariff be increased by a more modest amount as below:-

- there is a pull off charge of £2.40 for the first 180 metres (or part thereof) with a charge of 20p for each succeeding 180 metres (or part thereafter);

(This represents an increase to the pull off charge of an additional 20p and a change in the succeeding 20p charges from every 190 metres to 180 metres).

- there is a charge of 20p for each period of 55 seconds waiting time (or part thereof); and

(This represents a reduction in 5 seconds from 60 to 55 when the 20p waiting time is added)

- Easter Sunday from 06:00 hours until 23:30 hours be charged at Rate 2.

(This is an increase from rate 1 to rate 2 for Easter Sunday)

The existing tariff is shown as Appendix B.

7. This represents a 6.65% increase on a 6-mile journey and a 9% increase on the pull off charge. This would be the first increase in the tariff for 10 years.

INDICES

Average Weekly Earnings in real terms (adjusted for consumer price inflation and seasonality), were reset in August 2015 to an index of 100 and have increased 1.5% since that date.

RPI All Items: Percentage change over 12 months:

3.2% 2018 Jul. Release date: 15 August 2018.

Consumer price inflation is currently at **2.5%**.

There are no significant risk considerations in relation to this report.

CONCLUSION

8. Members are asked to consider the information contained in the report when making their decision in setting the level of Fareham Taxi Tariff and are recommended to approve the changes to the tariff shown below :-

- there is a pull off charge of £2.40 for the first 180 metres (or part thereof) with a charge of 20p for each succeeding 180 metres (or part thereafter);

- there is a charge of 20p for each period of 55 seconds waiting time (or part thereof); and

- Easter Sunday from 06:00 hours until 23:30 hours be charged at Rate 2.
9. Should the Executive agree to amend the tariff, a statutory consultation on that tariff must be undertaken. The proposed fare chart has to be published in a local newspaper and be available for inspection at the Council offices and the published notice must explain how objections can be made as well as the time period in which those representations can be made. The time period for objections must be at least 14 days from the first date of publication. If no objections are submitted the revised fare chart shall come into force at that time. If objections are made and not withdrawn then it will, come back for reconsideration of those objections. Timescales for reconsideration are tight, however, as any amended table must be adopted, after consideration of objections, within two months of the date it would otherwise have come into force had there been no objection. The decision, therefore, and as set out in the recommendation to this report, can be to adopt the new fare chart in the absence of objection (or if objection is made and withdrawn).

Enquiries: For further information on this report please contact Ian Rickman (Ext 4473).

TAXI TARIFF COMPARISON

District	Cost/Distance	£ per 6 miles
SOUTHAMPTON	Pull off £2.80 for first 110 metres 20p each 110 metres thereafter until distance travelled of 330 metres 20p each 195 thereafter	12.76
PORTSMOUTH	Pull off £2.20 for the first 274 metres (or 51.43 seconds) 20p each 182.88 metres until fare reaches £12.60 then 20p each 141.73 metres thereafter	12.80
GOSPORT	Pull off £2.20 for the first 199 metres 20p each 178 metres thereafter	12.80
FAREHAM (existing)	Pull off £2.20 for first 190 metres 20p each 190 metres thereafter	12.00
HAVANT	Reviewed January 2015 DISTANCE For the first 154 metres or part thereof (minimum charge) £2.40 For each succeeding 189 metres or part thereof 20p	12.40
EASTLEIGH	Reviewed June 2015 Tariff one – day rate Fares between 7am and 11pm (except for such periods as fall within Tariff two and Tariff three) £2.90 flag and first 160.93 metres (1/10th of a mile). £0.20p each following 160.93 metres (1/10th of a mile) or part.	14.70

