

Decisions taken by the Cabinet on Tuesday, 19 July 2022

Agenda Item No	Topic	Decision	Reasons	Alternative Options
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Part A – Items considered in public

A8	Update on Station Approach project	<ol style="list-style-type: none"> 1. That the indicative project outline be noted and the overall work plan be agreed ahead of the Strategic Outline Case submission in December/January 2022/23. 2. That the study area for the Station Approach project, set out in paragraph 11.7 of report CAB3349, be agreed (NB replacement map of study area published in an addendum to the report). 3. That the draft development principles that will be consulted on 	<p>The council has spent a number of years considering the options for the development of the area around Winchester railway station, known as Station Approach. This is an important gateway to the City and has been identified in the local plan as a site worthy of regeneration (Local Plan WIN5-7).</p> <p>A project to regenerate Station Approach (SA) was paused in 2019. Since then, work undertaken in respect of the Winchester Movement Strategy has rendered some of the previous projects' assumptions around movement and sustainable</p>	<p><u>Option 1: Council re-visits previous scheme on Carfax site</u></p> <p>The legacy of the pandemic has impacted the way we work, commute and go about our daily lives. The economy, property market, investor confidence and occupier demand may all be significantly different now than before COVID-19. In addition, the Movement Strategy's focus on sustainable transport mean that the plans for sustainable transport and parking were under-developed and unlikely to still be valid. The demand for office accommodation and new ways of working mean that it is appropriate to</p>
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		<p>as part of the initial communication and engagement phase set out in paragraph 11.10 of report CAB3349 be agreed.</p> <p>4. That the Communications and Engagement Strategy for the Station Approach project be agreed as set out in report CAB3349/Appendix 1 to the report.</p> <p>5. That the public engagement and consultation process for the Station Approach project be launched on 1 August 2022 and run to 23 October 2022.</p> <p>6. That the council should continue exploring</p>	<p>transport out of date. This coupled with the impact of the pandemic on work and travel patterns means a review of opportunity at Station Approach is appropriate.</p> <p>It is proposed to revise the Station Approach plan working with adjacent landowners and embarking on a comprehensive and active engagement with the community. This will determine whether a viable project can be brought forward.</p> <p>Report CAB3349 provides details of the Station Approach project and seeks approval for the proposed public communications and engagement approach and</p>	<p>reconsider the development of any sites within the Station Approach project area. For this reason and the ones defined above in this report a fresh approach is required.</p> <p>This option is not recommended</p> <p><u>Option 2: Council explores opportunities on its landholdings only</u></p> <p>Whilst developing a scheme on land which is in the council's ownership has reduced risk it would not enable the wider place shaping agenda to be explored or enable the maximum potential of the area to be considered.</p> <p>At this stage the project is seeking to work with other landholders in the area to</p>

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		<p>opportunities with Network Rail and London & Continental Railways (LCR) to produce a joined-up plan for the area.</p> <p>7. That a cross-party reference group for the Station Approach project be established as set out in paragraph 6.2 of report CAB3349 and the finalisation of these arrangements be delegated to the Strategic Director – Place in consultation with the Cabinet Member for Asset Management.</p>	<p>associated timelines.</p> <p>Alongside this it highlights the other elements of work including:</p> <ul style="list-style-type: none"> • A market value study commissioned to provide a highest value and best use analysis of the sites held by the Council. • A transport and parking study to understand options to make WCC car park sites available to re-use and to understand the linkage with the development of a northern park and ride. • A capacity study to examine the existing 	<p>provide an overall vision for regeneration. If however, it becomes clear that the whole site approach is not viable, the council will re-visit this option.</p> <p><u>Option 3: Disposing of the land</u> This option would not enable a scheme to deliver the necessary public realm and place making opportunity. It would not maximise the potential of the wider site to deliver benefits for the city.</p> <p>This option could be revisited as a future option should the business case determine that a development scheme cannot be viably brought forward.</p> <p><u>Option 4: Do nothing</u> The opportunity to</p>

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			<p>conditions and constraints of the site and provide indicative information on how the site could realistically be developed.</p> <p>The combination of this engagement programme and the other studies will be used to prepare a Strategic Outline Case for consideration by Cabinet in January 2023.</p>	<p>significantly improve this transport interchange and positively contribute to the Council’s aim of becoming carbon neutral as well as support and develop the local economy would be lost.</p> <p>This option is not recommended</p>
A9	UK Shared Prosperity Fund – Investment Plan proposal	<ol style="list-style-type: none"> 1. That the UK Shared Prosperity Fund (UKSPF) Prospectus and UK Shared Prosperity Fund Allocations be noted. 2. That the list of potential projects and indicative UKSPF allocation as outlined in Table 2 of report CAB3356 be noted, 	<p>Report CAB3356 provides a brief summary of the Government’s UK Shared Prosperity Fund together with details of the approach taken to develop the application submission and investment plan that is required to draw down the council’s allocation.</p> <p>The Government has</p>	<p>Do not submit an investment plan to draw down the council’s UKSPF allocation. This is not recommended as the council would miss out on the opportunity to secure £1m funding for the district.</p>

