



GREAT YARMOUTH
BOROUGH COUNCIL

Council

Date: Thursday, 15 December 2022
Time: 19:00
Venue: Council Chamber
Address: Town Hall, Hall Plain, Great Yarmouth, NR30 2QF

AGENDA

Open to Public and Press

1 **APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

2 **DECLARATIONS OF INTEREST**

You have a Disclosable Pecuniary Interest in a matter to be discussed if it relates to something on your Register of Interests form. You must declare the interest and leave the room while the matter is dealt with.

You have a Personal Interest in a matter to be discussed if it affects

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

You must declare a personal interest but can speak and vote on the matter.

Whenever you declare an interest you must say why the interest arises, so that it can be included in the minutes.

3 **MAYOR'S ANNOUNCEMENTS**

To consider any announcements from His Worship the Mayor.

4 **ITEMS OF URGENT BUSINESS**

To consider any urgent items of business.

5 **MINUTES**

5 - 18

To confirm the minutes of the meeting held on the 13 October 2022.

6 **LEADER - COUNTY DEAL UPDATE**

The Leader to provide an update to Council.

7 **SERVICE COMMITTEE DECISION LIST**

19 - 28

Report attached.

8 **APPOINTMENT OF SUBSTITUTE MEMBER FOR THE NORFOLK
PARKING PARTNERSHIP COMMITTEE**

Council are asked to agree to the appointment of Councillor Candon to act as a substitute Member on the Norfolk Parking Partnership Committee.

9 **DESIGNATION OF BELTON WITH BROWSTON, BURGH
CASTLE AND FRITTON WITH ST OLAVES NEIGHBOURHOOD
AREA**

29 - 31

Report attached.

10 **GREEN FLEET STRATEGY (2022- 2032)**

32 - 60

Report attached.

11	<u>RENEWAL OF PUBLIC SPACE PROTECTION ORDER NO.2 - VEHICLE RELATED ANTI-SOCIAL BEHAVIOUR</u>	61 - 96
-----------	---	----------------

Report attached.

12	<u>COUNCIL TAX BASE 2023-24</u>	97 - 100
-----------	--	-----------------

Report attached.

13	<u>COUNCIL TAX SUPPORT SCHEME 2023-24</u>	101 - 108
-----------	--	----------------------

Report attached.

14	<u>COUNCIL TAX DISCOUNTS 2023-24</u>	109 - 118
-----------	---	----------------------

Report attached.

15	<u>MEDIUM TERM FINANCIAL STRATEGY 2023-24 TO 2025-26</u>	119 - 140
-----------	---	----------------------

Report attached.

16 **MOTION ON NOTICE**

Council are asked to consider the following Motion on Notice from Councillors Smith-Clare, Wainwright, Cordiner-Achenbach, Waters-Bunn, Robinson-Payne, Jeal

Council recognises that recycling is good for the environment and saves public money being spent on sending waste to landfill.

Fly tipping is a crime.

Recycling rates in GY are too low and every effort should be made to encourage recycling and discourage flytipping.

The cost of clearing flytipping falls to the borough council tax payers or landowners when rubbish is tipped in private land.

Council welcomes county council investment with all party support in upgrading recycling and reuse centres. Proposals to reduce the hours of recycling centres goes against the need to encourage recycling, sends out the wrong message about the importance of the environment and could lead to increased flytipping.

Motion on Notice:

That this council resolves to write to Norfolk County Council to reconsider their proposals to reduce the hours at recycling and reuse centres, as this goes against the need to encourage recycling; sends out the wrong message about the importance of the environment, and could lead to increased fly tipping.

17 ANY OTHER BUSINESS

To consider any other business as may be determined by the Chairman of the meeting as being of sufficient urgency to warrant consideration.

18 EXCLUSION OF PUBLIC

In the event of the Committee wishing to exclude the public from the meeting, the following resolution will be moved:-

"That under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business on the grounds that it involved the likely disclosure of exempt information as defined in paragraph 1 of Part I of Schedule 12(A) of the said Act."



GREAT YARMOUTH BOROUGH COUNCIL

Council

Minutes

Thursday, 13 October 2022 at 19:00

PRESENT:-

His Worship, The Mayor, Councillor Plant; Councillors Annison, Bensly, Bird, Borg, Candon, Cameron, G Carpenter, P Carpenter, Cordiner-Achenbach, Fairhead, Flaxman-Taylor, Freeman, Galer, Grant, D Hammond, P Hammond, Hanton, Jeal, Lawn, Martin, Mogford, Myers, Price, Robinson-Payne, Smith, Smith-Clare, Stenhouse, Talbot, Thompson, Wainwright, Waters-Bunn, B Walker, C Walker, Wells, Williamson, A Wright & B Wright.

Ms S Oxtoby (Chief Executive Officer), Ms C Whatling (Monitoring Officer), Ms K Sly (Finance Director), Ms J Goffin (Press and Communications Manager), Mrs S Wintle (Corporate Services Manager), Ms C Whatling (Monitoring Officer), Mrs P Boyce (Strategic Director), Mr S Hubbard (Strategic Planning Manager), Mr N Fountain (Principal Strategic Planner), Mr D Zimmerling (IT Support) & Mrs C Webb (Democratic Services Officer).

1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Hacon.

2 DECLARATIONS OF INTEREST

Councillor Bensly declared a personal interest in item 13 as he is a Ward Councillor.

Councillor P Carpenter declared a personal interest in item 12 as she is a Ward

Councillor.

Councillor Fairhead declared a personal interest in item 14 as she is a member of GYPT and that she would leave the meeting during the determination of the item.

Councillor Freeman declared a personal interest in item 14 as he is a member of the GYPT and would leave the meeting during the determination of the item.

Councillor Galer declared a personal interest in item 13 as he is a Ward Councillor.

Councillor Hanton declared a personal interest in item 9 as he is the Chair of GY Community Safety Partnership.

Councillor Price declared a personal interest on item 14 as he is a member of the GYPT and would leave the room during the determination of this item.

Councillor Williamson declared a personal interest in item 14 as he was the Chair of the GYPT and would leave the room during the determination of this item.

Councillor Wells declared a personal interest in item 11 as his step-brother was a former employee of the LTA, item s 14 & 15 as he is a director of GYPT and GYBS and would leave the room during the determination of these items.

However, in accordance with the Council's Constitution are allowed to both speak and vote on the items.

3 MAYOR'S ANNOUNCEMENTS

His Worship, The Mayor, wished his thanks to be noted for the Mayor's Reception which had been hosted by the Hirst family in Ormesby and which had been well received by all who had attended.

His Worship, The Mayor, reminded Council that the Remembrance Service would take place on Sunday 11 November 2022 at St. Georges Park.

His Worship, The Mayor, thanked James Goffin, Media & Communications Manager, for all his hard work and commitment to the Council as he was leaving the authority and wished him well for the future.

4 URGENT ITEMS OF BUSINESS

His Worship, The Mayor, informed Council that there were no urgent items of business to consider this evening.

5 MINUTES

The minutes of the meeting for the meeting held on 21 July 2022 were confirmed.

Proposer: Councillor Smith

Secunder: Councillor Candon

CARRIED

6 MINUTES

The minutes of the meeting held on 15 September 2022 were confirmed.

Proposer: Councillor Smith

Secunder: Councillor Candon

CARRIED

7 SERVICE COMMITTEE DECISION LIST

Council received and considered the Service Committee Decision List which was presented by the Leader.

Proposer: Councillor Smith

Secunder: Councillor Candon

CARRIED

8 2021/22 TREASURY MANAGEMENT OUTTURN REPORT

The Leader presented the treasury management activity for the 2021/22 financial year which included:-

- the overall treasury position,
- the borrowing requirement and debt; and
- the borrowing outturn for the year.

The treasury management strategy for 2021/22 was approved by Council in February 2021 and this report provided the detail of treasury activity for the previous financial year and performance against the indicators set within the TMS.

As at 31 March 2022, the Authority had net borrowing of just over £85m arising from its revenue and capital income and expenditure. This was made up of £135m of loans, which was only slightly increased from the 31 March 2021 and investments stood at just under £50m at the end of 2022, up the previous financial year due to the timing of cash received.

The report also included the performance compared to the indicators set within the TMS set out in section 7, for which one of the limits was exceeded.

Although this was due to higher retained cash balances than anticipated from grant monies being received ahead of being paid out and leading to a higher level of funds being placed in the Money Market Funds as the most

appropriate course of action.

Proposer: Councillor Smith
Seconder: Councillor Candon

That Council approve the Treasury Management Outturn Report & Indicators for 2021/22.

CARRIED.

9 2022/2023 PERIOD 4 - BUDGET MONITORING REPORT

The Leader reported that this report had been presented to P & R Committee earlier this month and provided the in-year financial monitoring position as at the end of July.

The detail of the report highlighted the more significant variances and those anticipated to have a full year impact.

Like all LA's, we were facing increased in-year cost pressures from inflationary increases to contracts above the level budgeted, increased utility prices and the impact of changes to the bank base rate, will in turn, have an impact to the current and future budgets.

This was impacting on all areas of the councils spend for day-to-day revenue expenditure as well as the significant programme of capital projects that were underway.

The forecast for the current year, at the end of July, was a projected deficit of £605k for the general fund. We already know that this position had moved on based on the latest forecasts for pay awards and utility costs and officers would be working on updating the position for the current year and what this means for the future budgets over the coming weeks to inform the update to the MTFS.

The report also included an update for the capital programme which was the reason for the recommendation to Council this evening. This was in relation to the market Place and the O & M Campus at South Denes, as detailed in section 4 of the report.

The Council was currently experiencing increased construction and material costs across a number of its capital projects, mainly due to inflationary pressures. Whilst committed capital projects were potentially at less risk (depending on the contract), those projects at the planning development stage were at greater risk as the project budgets were yet to be fully costed.

The contingency within projected budgets remain under regular review, in addition, a £2.5m centralised major capital projects contingency was approved earlier in the year and this will be reviewed in line with the wider capital programme.

The overall position for 2022/23 would continue to be monitored over the coming weeks and would be reported to Members accordingly.

Proposer: Councillor Smith

Seconder: Councillor Candon

That Council note the content of the report and the revised forecast for the General Fund for 2022/23 and approve the updated Capital Programme as outlined in the report at paragraphs 4.4 to 4.6, in relation to the Market Place and Operations & Maintenance project contributions.

CARRIED.

10 2022/23 PERIOD 4 HOUSING REVENUE ACCOUNT BUDGET MONITORING REPORT

Councillor Flaxman-Taylor presented the period 4 budget monitoring position for the Housing Revenue Account (HRA).

Overall, there was currently expected to be an underspend of just under £2m compared to the budgeted position as set in February this year.

This was largely due to the increase in the number of right to Buy completions in the current year compared to the level budgeted, thereby generation additional receipts to finance the capital programme as opposed to utilising revenue resources.

At the time of reporting, there had been 18 completed compared to the full yearer budgeted figure of 20, a significant increase.

In the same way that the general fund is facing significant inflationary pressures, for example, the yet to be finalised pay award for 2022/23 and also increased utility and materials costs, these same pressures were facing the HRA>

Whilst the position as reported, currently showed an underspend in the current year, this was likely to be reduced by increased material and utility costs for the remainder of the year.

The ongoing impact was continuing to be monitored which would be used to inform the work on the HRA business plan for 2023/24 and beyond.

The overall position would continue to be monitored and used to inform the budget work for 2023/24.

Proposer: Councillor Flaxman-Taylor
Seconder: Councillor Grant

Th at Council note the 2022/23 Housing Revenue & Capital Budget monitoring position as at the end of period 4.

CARRIED.

11 REFURBISHMENT OF GORLESTON CLIFFTOP TENNIS COURTS

The Leader reported that the Council had been working with the LTA to refurbish the

tennis courts located on Gorleston's cliff top, securing £116,050 investment from the LTA to deliver this project.

The funding delivered the re-surfacing and refurbishment of all six courts, some new fencing, and the installation of a smart-gate system, allowing users to reserve their slot online before arriving to play with an online booking system. The changes were aimed at ensuring maximum court usage, increase of participation and support the sustainable operation and maintenance of courts to a high standard.

The start date for these works have not yet been finalised, but they were likely to start within the next six weeks, with the aim of being fully available for use by Spring next year.

Councillor Flaxman-Taylor reported that she welcomed the much needed investment to refurbishment the tennis courts. Councillor Wells reported that this would be another much needed improvement to the cliff top area.

Proposer ; Councillor Flaxman-Taylor
Secunder: Councillor Wells

That Council note the contents of the report and agree to add to the Council's Capital Programme an allocation of £116,050, to be funded by external funding from the Lawn Tennis Association.

CARRIED

12 LEVELLING UP- PARKS AND OPEN SPACES

The Leader reported that in July 2022, the Council was notified that it had been selected as an area to receive monies as part of the Government's Levelling-Up Parks Fund. Rather than competing for monies, the Council had been allocated £85k via an opt-in process.

The project outcome was essentially the creation of a new park/green space or the enhancement of an existing one, with the objective of being able to achieve green flag status going forwards.

A suitable site was subsequently identified using work that both property services and strategic planning had undertaken in terms of our open spaces and need, resulting in Diana Way Park, Caister being selected. Proposals for this park had also been developed and included:

- the planting of a new woodland area, planting native semi-mature trees,
- the creation of a wildflower meadow area,
- a new pathway around the site to connect with the existing pathway so that people could easily walk around the whole site, and access all site facilities; and
- part-refurbishment and part-replacement of the equipment in the Children's play areas, installing new accessible and sensory play equipment alongside the refurbishment of the skate park area and the refurbishment of the skate park area and the refurbishment of the MUGA and nearby seating area.