Examples of effect of different increases to tariff

District	Cost/Distance	£ per 6 miles
Fareham (existing)	Pull off £2.20 for first 190 metres 20p each 190 metres thereafter	12.00
HC&PH Association proposal (+8.3%) (rate 1 only shown here) (pull off + 18%) For each period of 60 seconds or part 20p Easter Sunday currently Rate 1	Pull off £2.60 for the first 180 metres (or part thereof) 20p each 180 metres thereafter For each period of 55 seconds or part 20p That Easter Sunday from 0600 hours till 23:30 hours change to Rate 2.	13.00
Recommendation to Executive (+6.6%) (Pull-off plus 9%)	Pull off £2.40 for the first 180 metres (or part thereof) 20p each 180 metres thereafter For each period of 55 seconds or part 20p That Easter Sunday from 0600 hours till 23:30 hours change to Rate 2.	12.80

FAREHAM

BOROUGH COUNCIL

TAXI FARES (INCLUSIVE OF VAT)

DISTANCE		RATE1
RATE 1: For the first 190 meters or part thereof minimum charge	£2.20	0600–2330 unless stated otherwise
For each succeeding 190 meters or part	20p	
RATE 2: For the first 190 meters or part thereof minimum charge	£3.30	RATE 2
For each succeeding 190 meters or part	30p	2330-0600 unless stated otherwise
RATE 3: For the first 190 meters or part thereof minimum charge	£4.40	1800-midnight on Christmas Eve
For each succeeding 190 meters or part	40p	1800-midnight on New Year's Eve
WAITING TIME		0600-midnight on Boxing Day
RATE 1: For each period of 60 seconds or part	20p	All 24 hours on all other Bank
RATE 2: For each period of 60 seconds or part	30p	Holidays unless specified
RATE 3: For each period of 60 seconds or part	40p	
EXTRA CHARGES		RATE 3
For each person in excess of two	10p	All 24 hours on Christmas Day
Luggage carried outside of the passenger compartment	50p	Midnight-0600 on Boxing Day
This does not include items relating to a disability		Midnight-0600 on New Year's Day
For each dog (except assistance dogs)	10p	
Passengers picked up at Fareham Station	£1.00	surcharge
A MAXIMUM CHARGE OF £70 MAY BE MADE AGAINST ANY PERSON FOULING THE VEHICLE OR ALLOWING AN ANIMAL TO FOUL THE VEHICLE		
Complaints should be made to The Licensing Officer, Regulatory Services, Civic Offices, Civic Way, Fareham, Hampshire PO16 7AZ or email: Licensing@fareham.gov.uk		

HACKNEY CARRIAGE NO. 235 TO CARRY 4 PERSONS

SEAT BELTS ARE PROVIDED FOR ALL PASSENGERS IN THIS VEHICLE YOU ARE REQUIRED BY LAW TO WEAR THEM

Issue 04

Valid from October 2016

FAREHAM

BOROUGH COUNCIL

Report to the Executive for Decision 03 December 2018

Portfolio:	Planning and Development
Subject:	Council's Response to the Government's 'Technical consultation on updates to national planning policy and guidance'
Report of:	Director of Planning and Regulation
Corporate Priorities:	Protect and enhance the environment Providing housing choices

Purpose:
To seek approval of Fareham Borough Council's response to the Government's recent technical consultation on updates to national planning policy and guidance, as outlined in this report, to be submitted prior to the end of the consultation period (7th December 2018).

Executive summary:
On 26th October 2018, the Government issued a technical consultation on changes proposed to both national policy but also planning guidance. This Government consultation closes on 7th December 2018. The Government consultation covers the following areas; firstly, it proposes changes to local housing need assessment and housing land supply. It also proposes a revised definition of 'deliverable' sites and lastly, seeks to clarify national planning policy regarding development requiring Habitat Regulations Assessment following a recent European Court of Justice ruling on a case. The following report details the Council's response to this technical consultation.

Recommendation:
It is recommended that the Executive agrees:

- a) Fareham Borough Council's response, as outlined in this report, which answers the questions posed in the Government's 'Technical consultation on updates to national planning policy and guidance'; and
- b) that the Director of Planning and Regulation be authorised to make any necessary minor amendments, following consultation with the Executive Member for Planning and Development, prior to the submission to the Government's consultation deadline (7th December 2018), provided these do not change their overall direction, shape or emphasis.