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		<p>to be funded from the Council’s allocation of the UK Shared Prosperity Fund.</p> <p>3. That authority be delegated to the Corporate Head of Service: Economy & Communities, in consultation with the Cabinet Member for Business and Culture, to take the necessary decisions and actions required to submit an investment plan and accept the allocation of funds.</p> <p>4. That authority be delegated to Corporate Head of Service: Economy & Communities to implement and administer the scheme</p>	<p>allocated £1m to the council with discretion as to what this should be spent on within the framework of the fund’s investment priorities and outcomes, with spend profiled across a three year period 2022/23 to 2024/25.</p> <p>To create a list of project interventions for the investment plan contact has been made with a number stakeholders and partners; members and parish councils and officers across the council to gather ideas and feedback. This forms the basis of the investment plan which also includes details of the local challenges and opportunities as they relate to the three priorities of Community and Place, Supporting Local Business and People and Skills, the</p>	

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		<p>and all related plans in accordance with the requirements and priorities of the prospectus and fund.</p> <p>5. That use of the available £20,000 to undertake initial preparatory work for the UKSPF be authorised, including developing the local investment plan for submission.</p> <p>6. That use of the UKSPF 4% administration allocation to support the productive delivery and administration of the fund be authorised.</p>	<p>approach to delivery and governance to oversee the programme and our capability and capacity to deliver. This report also gives details for these aspects of the investment plan.</p>	
A10	General fund outturn 21/22	1. That the General Fund Revenue Outturn and Capital Programme Outturn be noted as set out in report CAB3352.	Report CAB3353 provides an overview of the General Fund Revenue outturn and Capital Programme outturn for 2021/22.	Consideration has been given to revising forecasts for 2022/23 in light of the pressures highlighted in section 25 above. However,

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		<p>2. That the proposal to establish an “Exceptional Inflation Pressures” risk reserve be approved and that £2m be transferred to that reserve pending the preparation of a revised forecast for the 2022/23 budget in October 2022 to assess the impact of current inflation and energy price pressures on the original budget.</p> <p>3. That the transfers to and from the Major Investment reserve be approved as detailed in appendix 1 of report CAB3352 and the reserves and closing balances at 31 March 2022 be noted (as set out in appendix 2).</p> <p>4. That the revised 2022/23</p>	<p>The 2021/22 General Fund budget approved by Council in February 2021 (CAB3289 refers) included significant savings proposals, government grants and a covid loss of income contingency budget in order to achieve a balanced position.</p> <p>The most recent revised forecast (February 2022 – CAB3335 refers) highlighted the positive recovery of parking income, higher than budgeted garden waste income, a number of additional grants received to support expenditure and a projected a year end surplus of £1.265m and proposed that this be transferred to the Major Investment Reserve. The final outturn position as</p>	<p>these pressures are still subject to a high degree of uncertainty and so it is proposed to retain surpluses in reserves at this stage whilst further assessment of the pressures is undertaken.</p> <p>The potential to use the additional surplus for specific investment has also been considered. However, in light of the emerging pressures, this is not recommended at this stage.</p>

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		<p>capital programme be approved, as set out in appendix 5 of report CAB3352.</p> <p>5. That the revised 2022-2032 capital programme be noted, as set out in appendix 6 of report CAB3352.</p>	<p>set out in Appendix 1 to the report, has resulted in an additional £1.633m surplus, mainly due business rates collected being higher than forecast.</p> <p>Whilst regular revised forecasts have been presented over the last year, this report details all significant variances compared to the original approved budget.</p> <p>Whilst the 2021/22 outturn is subject to an increased surplus, it should be noted that the 2022/23 budget had assumed contract inflation of 4% and employee inflation at 2%. With current CPI inflation at 9.1% and fuel costs likely to more than double this year, significant additional pressure on the</p>	

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			2022/23 budget is anticipated and revised forecasts will be brought forward later in the year. It is recommended that £2m of the overall surplus for the year be retained in an “exceptional inflation pressures” reserve, at least until October 2022, when a revised forecast for the year will be brought to Cabinet.	
A11	Housing Revenue Account (HRA) outturn 21/22	<ol style="list-style-type: none"> 1. That the HRA Outturn figures for 2021/22 be noted, as detailed in Appendices 1 and 2 of report CAB3354. 2. That the carry forward of £0.038m of HRA revenue funding from 2021/22 be approved, as detailed in Paragraph 11.4 of the report. 	Report CAB3354 provides an update to members on the financial performance of the Housing Revenue Account (HRA) in 2021-22 and the associated HRA capital programme. It requests approval for revised budget forecasts to the 2022-23 HRA revenue budget and capital programme to reflect updated costs and take account of delays to some	None.