Additional monies totalling £75k have been identified through s106 provisions and therefore the total funding available for this project was £160k. Timescales for works

were just being finalised but activity on site should commence by the end of this year.

Councillor Wainwright highlighted that the urban wards were in desperate need of replacement play equipment but did not have access to s106 monies.

Councillor Jeal reiterated Councillor Wainwright's concerns and highlighted that Nelson Ward, one of the most deprived wards, was in urgent need of new play equipment.

Councillor T Wright informed Council that he had raised his concerns at P & R Committee and reiterated his concerns to Council that it was an anomaly that urban wards did not have access to s106 monies to fund much needed improvements to those wards which were in desperate need.

Proposer: Councillor Wells
Secunder: Councillor G Carpenter

That Council notes the content of the report and approves the inclusion of £160,000 in the Council's Capital Programme to be funded from the Parks and Green Spaces Levelling-Up Fund (£85,000) and allocated s106 monies (£75,000).

CARRIED.

13 HEMSBY NEIGHBOURHOOD PLAN PUBLICATION RESPONSE

Councillor Annison reported that the Hemsby NP had been prepared by the parish council and had recently been submitted to the Council in order for a final consultation to be held prior to examination by an independent examiner.

The plan was published for consultation on 27 September 2022 and runs until 8 November 2022. All comments submitted at this stage would be passed to an appointed Independent Examiner for consideration.

Two earlier opportunities had been used to provide feedback on the plan, most of which had been taken into account and reflected in the plan.

This report sets out a response to the plan from the Council which requested that the Examiner proposed a small number of relatively minor changes to the plan in order to ensure that the plan was consistent with the Local Plan, was justified and could be implemented and used effectively at the planning application stage.

The proposed response to consultation which had been attached to the report was presented to and endorsed by the Local Plan WP on 27 September 2022.

Councillor Bensly thanked officers for all their hard work, dedication and commitment to help the Hemsby NP come to fruition.

Proposer: Councillor Annison
Secunder: Councillor Freeman

That Council endorse the consultation response as attached to the report for the final Draft Hemsby Neighbourhood Plan.

CARRIED

14 CHANGES TO GOVERNANCE OF GREAT YARMOUTH PRESERVATION TRUST AND NORFOLK CONSERVATION LIMITED

Councillors Freeman, Fairhead, Price, Williamson & Wells left the meeting during the determination of this item.

The Leader reported that In July 2021, in a report entitled “Governance of Great Yarmouth Preservation Trust and Norfolk Conservation Limited : The Local Authorities (Companies) Order 1995” (for full reference see “Background Papers”) it was recommended to members to take actions which sought to regularise the position with regard to Council appointments to the Trust, in order that the Trust could rectify certain anomalies with its own governance and modernise its company Articles. Members resolved to approve all recommendations. However the Trust did not accept the proposal for the Articles put forward by the Council, which would have retained the status of the company as a local authority controlled company, and it has now made a counter-proposal by putting forward Articles which will make the company a local authority influenced company. Those articles are attached to the agenda report.

At a meeting last year with the Trustees, with the CEO and Leader present, it was explained to the Trust that if they wished to change the status of the Trust in this way, and did not accept the Council's proposal re board membership; this would lead to a change in the Council's relationship with Trust, and part of that would be in the termination of the existing Partner Agreement.

In tandem with the proposals to clarify and re-define the relationship between the Borough Council and Great Yarmouth Preservation Trust, the Council recognises the ongoing value that the Trust provides across a number of key partnership projects and in fulfilment of the Borough's policies and programmes. As such, it is proposed to mirror existing arrangements in place to support other key cultural assets and providers; Norfolk Museums Service, Out There Arts and St George's Theatre with an ongoing annual payment of £10,000 subject to the national rules on subsidies and to any future re-appraisal of distribution of funding by the council to any local culture partners.

Councillor Wainwright requested that the report for the change of governance of GYPT be withdrawn and highlighted that GYPT was a model of Best Practice and Best Value for culture, heritage & design in the County and he asked that the report be re-submitted at the next Council scheduled for 15 December 2022 with his requested amendments.

The Leader reported that he had discussed the report with Councillor Wainwright prior to Council this evening and that he refuted any claims that the report should be withdrawn.

PROPOSER: Councillor Smith
SECONDER: Councillor Candon

That Council make the following adjustments to its appointments to the Trust:-

(i) The existing Councillor appointments of company members (Councillors Price, Fairhead, Williamson, Freeman and Wells) will remain in place only until the Trust resolves to adopt new company Articles, at which point Councillors Williamson, Freeman and Wells will become both members and Directors of the Trust, while the appointments of Councillors Price and Fairhead will end altogether.

(ii) Sheila Oxtoby, Iain Richardson and Kate Blakemore will cease to be members at the point of adoption by the Trust of its new company Articles.

(iii) Kate Blakemore will not become a Director of the Trust

(iv) Agree the changes to the Trust's Articles of Association

(v) Note that the implication of changes to the Articles and the related adjustment to the Council's appointments is that the Trust will become a Local Authority Influenced Company, rather than a Local Authority Controlled Company, which it has been to date

(vi) Agree to terminate the Partner Agreement between the Council and the Trust as of 1 April 2023; and

(vii) To mirror existing arrangements in place to support other key cultural assets and providers with an ongoing annual payment of £10,000 subject to the national rules on subsidies and to any future re-appraisal of distribution of funding by the council to any local culture partners.

CARRIED

15 GREAT YARMOUTH SERVICES LIMITED

Councillor Wells left the meeting during the determination of this item.

The Leader reported that following Council's decision in June to proceed with the establishment of a new company to take over service delivery from GYBS, Great Yarmouth Services Limited, which is a company limited by guarantee and wholly owned by the council, was incorporated on 28 July 2022. The Company is currently dormant, while preparations continue for the transfer of assets and personnel from GYBS, the existing joint venture company partly owned by Norse Commercial Services.

As the date approached for the contract with GYBS to expire, on 31 March 2023, and for the Council to remove itself from the JV, arrangements must now be made to put GYS in a state of readiness to begin delivering services to the Council, both in practical terms and with regard to the governance structure. The actions described in the recommendations would enable preparations to proceed.

Councillor Wainwright reported that it was good news that this had been brought back in house and asked for clarification as to who would have responsibility under the proposed Cabinet system in May 2023. The Leader informed Council that this would come under the portfolio holder for Environment.

Councillor B Walker asked if the employees of the new GYS company would transfer to the LGPS. The CEO reported that the employees would be TUPE'd across to the

new company and that the pension provision would be looked at under the terms and conditions.

Proposer: Councillor Smith
Seconder: Councillor Candon

That Council:-

1. approve the Delegations Matrix (Appendix 1) which allocates decisions between the Board of Directors and the Council in its role as sole member of GYS Ltd,
2. approve a sum of £100,000 required as cashflow for the company to fund preliminary items that need to be in place prior to 1 April 2023,
3. appoint Kate Blakemore, the Council's Strategic Director, as Chair of the Board of Directors of GYS Ltd; and
4. delegate the Council's role as sole member of GYS Ltd to Policy & Resources Committee, and adjust the Terms of Reference of that Committee to include the wording set out in paragraph 3 of this report.

CARRIED

16 COUNTY DEAL

The Leader reported that the new DLUHC Secretary of State, Simon Clarke, had confirmed that the current policy of County Deals was to progress. County remained as one of the front runners to conclude a deal.

Discussions had been ongoing around the text of the deal. Deals already published, especially the North Yorks & York, give an indication of the nature of the text. It is very much a policy document reflecting policy discussion rather than a deal in the sense of a formal contract.

It looked as though the draft text would be with the Secretary of State for consideration soon, which would then lead to wider approvals within Whitehall, known as the write-around. When that process was concluded, we would have the text of a deal. This would confirm the scope of, for example, the long-term investment fund and other investment in Norfolk that would flow from the deal.

Assuming that all goes smoothly, the timing of any announcement of the deal would be in the hands of the Government. After which, it will move on to the implementation planning stage, including formal wider public engagement and consultation, most likely in Spring 2023.

County would have the ultimate final say through a resolution to move towards a directly elected Leader in just over 12 months time.

The Leader had met with Deheena Davidson, Levelling-Up Minister yesterday at the Norfolk District Leaders meeting. We have sent a list of questions to her and have

agreed that Councillor Smith to have sight of the deal text as the District Leaders representative.

Councillor Wainwright asked for an assurance that the Leader would keep all Members updated.

Councillor Myers reported that he appreciated that this deal was a sensitive issue but that as it would affect hundreds of thousands of residents that a public statement should be issued to keep the public informed.

Councillor A Wright reported that £20m was on the table for the whole of Norfolk which did not seem enough and he was worried that County would swallow up all of the budget. The Leader reported that the deal was worked out on the population of Norfolk and the £20m involved a revenue and capital split. The CEO informed Council that the deal was £20m circa per annum for 30 years and borrowing could be made against the revenue funding scheme leading to 3175m of borrowing capacity, however, this was not index-linked.

Councillor B Walker reported that he was concerned that this deal would result in the demise of our Mayor.

17 INVESTMENT ZONES

The Leader reported that the Government envisages that Investment Zones would be one or more specific sites within a MCA or Upper Tier authority area where a variety of tax, regulatory innovations and flexibilities and planning simplifications would apply within those site's boundaries. The intended outcome would be speeded up and development and incentives for investment which would lead to economic growth.

The Secretary of State wrote to leaders of Upper Tier Authorities on 2 October 2022 inviting them to submit a formal EOI by 14 October 2022 which was a tight deadline. The Leader thanked all officers for pulling together the EOI. A press release would be issued tomorrow and Members would also be informed.

Councillor Wainwright reported that he hoped that Members would be informed before the press release was issued and that he was concerned that this bid was being kept a secret from Members.

The CEO assured members that they would be contacted via email tomorrow to share what the Council had submitted in their EOI.

Councillor Candon thanked officers for all their hard work in pulling together the EOI within such a tight timescale and that he welcomed the opportunity to bid for two Investment Zones within the Borough.

Councillor C Walker questioned the transparency of this bid and if officers were aware of the identified sites, why this information had to be kept from Members.

Councillor Williamson reported that he welcomed the potential investment but was concerned regarding the criteria relating to the Investment Zones which could result in the dissimulation of poor planning regulations and affect ecological habitats.

Councillor Wells assured Members that environmental protections would be retained.

18 MOTIONS ON NOTICE

(i) Motion for Full Council on 13 October 2022 from Councillors Jeal, Robinson-Payne, A Wright, Wainwright & Martin.

Councillor Jeal presented the following motion to Council.

That this Council is opposed to holding a fair on St George's Park. We believe the most suitable place to be the Market place or Fullers Hill Car Park, Brewers Plain Car Park and Beach Couch Station Car Park. Which is well established in hosting the fair and has a suitable all weather surface. Given that there was substantial damage caused to the park after last year's fair all three of the Ward councillors are opposed to St George's being the correct location.

Other factors to take into consideration are:-

(1) With the horrendous cost of living and the energy cap rising at the alarming rate it is, families who visit the free play area situated in the park will be confronted with costs that they can ill afford and disappointed children.

(2) The town's main war memorial is situated within the park and it feels extremely disrespectful to hold this fair so close by after all it is not only once a year we remember those who gave their lives for us to enjoy the freedoms we do today.

(3) The inconvenience and disruption caused to residents who live around St George's Park area.

Councillor Jeal informed Council that the 3 ward councillors were opposed to this and there were better places to site the Fair, such as Fullers Hill, Brewery Plain and the Beaconsfield.

The fair would be situated in the Nelson Ward, which was a deprived ward, and would put unfair pressure on hard-up families to afford rides for their children during the present cost-of-living crisis.

Councillor A Wright endorsed Councillor Jeal's sentiments as he was concerned for the residents and for the surface of the park which would need to be rectified and he hoped that the Council would not have to fund this.

Councillor C Walker reported that the British Legion were disappointed as they felt that this would be disrespectful to our fallen as there were 3 war memorials in the park.

Councillor Myers was concerned who would pick up the cost of damage caused to the grassed areas by the rides.

Councillor Wainwright asked that the decision not to be party political and informed Council that if Labour took control in 2023, that they would never allow this to happen again.

Councillor Robinson-Payne reported that she had received complaint after complaint following the fair being held on the park last year. Ward Members were not kill-joys but were not being listened too whilst presenting the concerns of the residents they represented.

Councillor Candon spoke in favour of the fair and the economic benefits which it would bring to the town.

The Leader reported that he would not support this motion and that he would be happy to have a recorded vote on the matter.

Councillor Talbot reported that as a daughter of an ex-serviceman she was disappointed at the lack of respect shown to the war memorials in the park and that she would support the motion.

Councillor Martin reported that she fully supported the motion and that the Out There Festival was spread across the town centre to protect the park. She urged common sense to be used when voting on the motion.

Councillor Waters-Bunn asked if the fair would be accessible to wheelchair users and that the previous costs of rides of £4 per child was not affordable for parents. At the Christmas fair which had been held in the park last year, the area was a mud-slide due to heavy rain and many wheelchair users had become stuck in the mud.

Councillor Smith-Clare asked why a cherished and much used park would be used to site the fair when other more suitable locations were located close by.

Councillor Jeal asked for a recorded vote and summed up the motion and urged all Councillors to support it.

The CEO reported that a GY Member Events Group had been set up which had clearly not worked and she would investigate and improve the process. Councillor Robinson-Payne informed the CEO that the meetings had been cancelled several times and the autumn fair had not been on the agenda for ward members to have an input. Councillor Flaxman-Taylor confirmed that only two meetings had been held and the fair had not been discussed.