Reason:

In July 2018, the Government introduced the requirement that local planning authorities use the standard method to calculate local housing as set out in a revised National Planning Policy (NPPF) and associated Planning Practice Guidance (PPG). This Council raised strong objections to the standard 'top-down' approach to calculating local housing need at that time.

The recent technical consultation proposing the use of the older 2014-based ONS household projections, rather than the up-to-date lower 2018 projections, as part of the current application of the standard method to calculating local housing need will significantly increase in the Council's housing requirements, and it is therefore proposed that the Council similarly raise strong objections in responding to this consultation.

Cost of proposals:

Existing resource budgets cover the officer time necessary to respond to this recent Government consultation.

Appendices: None.

Background papers: Executive Report (6th November 2017) 'Planning for the right homes in the right places: Response to Government Consultation'.

Executive Report (9th April 2018) 'Response to Government Consultations on the National Planning Policy Framework & Supporting housing delivery through developer contributions'.

Reference papers: Ministry of Housing, Communities & Local Government (October 2018) Technical consultation on updates to national planning policy and guidance.

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date:	03 December 2018
Subject:	Council's Response to the Government's 'Technical consultation on updates to national planning policy and guidance'.
Briefing by:	Director of Planning and Regulation
Portfolio:	Planning and Development

INTRODUCTION

1. On 26th October 2018, the Government issued a technical consultation on changes proposed to both national policy but also planning guidance. This Government consultation closes on 7th December 2018.
2. The Government consultation covers the following areas; firstly, it proposes changes to local housing need assessment and housing land supply. It also proposes a revised definition of 'deliverable' sites and lastly, seeks to clarify national planning policy regarding development requiring Habitat Regulations Assessment following a recent European Court of Justice ruling on a case.

BACKGROUND TO THE PROPOSED CHANGES TO LOCAL HOUSING NEED ASSESSMENT AND HOUSING LAND SUPPLY

3. Turning to the first matter, in March 2018, the Government consulted on the Draft National Planning Policy Framework, which looked to deliver 300,000 homes per year, through a proposal that would require local planning authorities, such as Fareham Borough Council, to use the Government's standard method for assessing local housing need.
4. Using data, the Government published in September 2017 as part of the 'Planning for the right homes in the right places consultation', this would, plan for around 266,000 homes across England (based on 2014 household projections and 2017 local affordability ratios of median house prices to median earnings).
5. As the Executive may recall, two Executive Reports were approved that opposed the standardised approach proposed in both the 'Planning for the right homes in the right places consultation' (6th November 2017) and the 'Draft National Planning Policy Framework consultation' (9th April 2018). The Council subsequently submitted a consultation response to the Government on both occasions, clearly stating its opposition to these proposals.

KEY GOVERNMENT PROPOSED CHANGES TO LOCAL HOUSING NEED ASSESSMENT AND HOUSING LAND SUPPLY

6. The most significant proposal within this technical consultation is that in the short-term the Government propose that the 2014-based data (household projections) will provide the demographic baseline for the assessment of local housing need. The Government consultation, also states that in the longer term, they intend to review the formula with a view to establishing a new method that meets the Government's ambitions by the time the next projections are issued. It also states that in all other respects the standard method of assessing housing need would, for now, remain unchanged.
7. As Members may recall, from the 6th November 2017 Executive Report (paragraphs 7-9), the proposed approach to a standard method for calculating local housing need had three steps, it is these which remain unchanged following the Government's implementation of the 2018 National Planning Policy Framework (NPPF). This is despite the Council also opposing this in its further consultation response to Government on the Draft National Planning Policy Framework, as detailed in the 9th April Executive Report this year.
8. This standard approach imposed by Government, put simply, firstly sets a baseline of housing need using data from the Office for National Statistics (ONS) on household growth projections. Secondly, a Government derived adjustment factor based on local affordability ratios is added using ONS data (i.e. the higher the household income to price differential the more houses an authority should provide). Lastly, where relevant, a Government derived cap can be applied depending on each local planning authorities' plan position (i.e. the increase should not be 40% higher of the household projection or annual housing requirement in the local plan).
9. It is important to note that now, as of July this year, the National Planning Policy Framework is now in force, which in turn means for the Council, the standard approach should be used for calculating local need. As paragraph 60 states: *'To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance'*