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		<p>3. That the extension of the current tenancy support programme into a third year 2023/24 be approved. Funded by the drawdown of the remaining unallocated funding for welfare support of £88,000, together with the underspend of £144,006 from 2021/22 as detailed in Paragraph 2.3 of report CAB3354.</p> <p>4. That the Housing capital programme outturn for Major Works and New Build be noted, as detailed in paragraphs 11.5 to 11.8 and appendices 3 & 4 of report CAB3354.</p> <p>5. That the funding of the 2021/22 HRA capital</p>	<p>schemes in the capital programme. It also requests approval to drawdown the final tranche of unallocated welfare support funding and to carry forward any underspends in 2021/22 on this to 2023/24.</p> <p>Whilst the report presents the 2021/22 outturn position, it should be noted that there are a number of factors/pressures affecting/having an impact on the HRA account – primarily upward inflationary pressures affecting operational and build costs (both manpower and materials) – and environmental factors such as nitrate and recently phosphate run-off from new developments. These inflationary and environmental factors will</p>	

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		<p>programme be approved, as detailed in paragraphs 11.10 & 11.11 and appendix 5 of report CAB3354.</p> <p>6. That the re-forecast capital programme budget of £38.369m for 2022/23 be approved, as detailed in paragraphs 11.12 & 11.13 and appendix 6 & 7 of report CAB3354 that takes account of potential programme slippage.</p>	<p>have an impact on HRA programmes.</p> <p>The year end surplus to the HRA (£1.064m for 2021/22) and the current working balance (£15,573m as at 31 March 2022) as set out in the report will provide mitigation against the risk that these pressures present. However, a full assessment of the impact on the HRA is currently being assessed and will be reported to Cabinet later in the year.</p>	
A13	Taxi policy review	That the Statement of Licensing Policy as relates to Hackney Carriage and Private Hire Vehicles, Drivers and Private Hire Operators contained in appendix 1 of report CAB3353 be adopted.	Following the Department for Transport’s publication of its ‘Statutory taxi and private hire vehicle standards’ in July 2020, and both trade and public consultation, a report was submitted to Licensing and Regulation Committee on 7 June 2022 which sought	The Council could opt not to give consideration to the Department for Transport’s ‘Statutory Taxi and Private Hire Vehicle Standards’; it could consider its existing Policy and conditions fit for purpose and propose no changes as a result of the

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			<p>to amend the Statement of Licensing Policy with respect to Hackney Carriage and Private Hire Drivers, Vehicles and Private Hire Operators (“the Policy”), and the three associated sets of licence conditions for drivers, vehicles and operators (report LR560 refers).</p> <p>At that meeting, the Licensing and Regulation Committee approved the proposed changes to the three sets of conditions, and agreed to refer the reviewed Policy to Cabinet for adoption. An extract of the minutes of the meeting are attached as appendix 2 of report CAB3353.</p>	<p>publication. However, the licensing authority’s main consideration in taxi and private hire licensing is public safety, and therefore it is essential that it seek to implement national guidance and recommendations that promote public safety wherever possible.</p> <p>The Council could opt to increase application fees this financial year in response to the proposal to use the private sector to check DBS certificates. The Council acknowledges the financial pressure that the taxi and private hire trade has been under during and since the coronavirus pandemic, and seeks to support the trade where possible. It has therefore been proposed that the additional cost of the</p>

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				<p>private sector services will be absorbed by the Council for the first year, enabling the trade to continue with its essential financial recovery.</p> <p>CCTV</p> <p>The Department for Transport’s ‘Statutory Taxi and Private Hire Vehicle Standards’ recommends that all licensing authorities undertake a review into whether installation of CCTV in hackney carriage and private hire vehicles is proportionate and necessary.</p> <p>This is the only recommendation from the Department for Transport’s recommendations that the Council is not currently in a position to take forward. An outline of reasons for this</p>

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				<p>included in Appendix 4 to report CAB3353.</p> <p>The Licensing Department is currently gathering relevant information to inform a comprehensive review of whether CCTV should be mandated in hackney carriage and private hire vehicles licensed by Winchester City Council. Part of this review will include gathering views from the taxi and private hire trade and the general public.</p> <p>During the consultation conducted for the purposes of this Policy review, the Council included the following question: <i>Do you agree or disagree that the Council should conduct a review into whether mandatory CCTV in taxis and</i></p>

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				<p><i>private hire vehicles is both proportionate and necessary?’</i></p> <ul style="list-style-type: none"> • Consultation responses indicated that two respondents ‘strongly agreed’, three respondents ‘agreed’ and two respondents ‘neither agreed nor disagreed.’ <p>The Council is committed to reviewing whether CCTV in hackney carriage and private hire vehicles is proportionate and necessary, but requires more time to gather the relevant data and conduct a thorough consultation.</p>