Following a recorded vote:-

For:-

Councillors Smith-Clare, Martin, Talbot, Borg, Williamson, Thompson, Myers, Jeal, Robinson-Payne, A wright, Fairhead, B Wright, Cordiner-Achenbach, Waters-Bunn, B Walker, C Walker & Wainwright.

Against:-

Councillors Candon, Plant, Smith, Stenhouse, Annison, G Carpenter, P Carpenter, Bird, Lawn, Price, Freeman, Hanton, D Hammond, P Hammond, Flaxman-Taylor, Wells, Cameron, Bensly, Galer, Grant & Mogford.

MOTION LOST.

(ii) Councillor A Wright proposed that the suspension of standing orders be applied for this item. This was seconded by Councillor Jeal.

Following a vote, this motion was lost.

The Leader informed Council that the motion had been withdrawn.

Proposer: Councillor Smith
Seconder: Councillor Candon

MOTION WITHDRAWN.

19 ANY OTHER BUSINESS

(i) The Leader reported that an additional P & R Committee would be held on 8 November 2022 at 6pm at the request of the S151 Officer.

(ii) The Monitoring Officer reported that the Leader had asked her to update Council on some legal advice received since the June Council meeting in regard to the proposal for certain committees intended to remain in place under the cabinet system. A question was raised at the June Council meeting by Cllr Wainwright in relation to the Leader's original proposal for a Shareholder Committee, which would take over the role of Shareholder of GYS and the Council's other companies, which was currently delegated to P & R Committee.

To clarify the legal advice now received in relation to the Shareholder Committee and Major Projects Committee, these cannot be constituted as politically-balanced, decision-making committees, as their roles are legally classified as Executive Functions i.e. for the Leader & Cabinet. As a matter of Law, Executive Functions cannot be delegated to Council or its Committees. The previous advice did not reflect this.

20 CONFIDENTIAL SERVICE COMMITTEE DECISION LIST

Council received and considered the confidential service committee decision list.

Proposer: Councillor Smith
Seconder: Councillor Candon

That Council note the confidential Service Committee Decision List.

CARRIED.

The meeting ended at: TBC

Service Committee Decision List for the period 21 September 2022 to 8 November 2022

	Details of Decision	Officer Lead
1	<p>Environment Committee – 25 September 2022</p> <p><u>THE PLANTING OF TREES IN THE BOROUGH</u></p> <p>Resolved:</p> <p>That the Committee note the report</p>	Strategic Director (KB)
2	<p>Environment Committee – 25 September 2022</p> <p><u>SCRATBY DAMAGED GABIONS</u></p> <p>Resolved :</p> <p>That the Committee:-</p> <p>(i) Notes the work completed to date on the monitoring, analysis of longer-term changes in beach levels and production of high-level engineering options for the damaged Scratby gabion structure.</p> <p>(ii) Supports the completion of a further formal public safety risk assessment and if identified associated small-scale works, to enhance on-site health and safety provision for the damaged Scratby gabion structure owned by Great Yarmouth Borough Council. These actions to be funded through the use of existing Great Yarmouth Borough Council coastal protection budgets; and</p> <p>(iii) Supports the commission of an initial detailed engineering investigation of the structural stability of the damaged Scratby gabions, to further inform the understanding of the stability and health and safety risks of the damaged structure. Outcomes of the initial detailed engineering investigation to be used to inform the subsequent selection of an engineering option for the damaged Scratby gabion structure and identify further design work as required. These actions to be funded in the first instance through the use of existing Great Yarmouth Borough Council coastal protection budgets, prior to wider funding by Great Yarmouth Borough Council.</p>	Head of Property and Asset Management

3	<p>Environment Committee – 25 September 2022</p> <p><u>ELECTRIC VEHICLE CHARGE POINTS - OPPURTUNITIES FOR ON STREET PROVISION</u></p> <p>RESOLVED :</p> <p>That the Committee note the progression of next steps to work in partnership with Norfolk County Council on this project to expand the EV Charge Point network in the borough of Great Yarmouth.</p>	Head of Customer Services
4	<p>Policy and Resources Committee - 27 September 2022</p> <p><u>ADOPTION OF THE SOUTH DENES LOCAL DEVELOPMENT ORDER</u></p> <p>RESOLVED :</p> <p>That the Policy & Resources Committee adopt the South Denes Local Development Order..</p>	Strategic Planning Manager
5	<p>Policy and Resources Committee - 27 September 2022</p> <p><u>2022-23 QUARTER 1 PERFORMANCE REPORT</u></p> <p>RESOLVED :</p> <p>That the Committee agree:-</p> <p>(i) All measures to be monitored during the next quarter; and</p> <p>(ii) All key projects will continue to be monitored over the next quarter with the aim of maintaining a green status and where possible attaining a green status for those key projects which are currently amber.</p>	Information Governance Lead
6	<p>Policy and Resources Committee - 27 September 2022</p> <p><u>COMPLAINTS AND COMPLIMENTS POLICY</u></p> <p>RESOLVED :</p> <p>That the Committee review and approve the policy.</p>	Information Governance Lead

7	<p>Policy and Resources Committee – 27 September 2022</p> <p><u>LEVELLING UP - PARKS AND OPEN SPACES</u></p> <p>RESOLVED :</p> <p>That the Committee:</p> <p>(i) Note the content of the report,</p> <p>(ii) Agree to allocating £75,000 from the Council’s section 106 monies from the Pointers East development (06/15/0309/F) to be spent on this Diana Way Park, Caister, as part of this project; and</p> <p>(iii) Subject to the agreement of 2 above, approve the inclusion of £160,000 in the Council’s capital programme to be funded from the Parks and Green Spaces Levelling Up Fund (£85,000) and allocated section 106 monies (£75,000).</p>	Strategic Director
8	<p>Policy and Resources Committee – 27 September 2022</p> <p><u>REFURBISHMENT OF GORLESTON CLIFFTOP TENNIS COURTS</u></p> <p>RESOLVED :</p> <p>That Committee:</p> <p>1) Agree to working with the Lawn Tennis Association to secure an investment valued at £116,050 and for works to take place on Gorleston Cliffs to fully refurbish the six courts, subject to this investment being formally agreed.</p> <p>2) Add to the Council’s capital programme an allocation of £116,050, to be funded by external funding.</p> <p>3) Procure an Operator to manage the refurbished courts, to include making the courts available for public usage alongside seeking to increase participation on the courts through offering coaching sessions and the like, ensuring the key criteria for the funding (set by the LTA) is adhered to.</p>	Strategic Director

9	<p>Policy and Resources Committee – 27 September 2022</p> <p><u>2021/22 TREASURY MANAGEMENT OUTTURN REPORT</u></p> <p>RESOLVED:</p> <p>That the Committee recommend to Full Council to approve the Treasury Management outturn report and indicators for 2021/22.</p>	Finance Director
10	<p>Policy and Resources Committee – 27 September 2022</p> <p><u>2022/23 PERIOD 4 BUDGET MONITORING REPORT</u></p> <p>RESOLVED:</p> <p>(i) That the Committee note the contents of the report and revised forecast for the General Fund for 2022/23; and</p> <p>(ii) Recommend to Full Council to approve the updated capital Programme as outlined in the report at paragraphs 4.4 to 4.6 in relation to the Market and Operations and Maintenance project contributions.</p>	Finance Director
11	<p>Policy and Resources Committee – 27 September 2022</p> <p><u>TOWN DEAL INTERVENTION 8 - WAYFINDING SUSTAINABLE CONNECTIVITY</u></p> <p>RESOLVED :</p> <p>That Committee :-</p> <p>That the Committee recommend to Full Council the release of £594,953 Town Deal funding subject to compliance with funding conditions and the parameters set out in this report.</p>	Heritage, Culture and Design Manager

12	<p>Economic Development Committee – 29 September 2022</p> <p><u>ECONOMIC GROWTH STRATEGY AND ACTION PLAN UPDATE REPORT</u></p> <p>RESOLVED:-</p> <p>That the Committee:-</p> <p>(i) Reviewed and commented upon the appended Economic Growth Strategy Delivery Plan update and Recovery Progress Report; and</p> <p>(ii) Agreed to cease reporting against New Anglia LEP’s Covid-19 Economic Recovery Restart Plan and Great Yarmouth’s Pathway to Recovery normalisation and recovery plan, with relevant items integrated into the main Economic Growth Strategy Delivery Plan in future (please refer to Paragraphs 1.6-1.7).</p>	Economic Growth Manager
13	<p>Housing and Neighbourhoods Committee – 3 October 2022</p> <p><u>PLAYGROUND & OPEN SPACE AUDIT</u></p> <p>RESOLVED :</p> <p>(1) Notes the work undertaken to date in the analysis of sites and identification of high priority sites</p> <p>(2) Approves the continued investigations for redesign and refurbishment of the attached Appendix 1 and Appendix 2 list of sites</p> <p>(3) Continue to address the priority list of end of life equipment 1-5 years.</p> <p>(4) Review current revenue budget allocation for play and open space to include GYNorse allocation through Public Works funding to ensure best utilisation of budget.</p> <p>(5) Capital budget allocation for future years subject to funding being available to be considered through individual business case development on a site by site basis.</p>	Head of Property and Asset Management

14	<p>Housing and Neighbourhoods Committee – 3 October 2022</p> <p><u>HOUSING REVENUE ACCOUNT BUDGET MONITORING REPORT PERIOD 4 2022-2023</u></p> <p>RESOLVED :</p> <p>That the Committee :- Consider and note the 2022/23 Housing revenue and capital budget monitoring position as at the end of period 4.</p>	Finance Director
15	<p>Housing and Neighbourhoods Committee – 3 October 2022</p> <p><u>EMPTY HOMES UPDATE</u></p> <p><u>RESOLVED:</u></p> <p>(1) That the Housing & Neighbourhoods Committee note the contents of the report and the next steps.</p>	Enabling and Empty Homes Officer
16	<p>Housing and Neighbourhoods Committee – 3 October 2022</p> <p><u>PHYSICAL ACTIVITY DEVELOPMENT UPDATE</u></p> <p>RESOLVED :</p> <p>That Committee :-</p> <p>(1) Note the contents of the report</p> <p>(2) Note the impact report and outcomes 2021/2022</p> <p>(3) Agree to the Active GY Framework Action Plan.</p>	Strategic Director

17	<p>Housing and Neighbourhoods Committee – 3 October 2022</p> <p><u>ROUGH SLEEPING FUNDING AND SERVICE UPDATE</u></p> <p>RESOLVED:</p> <p>That Committee note the update on the work of the Rough Sleeping Team and the external funding secured and bring bid for.</p>	Housing Director
18	<p>Policy and Resources Committee – 8 November 2022</p> <p><u>FINAL DRAFT OPEN SPACE SPD</u></p> <p>RESOLVED:</p> <p>That Committee endorsed the Final Draft Open Space SPD for consultation.</p>	Principal Strategic Planner
19	<p>Policy and Resources Committee – 8 November 2022</p> <p><u>COUNCIL TAX SUPPORT SCHEME 2023/24</u></p> <p>RESOLVED:</p> <p>That Committee endorse the recommendation to continue with the existing scheme for 2023/24 which is subject to Council approval - a maximum award of 91.5% of the Council Tax Liability for Working Age.</p>	Head of Customer Services
20	<p>Policy and Resources Committee – 8 November 2022</p> <p><u>COUNCIL TAX BASE 2023/24</u></p> <p>RESOLVED :</p> <p>That Committee endorse the calculation of the 2023/24 tax base totalling 29,851 and the estimated tax bases for the Borough and for each parish, as shown in Appendix A of the Revenues and Benefits Manager's report.</p>	Head of Customer Services

21	<p>Policy and Resources Committee – 8 November 2022</p> <p><u>COUNCIL TAX DISCOUNTS 2023/24</u></p> <p><u>RESOLVED :</u></p> <p>That Committee endorse the following :-</p> <p>(1) The council tax discounts as shown in Section 3.1 which will apply for 2023/24</p> <p>(2) The Committee the Levelling Up and Regeneration Bill receiving Royal Assent to approve the changes with effect from 1 April 2024 that; i) The Empty Property premium of 100% for properties that have been empty for one year or more commences from 1 April 2024 ii) That the Second Homes Premium of 100% for Class B properties (that we currently charge 100% council tax) commences from 1 April 2024.</p> <p>(3) The 100% discount for empty properties that are empty for one day and up to one month is removed and so that 0% discount is applied with effect from 1 April 2023.</p>	Head of Customer Services
22	<p>Policy and Resources Committee – 8 November 2022</p> <p><u>REVENUES WRITE OFF REPORT</u></p> <p><u>RESOLVED :</u></p> <p>That Committee approve and authorise individual write offs as detailed within the Schedule 1 (Business Rates) and Schedule 2 (Sundry Debt) of the write off report</p>	Head of Customer Services
23	<p>Policy and Resources Committee – 8 November 2022</p> <p><u>QUARTER 2 PERFORMANCE REPORT</u></p> <p><u>RESOLVED:</u></p> <p>That Committee agree:</p> <p>(1) That all measures to be monitored during the next quarter.</p> <p>(2) That all key projects will continue to be monitored over the next quarter with the aim of maintaining a green status and where possible attaining a green status for those key projects which are currently amber.</p>	Information Governance Lead

24	<p>Policy and Resources Committee – 8 November 2022</p> <p><u>2022-23 PERIOD 6 BUDGET MONITORING REPORT</u></p> <p><u>RESOLVED:</u></p> <p>That Committee note the content of the report and the revised forecast for the General Fund for 2022/23.</p>	Finance Director
25	<p>Policy and Resources Committee – 8 November 2022</p> <p><u>MEDIUM TERM FINANCIAL STRATEGY 2023-24 TO 2025-26</u></p> <p><u>RESOLVED:</u></p> <p>That Committee recommend to Council :-</p> <ol style="list-style-type: none"> 1) The updated Medium Term Financial Strategy (MTFS) and the key themes of the business strategy as outlined at Section 8; 2) The revised reserves statement as included at Appendix A to the MTFS; 3) Continue with the business rates pool for 2023/24 subject to the finalisation of the forecasts for 2023/24 and the outcome local government finance settlement, to delegate authority to the Section 151 Officer in consultation with the Leader to approve. 	Finance Director