IMPLICATIONS OF RECENT GOVERNMENT CONSULTATIONS AND NATIONAL POLICY FOR THE COUNCIL

10. At the time of the consultation by the Government 'Planning for the right homes in the right places' in September 2017 the implications of the Government's proposals indicated that this would result in Fareham's housing need requirement increasing from 420 to 531 per year using the 2014-based household projections. The release of ONS local affordability ratios which followed had potential implications if the Government then proceeded with its standard method to calculating local housing need, as it would potentially increase Fareham's requirement from 531 to 544 homes per year.
11. The Council fundamentally oppose the 'top-down' standard method employed by the Government, including the inflexible methodology and the artificial affordability ratio application. Despite the Council's opposition, in July this year the Government implemented its standard approach to calculating housing need, as the 2018 NPPF came into force. This confirmed the Government's requirement for the Council to deliver 544 per year by applying the standard method. Then, however, ONS released 2016-based household projections, which applying the standard method, led to a reduction in Fareham Borough Council's requirement to 479 homes per year. The

Government propose in this recent consultation not to use the 2016-based household projections and use the 2014-based projections instead, which would result in a housing need of 544 homes per year in Fareham, through applying the Governments standard method.

THE COUNCIL'S RESPONSE TO THE GOVERNMENT CONSULTATION

12. It is fully recognised that providing suitable housing choice for all is a clear objective the Council supports; however, it has many key concerns with the Government's proposed approach.

Question 1: 'Do you agree that planning practice guidance should be amended to specify that 2014-based projections will provide the demographic baseline for the standard method for a time limited period?'

Question 2: Do you agree with the proposed approach to not allowing 2016-based household projections to be used as a reason to justify lower housing need?'

Question 3: Do you agree with the proposed approach to applying the cap to spatial development strategies?'

Question 4: Do you agree with the proposed clarifications to footnote 37 and the glossary definition of local housing need?'

Answers to Questions 1, 2, 3 & 4:

13. In answer to the Government's question 1. the Council disagrees with this proposed approach, as previously stated in two previous Executive Reports.
14. The 6th November 2017, Executive Report states Fareham Borough Council disagrees with the proposed standard approach to assessing local housing need for the following reasons. Fareham Borough Council has over many years worked jointly with other local authorities in South Hampshire area and key partners through the Partnership for Urban South Hampshire (PUSH). For clarity, PUSH is a partnership of Hampshire County Council; the unitary authorities of Portsmouth, Southampton, Isle of Wight; and district authorities of Eastleigh, East Hampshire, Fareham, Gosport, Havant, New Forest, Test Valley and Winchester. The PUSH Local Authorities also work collaboratively with the Solent Local Enterprise Partnership, Environment Agency and other relevant bodies.
15. Whilst the PUSH Joint Committee has no statutory powers or functions, it plays a vital role in co-ordinating the preparation of sub-regional evidence and statements across the South Hampshire local authorities. The PUSH Local Authorities recognise the benefits of working together to support the sustainable economic growth of the sub-region and to facilitate the strategic planning functions necessary to support that growth, which is in line with current Government advice.
16. PUSH has been instrumental in agreeing a joined-up approach to addressing housing need over three housing market areas (Southampton, Portsmouth and Isle of Wight). This is evident in the fact that the PUSH Local Authorities published a Spatial Position Statement in June 2016, which sets out the overall need for, and a distribution of development in South Hampshire to 2034. This Statement draws on evidence from the South Hampshire Objectively Assessed Housing Need (OAHN) Update Report published in April 2016, which updates and complements the Strategic Housing Market Assessment (SHMA) published in 2014. Furthermore, there are a number of evidence documents prepared through joint working by the PUSH Local Authorities that have

helped inform the PUSH Spatial Position Statement.

17. It is considered that this more collaborative and 'bottom-up' approach to responding to local housing needs over three housing market areas by PUSH, and this Council contends this is preferable to the 'top-down' standardised approach to local housing need which the 2018 NPPF requires local planning authorities. Over a relatively short time period PUSH has established a joint position and evidence base from which individual authorities can progress their own Local Plans.
18. As the 6th November 2017 Executive Report, went onto explain Fareham Borough Council and PUSH have worked towards and established a 'bottom-up' approach through the PUSH Spatial Position Statement. This has resulted in for example, agreement between PUSH Authorities that the protection of important strategic gaps such as the Meon Valley (which sits between the housing market areas of Southampton and Portsmouth) is supported.
19. The Council stills contends that, the now 2018 NPPF (as did the Draft NPPF) gives very little in way of protection to those authorities who have landscapes and countryside that do not fall under these '*policies in this Framework that protect areas or assets of particular importance*' but are clearly valued by local communities.
20. It has been now proven that the continual changing of the goal posts by Government acts to undermine and slow-down those local authorities such as Fareham positively plan-making under the existing regimes, who are successfully working with their neighbouring authorities. In conclusion, therefore Fareham Borough Council disagrees that the NPPF and planning practice guidance should be amended to specify that 2014-based projections will provide the demographic baseline for the standard method for a time limited period.
21. It is important to highlight that, like the Council's previous responses to Government consultations, the Council is very concerned about the immediate and significant increase on housing requirements that the Government's new standard method for calculating local need. This would in turn will have an adverse and negative impact on the five-year housing land supply in the Borough and its local communities.
22. If the Government impose continue with these recent consultation proposals, it would continue to have a rapid increase the level of housing need in the Borough and leave it exposed to the potential requirements to accommodate the unmet need from neighbouring authorities.
23. Now the 2018 NPPF imposes the standard method, coupled with the recent Government proposal to use the 2014-based household projections, will rapidly further increase levels of future housing need, resulting in totally unrealistic housing delivery targets. These Government reforms are comprehensively and specifically targeted at local authorities to deliver. Local authorities, like Fareham, with negligible ownership of deliverable sites, can permit (i.e. determine planning applications for housing) but not deliver. Thus, resulting in an immediate and unrealistic significant increase in the level of housing need numbers to deliver.
24. As previously stated, the 2018 NPPF imposing the standard method, coupled with the recent Government proposal to use the 2014-based household projections, will lead to a wholly unaccountable decision-making process for local communities, as in effect national policy will simply dictate local planning decisions, further undermining the planned system and local authorities such as Fareham Borough Council.

25. Finally, as the Council highlighted in its previous responses to the Government, the 2018 NPPF imposing the standard method, coupled with the recent Government proposal to use the 2014-based household projections significantly undermine the collaborative and beneficial work already undertaken by the Council and with the Partnership for Urban South Hampshire (PUSH).
26. In answer to question 2, the Council disagrees with this proposed approach and use of the standard approach to local housing need in the 2018 NPPF and PPG. The Council therefore, reiterates its answer to question 1.
27. In answer to question 3, the Council disagrees with this proposed approach and use of the standard approach to local housing need in the 2018 NPPF and PPG. The Council therefore, reiterates its answer to question 1.

Explanation of the Government's Proposed Changes to Footnote 37

28. The Government's recent consultation proposes that the basis for determining an authority's five-year housing land supply requirement (as set out in paragraph 73 of the 2018 NPPF) is either an up to date housing requirement set out in strategic policies (where these are less than five years old, or older if they have been reviewed within the five years and do not need updating); or local housing need using the standard method set out in national planning guidance.
29. In answer to question 4, the Council disagrees with this proposed approach and use of the standard approach to local housing need in the 2018 NPPF and PPG. The Council therefore, reiterates its answer to question 1.