26	<p>Policy and Resources Committee – 8 November 2022</p> <p><u>GREEN FLEET STRATEGY (2022-2032)</u></p> <p><u>RESOLVED</u></p> <p>That Policy & Resources Committee:</p> <ol style="list-style-type: none"> 1. Agrees the Green Fleet Strategy as set out in this report including the conversion of the whole fleet from diesel to sustainably sourced fuels including Hydrotreated Vegetable Oil (HVO) and electric where possible to achieve immediate carbon savings. 2. Supports the replacement of: (i) Six Refuse Collection Vehicles (RCV) with the latest Euro 6 vehicles to run on HVO in 2022/23 to deliver frontline operational services via the new GYS Limited company. (ii) Six Refuse Collection Vehicles (RCV) with the latest Euro 6 vehicles to run on HVO in 2023/24 (iii) One Refuse Collection Vehicle (RCV) with electric Refuse Collection Vehicles (eRCV) in 2023/24. (iv) One panel van with an electric equivalent in 2023/24. 3. Agrees that up to £20,000 per vehicle can be made available to retrofit emerging fuel technology including hydrogen within the fleet of Euro 6 RCVs to reduce fuel and associated carbon emissions further. Subject to the success of the initial trial, there would be an outlay of £20,000 for one vehicle retrofit funded from the invest-to-save reserve. 4. Agrees to release £50,000 from invest-to-save for a feasibility study to assess the current depot’s ability to deliver the future needs of the service. 5. Agrees to investigate options for members and the workforce which encourage greater active travel including use of public transport, lift-sharing and salary sacrifice schemes which enable greater uptake of electric vehicles. 6. (a) Agrees to the release of the previously agreed capital budget allocation of £1.13million in 2022/23; (b) Recommends to Council the addition of an extra £106,000 (due to a cost increase since the budget was agreed last year) in 2022/23 and the allocation of a further capital spend of £1.7 million in 2023/24 for vehicle acquisitions. 7. Recommends to Council to agree to lease all operational vehicles to the new company Great Yarmouth Services (GYS) Limited and delegates authority to the Deputy Section 151 Officer to agree the lease terms. 	Director of Operational Services
----	---	----------------------------------



URN: 22-172

Subject: Designation of Belton with Browston, Burgh Castle and Fritton with St Olaves Neighbourhood Area

Report to: Full Council – 15 December 2022

Report by: Nick Fountain, Principal Strategic Planner

SUBJECT MATTER

Designation of Belton with Browston, Burgh Castle and Fritton with St Olaves Neighbourhood Area

RECOMMENDATION

That Council

Approves the designation of Belton with Browston, Burgh Castle and Fritton with St Olaves Neighbourhood Area.

1. Neighbourhood Area Designation

- 1.1. The designation of the Neighbourhood Area establishes the formal start of the Neighbourhood Plan making process. The neighbourhood area is simply the area over which a neighbourhood plan will apply. Under 'The Neighbourhood Planning (General) Regulations 2012' (as amended), neighbourhood areas can be automatically adopted where they are single full parish areas. However, where the area relates to a wider area, consultation and a decision by the local authority is required.
- 1.2. This proposed Neighbourhood Area is for a joint Neighbourhood Plan, comprising the combined three full parish areas of Belton with Browston, Burgh Castle and Fritton with St Olaves. The application was made by Belton with Browston Parish Council as the leading body. It is clear from the minutes of each the respective parish council meetings in September that the three parish councils have decided to prepare a joint neighbourhood plan.
- 1.3. A six week public consultation has been carried out in accordance with those Regulations, closing on 18 November 2022. Two representations were received as follows:
 - Bradwell Parish Council: No Comments
 - Burgh Castle Parish Council: Support designation of a joint neighbourhood plan, felt the plan will be a great benefit to the community as a whole.
- 1.4. The Borough Council (along with the Broads Authority, as part of the area falls within that local planning authority area), has 20 weeks from the date of which the application was published to determine the area application.

1.5. The areas covered by the proposed Neighbourhood Area are similar in character and have good linkages between them. Given there were no objections received at consultation, it is considered that the proposed Neighbourhood Area is appropriate.

1.6. The Council’s Local Plan Working Party has endorsed the designation.

2. Conclusion

2.1. The recommendation is that Council designates Belton with Browston, Burgh Castle and Fritton with St Olaves Neighborhood Area.

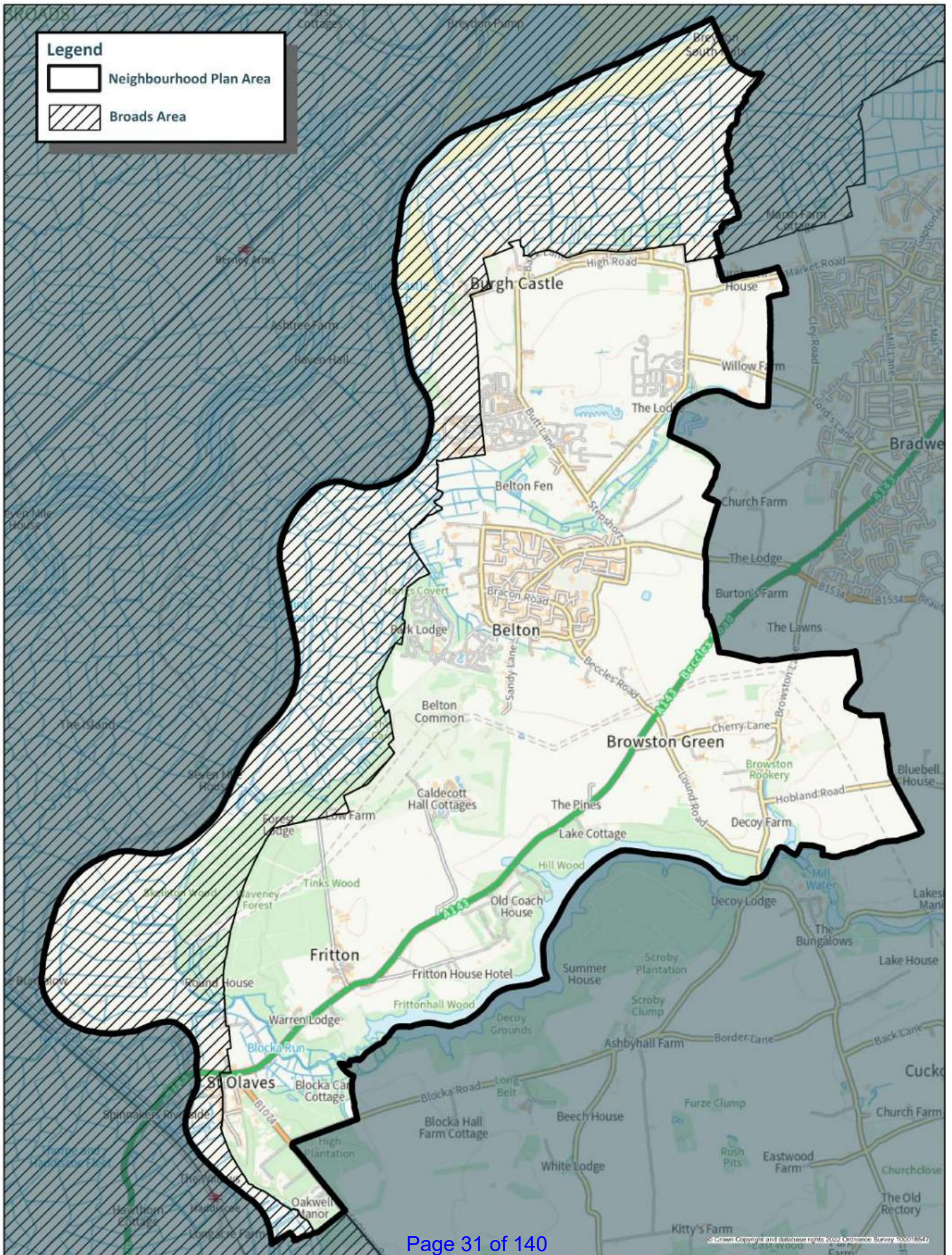
3. Appendix

Appendix 1: Neighbourhood Plan Area

Areas of consideration: e.g. does this report raise any of the following issues and if so how have these been considered/mitigated against?

Area for consideration	Comment
Monitoring Officer Consultation:	Via ELT
Section 151 Officer Consultation:	Via ELT
Existing Council Policies:	Local Plan Part 1: Core Strategy, Local Plan Part 2
Financial Implications (including VAT and tax):	The Council does not receive any more grant funding for area applications but can receive funding once the Neighbourhood Plan has a date set for a referendum to take place. Support and guidance will also need to be resourced by officers.
Legal Implications (including human rights):	n/a
Risk Implications:	n/a
Equality Issues/EQIA assessment:	n/a
Crime & Disorder:	n/a
Every Child Matters:	n/a

Belton with Browston, Burgh Castle and Fritton with St Olaves Proposed Neighbourhood Plan Area





URN: 22-257

Subject: Green Fleet Strategy (2022 to 2032)

Report to: Policy & Resources Committee – 8 November 2022
Council – 15 December 2022

Report by: Chris Silverwood, Director of Operational Services, James Wilson, Head of Environment and Sustainability, Paula Boyce, Strategic Director

SUBJECT MATTER

This report provides members with a proposed Green Fleet Strategy which spans the Borough Council's service vehicles and those of the new wholly owned company Great Yarmouth Services (GYS) Limited. In doing so the report sets out how the Council will invest in its operational fleet driven by available and emerging low carbon technologies. The report goes on to ask members to support an investment and replacement Programme to create a new green fleet with a significant reduction in carbon emissions by way of available procurement frameworks. The early adoption of a more sustainable fleet will ensure the Council moves towards in line with its net zero target by 2035.

RECOMMENDATIONS

That Council:

1. **Agrees to** the addition of an extra £106,000 (due to a cost increase since the budget was agreed last year) in 2022/23 and the allocation of a further capital spend of £1.7 million in 2023/24 for vehicle acquisitions.
2. **Agree to** lease all operational vehicles to the new company Great Yarmouth Services (GYS) Limited and delegates authority to the Deputy Section 151 Officer to agree the lease terms.

1. INTRODUCTION

- 1.1 The Council's adopted Sustainability Strategy (July 2022) sets out the ambition for the organisation to be a Net Zero local authority by 2035. To move the Council towards this goal, work was undertaken by the Carbon Trust to assess the organisation's current Carbon Footprint. This work identified the main sources of CO2 emissions; one of which is the Council's fleet of vehicles. This includes services vehicles and those utilised by frontline operational services (waste/recycling collection & cleansing fleet). Together, given its reliance on fossil fuels, the Council's fleet is responsible for one third of the Borough Council's carbon emissions (based on 2019/20 data).
- 1.2 Work has been undertaken to prepare a Green Fleet Strategy informed by a technical study of operational vehicles undertaken by SLR Consulting in July 2022. The Council is also part of the Norfolk Climate Change Partnership and has benefitted from access to its study into alternative fuels in particular the use of hydrogen for Refuse Collection Vehicles (RCVs).
- 1.3 On the 9 December 2021 the Borough Council made a decision not to continue with the GYBS Ltd Joint Venture Company, choosing to bring the partnership agreement to its natural end of with Norse on 31 March 2023. At that point, the Council has agreed it will be changing its delivery model for operational services through the creation of a Great Yarmouth Borough Council wholly owned Local Authority Trading Company (LATCo) to undertake existing operational services from 1 April 2023 called Great Yarmouth Services (GYS) Limited. In order to achieve this, the new LATCo requires a fit for purpose operational fleet which is less reliant fossil fuels and supports the Council's ambition of net zero by 2035. As part of the preparatory work to transfer the waste collection, street cleansing and grounds maintenance to the LATCo GYS Limited, it is clear that investment is needed in this operational fleet.
- 1.4. The intention, as set out in this report, is for the Borough Council to procure a new operational fleet which will be transferred to the new company GYS Limited from the 1 April 2023 via a lease arrangement. Leasing vehicles from a parent company or group is a similar business model used by Norse for its Joint Venture companies and is widely used in the waste and cleansing sector. Other service vehicles will be replaced for Ultra Low Emission Vehicles (ULEV) on an as and when basis supported by Business Cases.
- 1.5. With alternative fuel options available for RCVs, the Green Fleet Strategy provides demonstrable examples of each of these alternative fuel options and their financial feasibility for use now and in the future.
- 1.6. The Strategy is presented to members to provide a framework to decarbonise the whole of the Borough Council's fleet and encourage sustainable modes of transport for its workforce and members including active travel planning.

2. GREEN FLEET STRATEGY

- 2.1 The Green Fleet Strategy provides practical advice and guidance to council services, members, staff and suppliers, that make use of vehicles to deliver public services in the borough. It sets out how the Council will implement sustainable fleet management practices and encourage active travel amongst drivers.

2.2 The aims of the Strategy are to:

1. Provide a Council fleet that underpins the delivery of high quality, cost effective and efficient services with minimum environmental impact.
2. Minimise the carbon produced across the whole life cycle of vehicles in the Council's fleet from production to emissions.
3. Adopt cleaner fuels and technologies by embedding green criteria in the fleet procurement process to reduce greenhouse gas emissions and convert to Ultra Low Emission Vehicles (ULEV) where possible as an alternative to diesel or petrol.
4. Achieve the highest possible vehicle maintenance and driving standards across the fleet, ensuring regulatory compliance for staff and customers.
5. Work with contractors, suppliers and partner organisations to encourage and promote low carbon infrastructure as a catalyst to provide clean energy solutions and new fleet technologies.
6. Promote and encourage active travel to reduce the environmental impact of work-related journeys and improve people's health and well-being.