Question 5: Do you agree with the proposed clarification to the glossary definition of deliverable?

Explanation of the Government's proposed clarification to the glossary definition of deliverable

30. The Government's recent consultation seeks to redefine the term 'deliverable' in national policy and guidance. The Government states that for a site to be considered deliverable, '*sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.*' Furthermore, sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years. Also, where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, the Government consultation proposes it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

Answer to Question 5

31. In answer to question 5, the Council welcomes clarity on this matter, however, the term 'major development' implies dwellings of 10 or more. The Council considers it is more appropriate to use the term 'strategic', and should apply to more strategic sites of 250+. A significant concern also lies in that this recent Government proposal is likely to lead to Council's not taking brave decisions about allocating significant strategic developments, when often strategic sites, like Welborne, are the most deliverable solution in the

medium to longer term, that will deliver high annual housing numbers once significant infrastructure is in place.

Question 6: Do you agree with the proposed amendment to paragraph 177 of the National Planning Policy Framework?

Explanation of the Government's proposed amendment to paragraph 177 2018 NPPF

32. Following the ruling of the European Court of Justice on case C323/17 (People over Wind, Peter Sweetman v Coillte Teoranta), the recent Government consultation proposes to make one additional clarification to national planning policy. The effect of the ruling is that appropriate assessment of habitats impacts is required in plan-making and decision-making whenever there is a potential impact on a habitats site, regardless of any mitigation measures proposed.
33. One of the measures which the 2018 National Planning Policy Framework takes to protect habitats sites is to disengage the presumption in favour of sustainable development where there is potential for harm to these sites. However, the judgment means that sites with suitable mitigation are now excluded from the application of the presumption, which was not the intention of the policy.
34. To rectify this, the Government is proposing an amendment to paragraph 177 of the Framework to make clear that the presumption is disapplied only where an appropriate assessment has concluded that there is no suitable mitigation strategy in place.

Answer to Question 6:

35. In answer to question 6, the Council believes Government clarity on this matter would be beneficial.

Enquiries:

For further information on this report please contact Claire Burnett, Head of Planning Strategy and Regeneration (Ext 4330).

FAREHAM

BOROUGH COUNCIL

Report to the Executive for Decision 03 December 2018

Portfolio:	Planning and Development
Subject:	Provision of Highway Development Planning Advice
Report of:	Director of Planning and Regulation
Corporate Priorities:	Protect and enhance the environment; dynamic, prudent and progressive council

Purpose:

To update the Executive on Hampshire County Council's proposed reduction in funding for the delivery of highway development planning advice.

To seek approval to terminate the agreement with Hampshire County Council for the delivery of highway development planning advice.

Executive summary:

Fareham Borough Council currently exercises some of the powers of the Highway Authority (Hampshire County Council) in respect of 'highway development planning'. These powers to act on behalf of the County Council are granted through a formal agency agreement entered into by Fareham Borough Council in March 2009.

The highway development planning powers exercised on behalf of Hampshire County Council include providing advice on 'non-strategic' planning applications and pre-application planning enquiries.

Under the agency agreement, Hampshire County Council provides a budget allocation for delivering these functions on its behalf. This budget allocation has been reduced in recent years. For the next financial year (2019/20) Hampshire County Council is proposing a further reduction in the current budget allocation to Fareham Borough Council of approximately 45% to £18,000 per annum.

Recommendation:

It is recommended that the Executive approves the termination of the agreement with Hampshire County Council for the delivery of highway development planning advice.

Reason:

The reduction in budget allocation by Hampshire County Council would result in Fareham Borough Council subsidising a County Council service which can be delivered by the County at no cost to this Council.

Cost of proposals:

The recommendations would not result in the Council incurring additional costs on current budgets.