2.3 Achieving decarbonisation of the Council's fleet requires a significant investment funded through efficiencies derived from the reduction in use of fossil fuels, and by driving down costs in fleet maintenance.

2.4 In making its decisions to switch to ULEVs, the Council will on each occasion carry out an appraisal looking at the environmental, technical, social and financial impact and benefits using the Council's standard Business Case modelling and make of its decision based on value for money and carbon impact.

2.5 The commitment and investment in line with a Green Fleet Strategy demonstrates that Great Yarmouth Borough Council is leading by example and aims to inspire others to also take action.

3. FLEET ASSESSMENT & ACQUISITION OF ULTRA LOW EMISSION VEHICLES

3.1. With the Borough Council adopting a Sustainability Strategy in July 2022, it is clear that like for like replacement would not meet the Council's low carbon requirements. A carbon assessment undertaken by the Carbon Trust for the Council in 2021 showed the current fleet of 122 vehicles operated by the Joint Venture Company GYBS Limited to be the largest Scope 3 emitters of Carbon Dioxide (CO₂). Together with the Council's other service vehicles the fleet accounts for one third of overall emissions.

3.2. Across other council services there are 9 small vans and cars in use. As and when these vehicles come-up for replacement, a Business Case will be developed to support a capital application or revenue funded lease. Whilst these vehicles are petrol and diesel currently, in line with the proposed Green Fleet Strategy, options to replace each vehicle with an Ultra Low Emission Vehicle (ULEV), likely to be electric, will be explored.

- 3.3. Whilst the market for alternative fuels is still fairly limited, there are now practical options the Council can take to decarbonise its most heavily reliant fossil fuel vehicles.
- 3.4. A review of the existing GYBS Limited fleet has been undertaken with the primary focus being on the fifteen RCVs used to deliver the household waste & recycling collection function. Six of these diesel vehicles are over 9 years old and in need of immediate replacement in 2022/23. A subsequent seven RCVs are also due for replacement in 2023/24 financial year. The remainder of RCVs need replacing in 2025/26.
- 3.5. Options for replacement ULEV RCVs have been explored by SLR Consulting and this report recommends the Council moves to the most up-to-date engine (Euro 6) available at the time of procurement and switches to fuel these RCVs with Hydrotreated Vegetable Oil (HVO) rather than diesel. It has been confirmed that the existing depot infrastructure, in particular the diesel storage tanks, would require no modification to store HVO. Indeed, it is also possible to mix HVO with diesel.
- 3.6. In addition, the Council is also looking to procure one electric RCV for an urban collection round. In September 2022 GYBS Ltd successfully trialled the Dennis Eagle eCollect fully electric RCV for three full days on the three different waste streams (recycling, mixed waste and garden waste). Each day the e-RCV returned having completed the whole of its route with the vehicle collecting up to 11 tonnes throughout the trial days and having between 30% and 50% range remaining in the fuel cell. Additionally, feedback from the crews has been positive given it is a much quieter vehicle and provided a good working environment.
- 3.7. Decarbonisation of whole of the Council's fleet will be driven by the development of Business Cases which take in account the whole life running costs of each vehicle or family of vehicles in order to make sound financial investments which deliver carbon and financial revenue savings in the medium to long term. It is anticipated that savings will be derived from the reduction in use of fossil fuels and by driving down costs in fleet maintenance.
- 3.8. An 8-year and in some instances, 10-year Vehicle Replacement Programme will be developed for each service area in order to plot the course towards a completely carbon neutral fleet. These replacement programmes will be iterative responding to changing service needs, emerging technologies and future funding parameters.
- 3.9. In doing so the Council will weigh-up the purchase costs and potential vehicle lifetime costs against carbon reduction benefits for each purchase. As new technologies mature, the costs will reduce, new suppliers will come into the market and reliability will improve.
- 3.10. Whilst across the UK there is general lack of hydrogen refuelling infrastructure presently, there are local green shoots which this Council could help nurture. Of most relevance to Great Yarmouth is a project called 'Hydrogen East' which is underway in Norfolk commissioned by the Norfolk Climate Change Partnership (NCCP). The project looks to identify and assess options for the development of hydrogen infrastructure opportunities in the East of England, including production and fuelling infrastructure in Norfolk.
- 3.10 Working as part of the NCCP and cooperating with the Hydrogen East project, officers have been able to understand more about the requirements of hydrogen fuelling infrastructure; especially when taking into account other industry sector applications for hydrogen as a sustainable fuel source. Consequently, there may be opportunities for the Council to undertake a feasibility study into the running of a hydrogen fuelled RCV fleet working with key partners in this field to support the decarbonisation of transport and industry in the local area.

However, with no clear timescale for the introduction of local availability of hydrogen fuel, SLR has recommended that the Council should not plan on a full transition to hydrogen fuelled vehicles in either the short or medium term.

- 3.11 Officers have however determined a cost (£20,000) to trial a retrofit hydrogen solution which is at the prototype stage after a second trial was undertaken using an RCV in October 2022. This trial was carried out in partnership with a local engineering company which develops cleaner diesel, hybrid, electric and hydrogen powered products. The trial consisted of installing a hydrogen introduction system onto a RCV which injects a small amount of hydrogen into the engine's air intake producing a cleaner burn with the intention of reducing fuel consumption by up to 14%, carbon monoxide by 25%, carbon dioxide by 8% with an overall reduction in other emissions by some 80%. Once fully evaluated, it is proposed that a unit of this nature is retrofitted to a RCV to trial results over a longer time period with a view to a future investment decision in relation to hydrogen.

4. DEPOT & INFRASTRUCTURE

- 4.1. The technical study by SLR Consulting conducted in July 2022 looked at the existing depot on Churchill Road in Great Yarmouth which is an old Victorian site with limited scope for additional services or vehicles without significant investment to facilitate reconfiguration of some parts of the site. As well as vehicle parking provision, the site has a vehicle maintenance workshop which is comprised of three RCV bays and two bays for grounds maintenance and landscaping vehicles.
- 4.2. The depot is in a residential area with a new housing development having been created on adjacent land. The depot is also known to have poor drainage which has led to incidents of flooding. In the longer term, the Council will therefore need to consider whether the existing depot is sustainable and can meet the needs of a new fleet.
- 4.3 From a survey previously carried out at the Churchill Road depot which assessed the possibility of installing four electric charging points for panel vans & tippers, the cost of installation was estimated in the region of £6,500. This cost has been included in the eRCV investment figures. A follow up assessment will now be undertaken to establish if charging points can also be installed for eRCVs including a "nature of supply" application to UK Power Networks to determine if additional electricity can be supplied without further substation investment. Clearly to support eRCVs to recharge at the existing depot, wider power network infrastructure will need to be confirmed first. Acquisition of eRCVs will be conditional on being able to connect to the existing UK Power Networks supply infrastructure.
- 4.4 Members are asked to make available £50,000 to undertake a full feasibility study on the depot and possible alternative sites as part of this report's recommendations.

5. OPTIONS

- 5.1. A tried and tested solution for applying ULEVs to refuse and recycling collections services is yet to be proven fully in the UK. However, looking at the best examples operating in the UK presently, it is clear that the vehicle manufacturing sector is now responding to demand for lower carbon, cleaner technology vehicles at pace but with a higher capital cost than the typical diesel powered RCV. Members therefore have decisions to make in considering this report in relation to short, medium, and long-term plans for a new ULEV fleet:

- 5.2. **Option 1: Do nothing** – The ageing fleet is currently costing over £20,000 per vehicle per year to maintain with some of the vehicles being nearly double the age of expected life of an RCV. There is therefore a real possibility of complete vehicle failure which could have significant impact on the ability to deliver waste collection services. Therefore, doing nothing this is not an option.
- 5.3. **Option 2: Replace all RCVs with new Euro 6 engines & use of HVO** – This would provide a reliable and more fuel-efficient diesel fleet which would thereby give the industry time to develop and deliver sustainable and affordable ULEV vehicles. However, remaining with diesel alone will not meet the Council’s sustainable objectives in relation to reducing its carbon footprint and achieving net zero by 2035.
- 5.4. The cost of replacing the vehicles with a modern like for like Euro 6 engines is in the region of £206,000 per vehicle. This is the cheapest and most reliable option available to the Council for wholesale fleet replacement.
- 5.5. Fuelling these vehicles with diesel in the short term would provide only a small marginal reduction in carbon dioxide emissions based on a more efficient and modern engine. However as the largest Scope 3 emitter within the Council’s carbon footprint, it can be argued that there is an expectation to deliver significant carbon savings across the fleet which would mean moving as soon as possible away from diesel.
- 5.6. Euro 6 engines can instead be fuelled entirely with HVO which would reduce the carbon dioxide emissions by over 80%. This does however come with an increase in fuel costs in the region of 18% which amounts to an annual increase of £47,000 per year based on current mileage. The big advantage with purchasing Euro 6 engines and fuelling them with HVO in the short term however is that there would be no other infrastructure changes or costs required. Existing fuel tanks could be reused for HVO.
- 5.7. **Option 3: Replace all RCVs with eRCVs** – This would provide a near virtual zero emission eRCV fleet, proving a cleaner quieter working environment for the operatives and residents of the Borough. It would also make a significant contribution to the Council’s aims of being net zero by 2035. There are however significant cost implications of this option with the eRCVs costing in the region of £450,000 and hydrogen RCVs ranging from £365,000 to £800,000 plus the infrastructure required for repairs, maintenance and charging and staff training.
- 5.8. Should eRCVs be the preferred option, there is a lack of knowledge around the nature and size of electric supply to the Churchill Road depot and there are significant risks that charging infrastructure might not be feasible or would come at a significant cost. Although the depot would be able to fit infrastructure on its current site for all RCVs this would be very tight and would not leave any flexibility for future growth in the fleet in relation to food waste collection or other commercial waste collection aspirations.
- 5.9. Hydrogen technology is slightly further behind electric technology in terms of its development in this sector. In addition to this either a hydrogen production facility and/or fuelling station or storage of hydrogen tanks would be required to ensure certainty of fuel supply with the depot’s limited footprint not providing the size and space necessary in its current location.
- 5.10. **Option 4: Mixed fleet using ULEV where possible** – The use of a mixed fleet with mostly Euro 6 engines with a small number of ULEV e.g. eRCVs is the most widely adopted combination in use presently by UK local authorities. This would deliver the reliability of a traditional diesel

fleet with the benefit of ULEV in terms of carbon reduction and reduces initial outlay costs. Several Councils are using HVO in place of diesel in Euro 6 engine RCVs, thereby giving additional carbon savings whilst utilising the ULEV technology in specific areas of their service. The type of ULEV technology being deployed ranges from eRCV, hydrogen and hybrid vehicles.

- 5.11. This option would enable the Council and its new LATCo GYS Limited to continue to utilise the existing depot in the short to medium term, giving reliability and confidence from having at worst a Euro 6 fleet whilst testing the feasibility of the ULEV with the smaller number of vehicles utilising this technology including investment in eRCVs for some collection rounds.
- 5.12. Although this option would require an increase in capital investment to purchase vehicles compared to a like for like diesel replacement programme, this option would allow for a transition to ULEV as the market and technology develops over the lifetime of the new vehicles (8-10 years). It also significantly reduces the carbon footprint of the fleet with the introduction of HVO as a fuel instead of diesel.
- 5.13. Option 4 is the officers' recommendation supported by the findings from the work of SLR Consultancy and has been costed for members consideration in the recommendations of this report.

6. FINANCIAL IMPLICATIONS

- 6.1. It is proposed that all commercial vehicles and plant are purchased outright where possible with funding provided through the management of a Vehicle and Plant Renewal Fund. The fleet would remain the Borough Council's asset and would be leased to GYS Limited, ensuring there is sufficient budget to allow for vehicle replacement at the end of the agreed lifetime of the vehicle. Where outright purchase is not possible the Council would look to purchase through a finance lease arrangement, and then sub lease to GYS Limited covering lease costs in full.
- 6.2. There are several options for the procurement of vehicles. The Council has employed the services of vehicle procurement specialist who has reviewed the different options and has recommended Outright Purchase for RCV's.
- 6.5. Finance Lease has been costed for the 2023/24 over the planned 8-year lifetime of the vehicle as this is an additional cost to the Council as such it has been discounted as an option based on the increased costs and less flexibility over the outright purchased option.
- 6.6. Based on the findings and recommendations of the Green Fleet Strategy this report requests release of funds from the Capital programme of £1.13 million (Price in October 2021) to replace 6 x RCV's, which was agreed in 2022/23 budget. Due to the delay in procurement the revised costs for these 6 x RCV's are now £1.236 million (Price in August 2022), an increase in £106,000.
- 6.7. Also based on the findings and recommendations of the Fleet Strategy this report requests release of capital funding of an additional £1.7 million in the 2023/24 financial year to replace the 7 RCVs (one being electric). Funding for installation of electric charging points to be confirmed with a provisional sum of £6,000 included in the eRCV costing presented in this report.

- 6.8 The annual revenue costs for financing the new capital purchase of the vehicles would be £185,000 per annum for those purchased in 2022/23, and an additional £275,000 for those purchased in 2023/24 based on current prices.
- 6.9 The current budget allows for annual lease costs of £220,000 and £230,000 repairs and maintenance, although with a new fleet of vehicles there would be a lower requirement for repairs due to the age of the vehicles and enable a more efficient operation of the fleet of vehicles. These would then mitigate the annual capital costs of the purchase of the vehicles.
- 6.10 There was never any annual vehicle replace provision made within the GYBS accounts as far as we can tell, so irrespective of the end of the GYBS arrangement date, there was likely to be an additional cost of the Vehicle Replacement Programme.
- 6.11 Funding for feasibility study on options for the relocation of the depot £50,000 future proofing frontline services for technology and Government policy changes.
- 6.12 It should be noted that HVO fuel costs 18% more than diesel. However this additional cost may be offset by the hydrogen injection technology, if proven successful post trial. Members can be updated on the outcomes of this trial technology.
- 6.13 A £3,300 cost of a 5-day accredited training course for the vehicle fitters and a high voltage Safety Board costing of £2,995 which will need to be built into the GYS 2023/24 training budget has also been included.
- 6.14 For the remainder of the HGV fleet there are 2 x RCV's that will need to be replaced 2025/26.
- 6.15 Against these additional costs, there are positive fuel (Diesel & AdBlue) and revenue & maintenance (R&M) related savings which can be made switching to ULEVs. For noting R&M will reduce year on year with ULEVs when compared to diesel engines which after Year 3 vehicles start to get older, their traditional warranties expire, and vehicle parts start to need replacing etc. A summary of costs and savings in Table 1 below.
- 6.16 The annual financial implications assumes that the vehicle purchases are financed from borrowing. Due to the relatively short asset life it would be a more prudent approach to finance these from capital receipts should there be sufficient at the end of the year, this would then reduce the in-year financial implications. However in order to smooth the impact of replacing vehicle in the future, even if the vehicles were financed from capital receipts it would be prudent to allow for a Vehicle Replacement Programme as part of the annual budget.

7 LEGAL IMPLICATIONS

- 7.1 The Council undertakes all procurement in accordance with the Contract Standing Orders (CSOs). These are the rules that incorporate national and European procurement legislation and ensure that all commercial relationships are compliant with the law and follow good practice. The CSOs form part of the Council's Constitution. Great Yarmouth Borough Council is a Waste Collection Authority and has a statutory duty to collect domestic residual and recycling waste under the Environmental Protection Act 1990.

8 RISK IMPLICATIONS

- 8.1 Further delays on the procurement of all RCV's will have a financial impact on repairs & maintenance and potential service failure due to breakdowns also it could impact on the costs of any new vehicles with the delay already costing in the region of £106,000.
- 8.2 In January 2022 there were HVO fuel supply chain issues which delayed some local authorities using HVO on their fleet, we have been given reassurances regarding supply chain from our supplier. However, we can switch back to diesel short term if required with no impact on infrastructure or fleet.
- 8.3 Lead times for the delivery of new vehicles remains at around 12-18months, so even if ordered now the vehicle would not be on the road for up to a year, leaving the service exposed should an existing vehicle be taken off the road for a long period.
- 8.4 UK Power Networks have confirmed they have no supply details for the Churchill Road depot as such we are unable to ascertain whether the current supply would be able to use to install the larger charging units for the RCVs. As such a "nature of supply" application has been made to establish this information. If the supply is not sufficient then there would be significant additional cost associated with the installation of sufficient supply for this charging units and this might impact on the feasibility of the site for the future and for the 1 proposed eRCV.
- 8.5 Due to the age of the depot, changes in technologies for vehicles, new housing developments in the vicinity of the depot it may not be fit for purpose.

9 CONCLUSION

- 9.1 In preparing the proposed Green Fleet Strategy, the Council commissioned SLR consultants to consider options for an Ultra Low Emission Vehicle (ULEV) fleet replacement to ensure the Council makes its decisions based on the best available low carbon technologies and emerging low emission fuels. The Green Fleet Strategy (Appendix 1) spans the whole of the fleet of vehicles needed to deliver the existing frontline operational services being transferred from GYBS Limited to GYS Limited.

Area for consideration	Comment
Monitoring Officer Consultation:	As part of ELT.
Section 151 Officer Consultation:	As part of ELT.
Existing Council Policies:	Great Yarmouth Sustainability Strategy Carbon Reduction Plan
Financial Implications (including VAT & tax):	As detailed above.
Legal Implications (including human rights):	As detailed above.
Risk Implications:	As detailed above.
Equality Issues/EQIA assessment:	N/A
Crime & Disorder:	N/A
Every Child Matters:	N/A

GREEN

FLEET STRATEGY 2022-32



Introduction

Great Yarmouth Borough Council’s Sustainability Strategy (July 2022) set the commitment to be a Net Zero local authority by 2035. Through an independent study carried out by the Carbon Trust, the Borough Council identified that its organisational carbon footprint resulted in 7,843.76 tonne of CO₂e. Whilst the borough of Great Yarmouth as a geographic area currently produces the lowest amount of CO₂ emissions when compared to the other local council areas in Norfolk, we are not complacent in needing to do more.

With a Carbon Reduction Plan agreed (Environment Committee March 2022), work has been undertaken to prepare a Fleet Strategy to decarbonise the Council’s vehicle fleet. Council vehicles and those of GYB Services Limited (the operational collection fleet) are responsible for a third of the Borough Council’s emitted carbon (based on 2019/20 data):

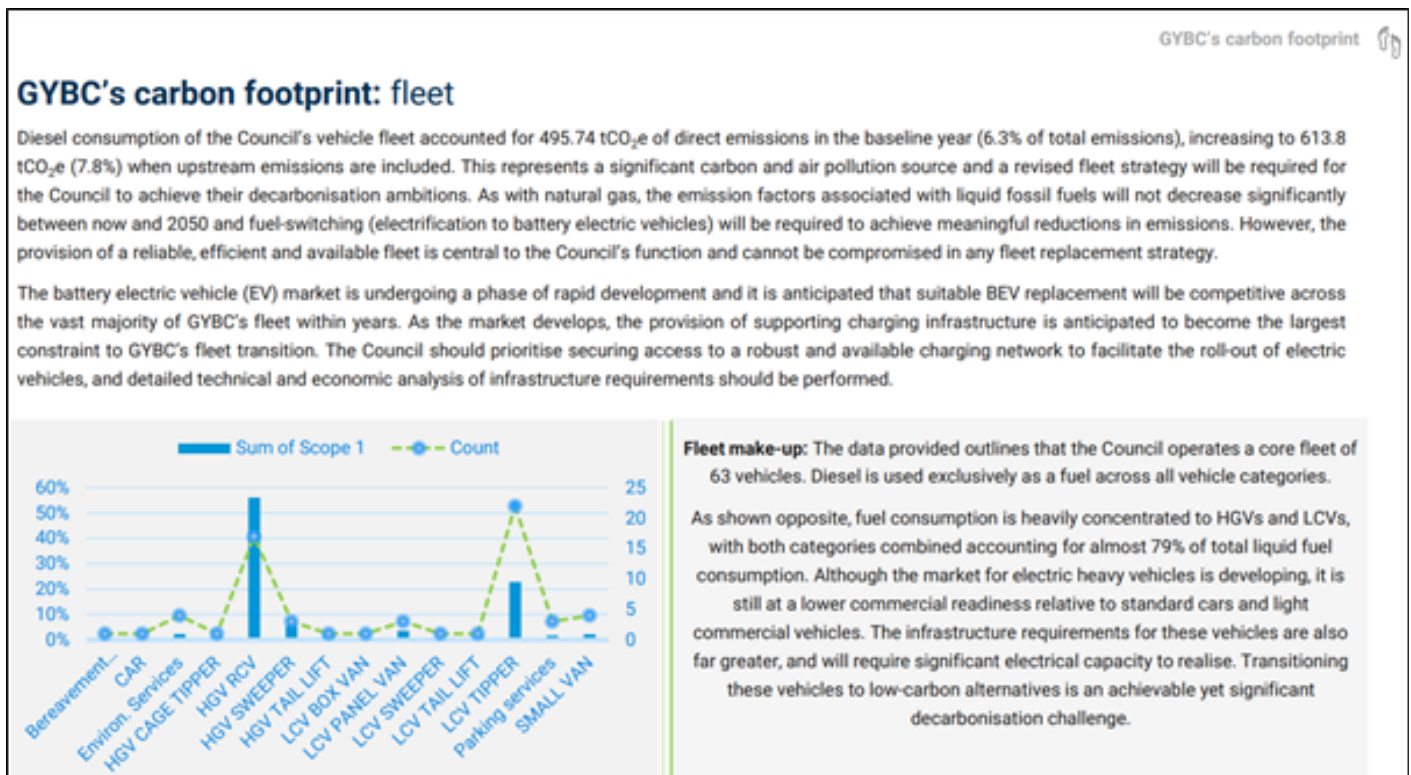


Table 1 - Great Yarmouth Borough Council – Extract from Carbon Footprint Report, The Carbon Trust (2022)

This Green Fleet Strategy provides an overarching Strategy to decarbonise the whole of the Council's fleet informed by bespoke technical support from SLR Consulting and a wider literature review of industry technical reports at the time of writing.

During the life of the Green Fleet Strategy, the Council will review its vehicle usage and as the opportunity arises, replacing vehicles with more fuel-efficient or alternative fuel/power options whilst ensuring household waste & recycling collection routes are optimised. Taking a pragmatic approach to action at a local level will reduce the carbon impact of the Council's vehicle fleet. At the same time as investing in new low carbon technologies, it recognises that its vehicles must be fit for purpose and environmental cost effective in the long term. A key element of the Green Fleet Strategy is to improve staff health and wellbeing by introducing a travel hierarchy to encourage Council staff to be physically active by replacing car journeys with cycling and walking where appropriate. Ultimately the Council would like its workforce, residents, businesses and suppliers together with the huge number of people who work and visit our borough to look at sustainable alternatives to using motor vehicles in their day to day lives and help make Great Yarmouth cleaner and greener.

Achieving decarbonisation of the Council's fleet requires a significant investment funded through efficiencies derived from the reduction in use of fossil fuels, and by driving down costs in fleet maintenance. In making its decisions to switch to ULEVs, the Council will on each occasion carry out an appraisal looking at the environmental, technical, social and financial impact and benefits using the Council's standard Business Case modelling and make of its decision based on value for money and carbon impact.

The commitment and investment in a Green Fleet Strategy demonstrates that Great Yarmouth Borough Council is leading by example and aims to inspire others to also take action.

“We recognise the world is changing and we must meet the challenge of global climate change by playing a positive local role leading by example. Great Yarmouth will be a place where sustainability is at the heart of our work and where people take pride in the clean and attractive environments found here”

(Corporate Plan 2020-2025)”

Aims of the Green Fleet Strategy

The Green Fleet Strategy provides practical advice and guidance to council services, members, staff and suppliers that make use of vehicles to deliver public services. It sets out how the Council will implement

sustainable fleet management practices and encouraging active travel amongst drivers. Great Yarmouth Borough Council aims to:

1. Provide a Council fleet that underpins the delivery of high quality, cost effective and efficient services with minimum environmental impact.
2. Minimise the carbon produced across the whole life cycle of vehicles in the Council's fleet from production to emissions.
3. Adopt cleaner fuels and technologies by embedding green criteria in the fleet procurement process to reduce greenhouse gas emissions and convert to Ultra Low Emission Vehicles (ULEV) where possible as an alternative to diesel or petrol.
4. Achieve the highest possible vehicle maintenance and driving standards across the fleet, ensuring regulatory compliance for staff and customers.
5. Work with contractors, suppliers and partner organisations to encourage and promote low carbon infrastructure as a catalyst to provide clean energy solutions and new fleet technologies.
6. Promote and encourage active travel to reduce the environmental impact of work-related journeys and improve people's health and well-being.

Fleet Inventory

The Council's fleet provides vehicles for specific job functions such as refuse and recycling collections, maintenance operatives, deliveries and for visiting officers. The Council's fleet currently comprises of only nine vehicles which

are cars and vans of various sizes used by environmental rangers, civil enforcement (car parking), bereavement services, property and portering services. Eight these vehicles are fuelled by diesel, one by petrol (Table 2).

Service	Vehicle Type	Fuel	Finance	Year
Bereavement Services	Ford Fiesta 1.25 Finesse	Petrol	Owned	2003
Environmental Health	Ford Transit Connect T230 L90 Panel Van 1753cc	Diesel	Owned	2007
Environmental Health	Ford Ranger Pick Up Double Cab Limited 1 2.2 Tdci 16c	Diesel	Leased	2017
Porter Service	Vauxhall Vivaro Van 1.6 CDTI120	Diesel	Leased	2018
Environmental Health	Commercial Vauxhall Box Van - Combo LI 2000 1.6 CDTi 100ps H1 Sportive	Diesel	Leased	2019
Property Services	Peugeot Expert Standard 1400 2.0 Blue Hdi 120 Asphalt	Diesel	Leased	2020
Car Parking	Citroen Berlingo	Diesel	Leased	2020
Car Parking	Citroen Berlingo 1000 Driver Blue HDI	Diesel	Leased	2021
Car Parking	Vauxhall Combo Van 1499 cc	Diesel	Leased	2021
Operational Services	122 vehicles * (15 narrow body RCVs, 93 smaller vehicles and 24 trailers)	Diesel	Owned	Various

Table 2 - Great Yarmouth Borough Council – Fleet Vehicles by Service

The larger source of CO2 emissions results from frontline operational services e.g. waste & collections, street cleansing, grounds maintenance services, currently delivered by GYBS Limited, and from 1 April 2023, delivered by GYS Limited. The operational fleet for frontline services comprises of 122 vehicles, ranging from HGV's, tippers, tractors, vans and cars

also mowers, hand tools and equipment for grounds maintenance work- all of which are maintained by an in-house vehicle workshop. This includes 15 Refuse Collection Vehicles (RCV) which are subject to Operator Licence Requirements, this current fleet is primarily fuelled with diesel.