Background papers: None

Reference papers: None

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date:	03 December 2018
Subject:	Provision of Highway Development Planning Advice
Briefing by:	Director of Planning and Regulation
Portfolio:	Planning and Development

INTRODUCTION

1. An agency agreement between Fareham Borough Council and Hampshire County Council has been operating since March 2009. This enables Fareham Borough Council to exercise some of the powers of the Highway Authority in respect of 'highway development planning' on behalf of Hampshire County Council.
2. More specifically, the agency agreement allows Fareham Borough Council to provide pre-application planning advice, general planning advice and advice (from a highway perspective) on all planning applications of the following scale:

100 or fewer residential units;

2,500 square metres or less of office or industrial space;

5,000 square metres or less of warehousing and distribution space;

1,000 square metres or less of retail space;

Any development proposal not the subject of a travel plan.

Any schemes greater in scale than those listed above (or subject to a travel plan) are considered 'Strategic' applications by Hampshire County Council. Hampshire County Council currently provides advice on all 'Strategic' applications itself.

CURRENT ARRANGEMENTS

3. The work on highway development control at Fareham Borough Council is undertaken by a Transport Planner. Originally the post was full time (37 hours a week); following the reduction in the budget allocation from Hampshire County Council in 2017, the post was reduced from full time to 27 hours a week.

The Transport Planner is based within the Development Management section and spends most of their time providing transport advice on planning applications and pre-application planning enquiries. Being based within the team dealing with the planning

applications and pre-application enquiries, means the post holder is readily available to advise customers, planning officers and Members and to attend Planning Committee when required

PROPOSED CHANGES & RESULTANT FUNDING

4. Hampshire County Council has written to this Council and advised that it needs to make further annual savings totalling £140m per annum by April 2019. Potential options for securing savings were reported to Hampshire County Council's Cabinet last October. The report to the cabinet identified a proposal to save £500,000 against 'agencies'. For Highways Development Planning agencies, this equates to a reduction of £150,000 per annum.
5. Hampshire County Council has also advised this Council that it is anticipated that all matters regarding internal layouts of development sites will transfer to a newly formed 'Road Agreements Team'. The scope of any retained agency agreements will need to be reviewed to address this. This will also need to be reflected in revisions to agency agreements where retained and would also have an implication on the level of funding, alongside the 2019 savings
6. For the financial year 2016-17, the budget allocation from Hampshire County Council to Fareham Borough Council for delivering the highway development control function was £73,254. Hampshire County Council reduced the budget allocation for 2017/18 by 55% to £32,674. For the forthcoming financial year, the budget will be further reduced by around 45% to approximately £18,000.
7. The proposed reduction in the budget allocation to around £18,000 per annum would fund the existing Transport Planner post for approximately 15 hours a week.
8. Hampshire County Council already provide highway development planning advice for a large number of district Councils in Hampshire. Hampshire County Council advises that all other district Councils in Hampshire are either in the process of handing back the highway development planning agency agreement or have already done so.
9. In light of the fact that all other district Councils in Hampshire have either terminated the agency agreement or are in the process of doing so, means there is a very strong likelihood that Hampshire County Council would terminate the agency agreement in the event this Council did not wish to.
10. Notwithstanding the position set out in paragraph 9, the benefits/ disbenefits of Fareham Borough Council terminating the highway development planning advice agency agreement are set out below

BENEFITS TO THIS COUNCIL OF TERMINATING THE AGENCY AGREEMENT

11. Officers do not believe it is possible to deliver the current highway development planning function on behalf of Hampshire County Council within the budget constraints of circa £18,000 per annum. If this Council wishes to retain the agency agreement and continue the present arrangements, it will be necessary for Fareham Borough Council to identify additional money from its own budgets to make up the funding gap for the post. At present, this would equate to £15,000 per annum. If the agency agreement is terminated, Hampshire County Council would be responsible for delivering the service entirely at no cost to this Council.
12. Transferring the function back to Hampshire County Council will provide increased

'resilience' for the service. Fareham Borough Council currently has one dedicated Transport Planner post. If the function were entirely handled by Hampshire County Council, there is a wider resource which could be called upon during periods of increased work pressure, holiday or sickness.