* Operational Services (all Diesel)	Vehicle Type	Number of Vehicles
Refuse and Recycling	RCV (18t / 24t / 26t)	15
Refuse and Recycling	RCV (7.5t)	2
Refuse and Recycling / Street cleansing / Grounds maintenance / Depot / Pest Control / Toilet Maintenance	Panel Van	8
Street cleansing	Road Sweeper (2.4t / 3.5t / 4.5t / 15t)	4
Street cleansing / Grounds maintenance	Crew / Single Cab Tipper	25
Street cleansing	Single Cab Luton Van / Tail Lift	3
Street cleansing / Grounds maintenance	1 / 2 Axle Trailer	24
Grounds maintenance	Car	1
Grounds maintenance / Depot	Miscellaneous small vehicles (mowers, tractor, hook loader, digger gaiter, forklift)	40
Total GYBS/GYS Vehicles =		122

Table 3 - Great Yarmouth Borough Council – Operational Fleet

The Council's overall fleet of 131 vehicles are primarily owned (93% are owned) rather than leased through unsupported borrowing. The majority of the fleet is presently and will continue to be procured through framework agreements.

All RCVs in the existing operational fleet are supplied in need of replacement – six RCVs need replacing with immediate effect having exceeded their anticipated service lifespan with the remaining RCVs reaching the end of their service lifespan in 2023/24. Based on the total mileage and age of the RCV fleet, the average annual mileage of an RCV in the operational fleet is approximately 8,000 miles per annum.

Given none of the vehicles in the fleet are subjected to particularly aggressive or harsh ground or driving conditions (e.g. driving on an active landfill site), are maintained regularly, and undertake relatively low annual mileage, for the period of this Green Fleet Strategy, new vehicles (having the benefit of technological engineering advances) will be deemed to have a lifespan of at least 8 years and in some cases, the 10-years in order to even out the capital spend on moving to ULEVs.



Transition to a Greener Fleet

New vehicle technologies are rapidly developing (October 2022) primarily in the form of electric powered vehicles. Hydrogen cell, biomethane, hydrotreated vegetable oil and fully electric fuelled vehicles are now available albeit that hydrogen infrastructure is in its infancy in the UK and hence there are barriers to production and distribution networks required to supply it.

Decarbonising the fleet is predicated on deployment of ULEVs (Ultra Low Emission Vehicles) for frontline operational (waste collection) services which are shown to have the largest CO2 impact together with 'as and when' replacement of ULEV alternatives for the remaining council vehicles.

Ultra Low Emission Vehicles (ULEVs)- are currently defined as having less than 75 grammes of CO2 per kilometre (g/km) from the exhaust. Pure electric vehicles, and other plug-in electric vehicles when driving in the electric mode, produce no emissions of CO2 or other pollutants, are cheaper to run compared to conventional vehicles.

Recognising advances in technology from 2021, the Council expects to define an ULEV as a car or van that emit less than 50g/km CO2. Pure electric vehicles attract a zero first year Vehicle Excise Duty rate (car tax) and for those under £40,000, a zero rate for supplementary years. Electricity used to recharge a plug-in vehicle at home attracts only a 5% level of VAT, much lower than road fuels (20%).

Looking at a recent study report (March 2022) on behalf of the International Solid Waste Association (ISWA) examining the take-up of alternative fuels for RCVs, the author (Frith Resource Management)

identifies the following key points for each fuel type based on the experience of 26 municipalities, fleet operators and vehicle manufacturers (Table 4):

Fuel type	Key benefits	Key challenges
Electric	<ul style="list-style-type: none"> - Zero emissions - Improved driving conditions - Lower operating costs 	<ul style="list-style-type: none"> - High vehicle capital cost - Charging infrastructure - Vehicle supply chain - Battery range - Other environmental impacts (e.g. battery production)
Hydrogen fuel cell	<ul style="list-style-type: none"> - Zero emissions - Increased travel range - Speed of fuelling - Vehicle life 	<ul style="list-style-type: none"> - Hydrogen supply - High vehicle capex - Vehicle supply chain
Hydrogen / diesel hybrid combustion¹	<ul style="list-style-type: none"> - Moderate capex for conversion - Ease of use 	<ul style="list-style-type: none"> - Hydrogen supply - Conversion considerations - Limited carbon reductions
Natural gas	<ul style="list-style-type: none"> - Reduced emissions - Lower fuel cost - Similar performance 	<ul style="list-style-type: none"> - High vehicle capital cost - Fuelling infrastructure
HVO	<ul style="list-style-type: none"> - Ease of use - Lower emissions 	<ul style="list-style-type: none"> - Fuel supply - Fuel cost - Performance efficiency

Table 4 - Research into Sustainable and Alternative Waste Collection Vehicle Usage
Source: ISWA, CIWM, Frith Resource Management (March 2022)

Alternative Fuels- Significant capital expenditure is required to move to ULEVs. For example, ULEV RCVs can be prohibitive when compared to replacing current RCVs with equivalent tried and tested diesel fuelled vehicles. A modern diesel RCV with a Euro 6 engine or newer can however be fuelled with diesel and Hydrotreated Vegetable Oil (HVO) interchangeably. Using HVO provides significant carbon benefits as it is a biofuel. Other tried and tested alternative fuel options for the remainder of the Council's fleet, primarily comprising

small vehicles (e.g., panel vans and tippers) is limited to electric only.

A summary of alternative fuels and market engagement can be found in Appendix 1. In the Great Yarmouth study undertaken by SLR Consulting (July 2022), the net carbon benefit of transitioning to a ULEV operational fleet is shown in Table 5. It compares a 'Business as Usual' scenario against conversion to the use of HVO, electric and hydrogen RCV alternatives.



Item	Unit	Diesel RCV	HVO RCV	Electric RCV	Hydrogen RCV
RCV fuelled by:					
• Diesel	Litres	11,531	-	-	-
• Hydrotreated Vegetable Oil	Litres	-	10,995	-	-
• Electricity	kWh	-	-	36,951	-
• Hydrogen	kg	-	-	-	2,494
Direct carbon emissions (scope 1, direct emissions from fleet exhaust pipes)	kgCO ₂ e	28,971	1,835	-	-
Indirect carbon emissions (scope 2 indirect emissions from fuel production)	kgCO ₂ e	7,033	3,823	7,846	21,931
Total carbon emissions (scope 1 and 2 combined)	kgCO ₂ e	36,003	5,658	7,846	21,931
Net carbon benefit of deployment of ULEV relative to Business as Usual	kgCO₂e	-	-30,345	-28,158	-14,073
Comparison provides for the typical the carbon emissions of a 26 tonne Diesel RCV covering a typical average distance of 8,000 miles per annum.					

Table 5 - Carbon Comparison of Diesel and ULEV RCVs

The HVO RCV comparator provides the greatest carbon reduction, however there is no saving in the operational costs over the life of the RCV given the engine is existing Euro 6 technology. Electric RCVs deliver operational savings due to lower fuel costs, lower servicing requirements, reported lower repair and maintenance costs and tax savings.

Direct carbon emissions (scope 1, direct emissions from fleet exhaust pipes) for the current diesel fleet have been calculated based on GYBS provided vehicle data (a total annual fleet diesel consumption of c. 165,146 litres) and DBEIS/DEFRA GHG Conversion Factors . Therefore, based on the vehicle fuel consumption data provided for current collection rounds (i.e. not taking account of additional food waste and commercial waste collection services) the scope 1 emissions of c. 28,971 kgCO₂e/year per RCV associated with diesel combustion could be avoided if the fleet transitioned to ULEVs.

There are however carbon emissions associated with fuel production in the scenarios considered – these are referred

to as indirect carbon emissions (scope 2, indirect emissions from fuel production). Adding together the scope 1 and 2 emissions gives the total carbon emissions associated with the production and use of fuel used for the RCVs based on a typical annual mileage. The analysis shows that switching to fuelling a diesel RCV with HVO or a ULEV RCV would yield a net carbon benefit of c. 30,345, 28,158 and 14,073 kgCO₂e/year for HVO, electric and hydrogen respectively when compared to a diesel RCV.

The SLR analysis assumes that all electricity purchased for vehicle charging or hydrogen production is purchased from the grid and as such has been produced from a mix of fossil fuels and renewable sources. If this electricity is provided by renewable sources (either from direct generation on site (e.g. photovoltaics), or via a renewable energy purchase agreement), transition to ULEVs would not result in the transfer of carbon emissions from scope 1 to Scope 2 (indirect emissions, including carbon emissions from the generation of electricity from non-renewable sources).

Sustainable Active Travel

The Council will promote to its staff, partners and suppliers consideration of a travel hierarchy to encourage active travel such as walking, cycling, public transport and car sharing where possible and when delivery of public services allows, thereby improving the health and well-being of staff and limiting the impact of regular car journeys.

Staff are encouraged to review travel options available to them, which can increase help increase efficiency, reduce travel time and mileage and minimise emissions. An active travel hierarchy which minimises travel and its impact is summarised below:

- Does there need to be an 'in person' meeting? Will an audio or virtual conference meet the business needs.
- Can a more sustainable mode of travel be used such as walking, cycling or public transport?
- Is there a low emission pool or car club shared vehicle available?
- Can the journey be shared with a colleague?
- Can an e-scooter or electric bike be used instead?

The Council will investigate partnerships with active travel, car sharing organisations and salary sacrifice schemes that favour switching to electric vehicles to provide mutual benefit for staff and the environment, thereby supporting a modal shift in sustainable transport and travel.

Investment Decisions

In order to ensure the highest carbon reduction per £ in the future, all purchasing will be informed by this Green Fleet Strategy.

Decarbonisation of whole of the Council's fleet will be driven by the development of Business Cases which take in account the whole life running costs of each vehicle or family of vehicles in order to make sound financial investments which deliver carbon and financial revenue savings in the medium to long term. It is anticipated that savings will be derived from the reduction in use of fossil fuels and by driving down costs in fleet maintenance.

An 8-year and in some instances, 10-year Vehicle Replacement Programme will be developed for each service area in order to plot the course towards a

completely carbon neutral fleet. These replacement programmes will be iterative responding to changing service needs, emerging technologies and future funding parameters.

In doing so the Council will weigh-up the purchase costs and potential vehicle lifetime costs against carbon reduction benefits for each purchase. As new technologies mature, the costs will reduce, new suppliers will come into the market and reliability will improve.

Table 6 provides a high-level analysis comparing the costs of a traditional diesel RCV against the costs of electric, HVO and hydrogen fuelled alternatives.

Capital	Diesel RCV (£)	HVO fuelled Diesel RCV (£)	Electric RCV (£)	Hydrogen* RCV (£)
Purchase	206,000	206,000	450,000	600,000
Interest (for 8 year loan over life of asset)	40,000	40,000	90,000	120,000
Total cost	246,000	246,000	540,000	720,000
* Hydrogen vehicles range in price from £400k to £800k				
Annual Costs				
Cost of capital (@ 8 year life)	30,750	30,750	67,500	90,000
Annual Fuel	12,000	12,500	6,000	32,000
Annual Servicing, maintenance, repair (SMR) and tax	16,500	16,500	13,000	14,500
	59,250	59,750	86,500	136,500
Annual comparison to cost of Diesel RCV:				
Annual running costs		500	(9,500)	18,000
Overall cost comparison inc. capital costs		500	26,750	50,000

Table 6 - Cost Comparison of Diesel and ULEV RCV

** Fuel Assumptions (July 22)	Unit	Price
Diesel	£ / litre	0.96
Hydrotreated Vegetable Oil (HVO)	£/litre	1.11
Petrol	£ / litre	1.52
Electric	£ / kWh	0.15
Hydrogen	£ / kg	12.50

Table 7 - Summary of Fuel Costs used in Modelling

Implementation

It is critical the Council moves towards low carbon vehicle options as demand is rapidly increasing and production slots are limited. This is particularly relevant in the case of specialist vehicles such as waste and recycling collection vehicles which can take twelve months or more from procurement to delivery.

In order to ensure maximum carbon reduction per pound a Business Case will be produced for each purchase of a new vehicle type/technology together with an assessment of environmental, technical, social and financial benefit/impact.

The Council will continue to monitor and assess advancements in other ULEV technologies, with a view to potentially adopting one of these in the medium to long term. As the ULEV market becomes more established, capital costs are anticipated to reduce, resulting in a greater degree of parity between ULEV and diesel vehicle costs over the entire vehicle life cycle i.e. as new technologies mature, the costs will reduce, new suppliers will come into the market and reliability will improve.

Other challenges relate to the requirement for new clean fuel infrastructure. Great

Yarmouth Borough Council will work with New Anglia LEP, Norfolk County Council and other partner organisations to ensure that the Council's fleet and those of its suppliers are ready to take advantage of new and emerging technologies and infrastructure.

Great Yarmouth Borough Council will deliver its Green Fleet Strategy by:

- Collaborating with national, regional and local partners.
- Providing effective training and development of our workforce.
- Using reliable, informative and real-time information in relation to driving habits through technological solutions.
- Ensuring effective communications across the council including active travel behaviour change.

A Vehicle Replacement Programme will be developed for each service area in order to plot the course towards a completely carbon neutral fleet. These replacement programmes will need to be iterative responding to changing service needs, emerging technologies and future funding parameters. The council will have to weigh up the purchase costs and potential vehicle lifetime costs against carbon reduction benefits for each purchase.

Implementation Continued

The anticipated benefits can be summarised as:

- Environmental – less reliance on carbon-sourced and fossil fuels and improved emission standards.
- Health- increased opportunity for staff well-being through active travel e.g. mileage reductions through car sharing and use of public transport, the replacement of car journeys with walking and cycling respectively.
- Financial- reduced operating and maintenance costs and savings on fuel.