13. Hampshire County Council have confirmed that they would provide the following principal functions should the highway development planning advice function revert to them:
 - Fulfilment of statutory obligation to provide a written response/recommendation to planning applications in accordance with their 'Consultation with Hampshire County Council as the Local Highway Authority – Notification to local planning authorities';
 - Provide responses within statutory response times;
 - Provide a central email inbox to direct all planning consultations to and to manage day to day enquiries;
 - Provide pre-application service in accordance with Hampshire County Council's 'Pre-application Highways Advice'.
 - Regular liaison meetings with a single point of contact to respond to any queries.
 - Facilitate officer presence on a regular basis.

The current level of service will be maintained.

14. Hampshire County Council have also highlighted the benefits of advice on internal layouts of development sites being provided directly by Hampshire County Council rather than by the agent under the terms of the agency agreement. The current disjointed approach has led to some difficulties across Hampshire with consistency between layouts approved at the planning stage and those that come forward for adoption as public highway which is subject to a separate road adoption process administered by the County Council. By bringing the internal layout function back into Hampshire County Council under one Road Agreements Team, the County Council is confident that it can provide a more efficient and consistent approach, through:
 - Providing a single holistic planning response covering all highway aspects;
 - Co-ordination of internal consultees at Hampshire County Council from pre-application stage to ensure consistency of advice from planning to adoption (where appropriate) of internal layouts;
 - Remove uncertainty for the planning authority as to who to consult, Hampshire County Council or agent (currently depending on size of application and on whether internal layout matters are to be considered);
 - Direct access to the Road Agreements team at Hampshire County Council as a dedicated resource to assess and approve internal road layouts.

The improvements proposed by Hampshire County Council in respect of a more 'joined up' approach to the approval of internal development layouts will greatly assist customers and decision makers alike.

DISBENEFITS TO THIS COUNCIL OF TERMINATING THE AGENCY AGREEMENT

15. The current provision of highway development planning advice 'in house' helps to minimise delays in deciding planning applications and providing advice. Information can currently be exchanged between Planners and the Transport Planner both quickly and efficiently. With a reduced physical presence of the Transport Planner at the Civic Offices there is potential for delays in decision making. In addition to this, the Transport

Planner may not be available to attend the Planning Committee at short notice if required.

FINANCIAL IMPLICATIONS

16. Continuing with the Agency agreement and delivering highway development planning advice 'in-house', at its current level would require Fareham Borough Council to subsidise the function by approximately £15,000 in the next financial year.
17. There may be some limited opportunity to reduce the level of subsidy by reducing the hours of the Transport Planner post. Any monetary savings would need to be balanced against how attractive the post would be to the market.

CONCLUSION

18. The intention of Hampshire County Council to reduce funding for delivering the highway development planning advice function will require Fareham Borough Council to subsidise the delivery of the service from next April.
19. Whilst the provision of the highway development planning function 'in-house' assists with the determination of planning applications, Hampshire County Council has provided assurances that the same fundamental level of service will be delivered if the agency agreement is terminated.
20. Hampshire County Council have highlighted the creation of a new 'Road Agreements Team' who will look to ensure consistency at all levels in the design and approval of new estate layouts. If this function were taken back by Hampshire County Council in isolation from the other agency functions, this could lead to a more disjointed approach to highway approval.
21. If Fareham Borough Council continue to provide the highway development planning advice through the agency agreement, this Council will need to subsidise the service by approximately £15,000 per annum. There is no ongoing budget pressure for this Council if the agreement is terminated and Hampshire County Council provides the highway development planning advice service
22. It is recommended that the highway development planning advice agreement with Hampshire County Council is terminated.

Enquiries:

For further information on this report please contact Lee Smith (Ext 4427)