In summary, the Council will replace existing vehicles with modern like-for-like Euro 6 or better engine vehicles (i.e. for those vehicles requiring immediate replacement),

whilst considering the opportunity to switch to a clean fuel such as HVO rather than continue to fuel Euro 6 engines with diesel. This will achieve immediate carbon savings.

The Council will also look to replace a smaller number of RCVs (e.g. the garden waste collection service) with electric RCVs and replace its other nine service vehicles with a greener alternative on and as and when basis. Such a pragmatic approach will enable the Borough Council to have certainty and provide continuity of service, while taking immediate and longer term decisions to green the fleet in step with advancements in other ULEV technologies, fuel and vehicles.

Governance and Review

A set of Key Performance Indicators has been developed (Table 8) in order to monitor the outcomes of the strategy delivery. In some cases further

development of recording systems will be required in order to provide the data required.

	Indicator Description	Reporting Frequency
Operational	CO2 emissions	Annually
	Fuel usage – incl. average mpg per vehicle type/age	Annually
Fleet Use	Vehicle Downtime – days lost due to maintenance and repair	Monthly
	Vehicle Utilisation – days fleet is available but unused	Quarterly
Compliance	Number of Accidents	Quarterly
	Number of vehicle defects	Quarterly
	Number of MOT first time passes/failures	Quarterly
Costs	Maintenance cost per vehicle type/age	Annually
	Tyre costs per vehicle	Annually
	Operating costs per vehicle type/age	Annually
	Insurance claims awarded against the council - number and total costs	Quarterly

Notes



GREAT YARMOUTH
BOROUGH COUNCIL



URN: 22-191

Subject: Renewal of Public Space Protection Order NO.2- Vehicle Related Anti-Social Behaviour

Report to: ELT – 23rd November 2022

Policy and Resource Committee – 6th December 2022

Council -15 December 2022

Report by: Paul Shucksmith – Environmental Protection and Waste Manager

James Wilson – Head of Environment and Sustainability

SUBJECT MATTER

Public Protection Order No.2 was introduced in 2017 to assist in addressing vehicle related anti – social behaviour along the seafront in Great Yarmouth. The Order was extended in 2020 and this extension is due to expire on 1st February 2023. This report seeks member approval to extend it by a further three years. The Police have also signified they would like an amendment to the PSPO to address unnecessary or excessive revving of engines by vehicle owners.

RECOMMENDATION

That Council

- Agree to the Order being extended by a further three years
- Agree to an amendment to the Order to help address unnecessary revving of engines

1. Introduction

1.1. The Anti-Social Behaviour (Crime and Policing) Act 2014 provided local authorities with a range of powers to assist in tackling anti- social behaviour (ASB) within the community. One of these powers is the Public Space Protection Order (PSPO)

1.2. PSPO’S are designed to replace and streamline a range of powers such Byelaws and other types of Orders which have historically been available to local authorities. They can be used to prevent or address behaviour carried out in the public space which have had, are having or could have a detrimental effect on other people in the locality.

- 1.3. Councils may make a PSPO where there is an evidenced need and as part of its implementation must consult with the Police and appropriate community representation.
- 1.4. PSPO's last for a duration of up to three years after which time they must be reviewed and renewed if they are still required
- 1.5. Currently the Council has three PSPO's. PSPO no.1 relates to alcohol related anti-social behaviour, PSPO no.2 relates to vehicle related anti-social behaviour and PSPO no.3 related to dog control.

2. Background To PSPO No.2

- 2.1. Historically Great Yarmouth has had a problem with vehicle related anti-social behaviour along the town's seafront. Vehicle enthusiasts routinely meet as a social gathering, particularly on Sunday evenings, mainly gathering on South Beach Parade.
- 2.2. Whilst most of this gathering is well behaved, there are a number of individuals whose manner of driving/ behaviour whilst in charge of a vehicle gives rise to harassment, alarm or distress in the community and on occasions potentially endanger public safety.
- 2.3. Prior to the implementation of PSPO NO.2 the principal means of trying to address the issues of noise and anti-social behaviour from this gathering was Operation Clarion, a joint campaign between the Council and the Police. In the absence of practical enforcement powers to deal with ASB, the Council concentrated on the noise element emanating from the car enthusiasts and the Police used the Road Traffic Act 1988 in an attempt to tackle any anti-social behaviour.
- 2.4. In conjunction with environmental/structural changes to the road and parking layout Operation Clarion did see a reduction in the number of issues being caused. However, it was not as effective in addressing the wider behavioural issues such as wheel spinning, burn-outs and drag racing. Operation Clarion was also very resource intensive for the Council with multiple officers often being present along the seafront at peak times.
- 2.5. PSPO NO.2 (Appendix 1) was introduced in February 2017 following a proposal from the Police to implement such an Order to be able to better address and enforce the anti-social activities that were still routinely occurring. As per the requirements a consultation exercise was carried out with the Public who supported the proposal.
- 2.6. The PSPO ran for the period of three years and on the lead up to its review date in 2020 the Police identified that they would like it renewed on the basis that since the PSPO'S introduction reports of anti-social behaviour from vehicles had seen a continued reduction. A further consultation was carried out the PSPO again received public support in its renewal.

2.7. The PSPO is due to expire on 1st February 2023 and must be reviewed. The Police have again indicated they would like it renewed.

3. Requirements of the PSPO

3.1. PSPO No.2 places control measures on the behaviour of car enthusiasts who frequent and gather along Great Yarmouth seafront.

3.2. The Order provides authorised Officers, including the Police, with a mechanism to act against individuals who carry out prohibited behaviours. These behaviours are covered in Part 5 of the PSPO (Appendix 1) but includes performing vehicle stunts, rapid acceleration/deceleration , playing amplified music at a high volume and other behaviours which may cause a nuisance.

3.3. Whilst Councils Officers can also be authorised to enforce the PSPO in practical terms this is carried out by the Police.

3.4. Penalties for a breach of a PSPO is a fine of up to £1000 upon prosecution or, as an option a Fixed Penalty Notice can be offered- for Great Yarmouth this is currently set as £80 or reduced to £60 if paid within ten days.

4. Extension and Amendment of PSPO No.2 -Policing

4.1. Dialogue with the Police during 2022 identified that they would like to renew PSPO No.2 on the basis it provides them with a mechanism to address vehicle related ASB. Consequently, a public consultation was carried out to seek public feeling about this proposal of an extension. Superintendent Nathan Clark from Norfolk Constabulary has subsequently provided a letter formally requesting and supporting its renewal (Appendix2)

4.2. It is clear from the statement from Superintendent Clark that the Police believe the PSPO acts as a deterrent and an effective tool in dealing with vehicle related anti-social behaviour. The Police report they continue to see lower levels of reported issues against what they received prior to the PSPO’s introduction.

4.3. The Police are using these powers in a proportionate manner and using the PSPO to address in an educational manner minor breaches before they escalate to something more serious. The below table shows Police actions over recent years. Obviously 2020/21 figures will be affected by lockdown restrictions.

	Apr-Mar	2020-2021	2021-2022	2022-
Warning Letters		Started 2021	38	59
Breaches Passed to Council		3	18	2
FPN’s Issued		2	9	2
FPN’s Paid/Finalised		0	7	2
Summons		1	0	0

4.4. As part of the dialogue over its renewal the Police have identified they would like the PSPO to be amended by having an additional control measure added to section 5 of the PSPO. The Police have encountered on a number of occasions drivers who, either whilst static or mobile, excessively rev their engines presumably as form of exhibition which does provide an annoyance to residents. Whilst the Police will speak with the owner of the vehicle the current PSPO does not provide any powers to address this behaviour.

4.5. It is proposed to therefore include within section 5 of PSPO No.2 an additional prohibited behaviour which will be:

“The unnecessary or excessive revving of a motor vehicles engine causing or being likely to cause a nuisance to a person in the locality of the restricted area”

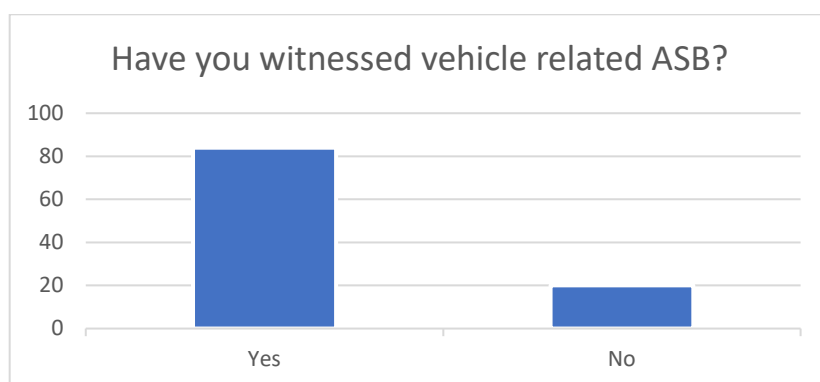
5. Consultation

5.1. For the implementation or renewal of a PSPO the Council are obliged to seek the views of the Police and relevant community representation. A formal public consultation was commenced 26th September 2022 and was appropriately advertised as is required. Closing date for the consultation was 22nd October 2022.

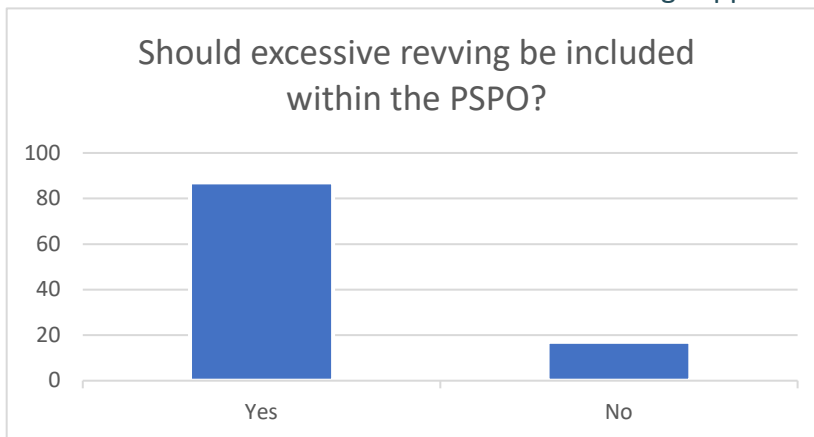
5.2. In total 104 consultation responses were received. Full consultation feedback can be found in Appendix 3 which also provides individual responses.

5.3. Comments within the consultation were in the main supportive of the PSPO and a lot provided examples of unacceptable behaviour they had witnessed. There was a number of comments from residents who identified they lived along the seafront who felt the PSPO has had a positive effect and if not renewed levels of anti-social behaviour would go up.

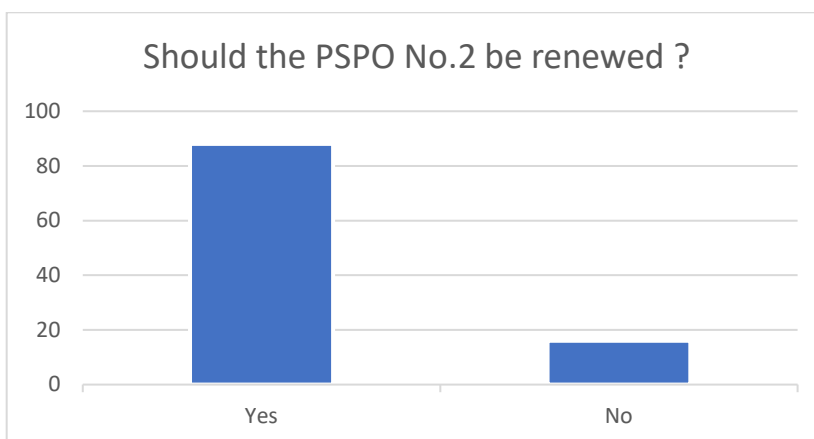
5.4. Overall, the majority of respondents said they had seen vehicle related ASB. Many provided examples such as wheel spinning, burnout and loud music. 9 people commented directly about the revving of engines.



5.5. Respondents were asked if they believe the issue of excessive revving should be included within the PSPO. There was overwhelming support for this:



5.6. Overall there was support for the PSPO to be renewed with the majority of respondents saying they believe it should be renewed:



6. Conclusions/Recommendations

6.1. Both the Police and the feedback from the public consultation support the PSPO and its renewal. Based on this it is recommended that the Order is renewed for a further three years from 2nd February 2023.

6.2. At the request of the Police, it is recommended that the PSPO is amended to be able to address the issues of excessive or unnecessary revving. This was also supported by the majority of the respondents to the consultation.

7. Financial Implications

7.1. There are no current direct financial implications identified

8. Legal Implications

- 8.1. Section 72 of the 2014 Act requires that in deciding whether to extend a PSPO the Council must have regards to the rights of freedom of expression and freedom of assembly and association set out in articles 10 and 11 of the Convention for the Protection of Human Rights and Fundamental Freedoms
- 8.2. Whilst acknowledging that the proposed Order could potentially infringe on an individual’s human rights, including the right to respect for private life and potentially the right to freedom of assembly and association, it is considered that these qualified rights may in this instance be interfered within the interests of public safety, the prevention of crime and disorder and in accordance with the law.
- 8.3. As required under section 72 of the 2014 Act the Council has carried out the necessary consultation and notification before deciding whether to extend and amend the PSPO or not. If the extension is agreed a notice will be published identifying that the Order has been extended.

9. Risk Implications

9.1. No risks have been identified

Area for consideration	Comment
Monitoring Officer Consultation:	No
Section 151 Officer Consultation:	No
Existing Council Policies:	No
Financial Implications (including VAT and tax):	No
Legal Implications (including human rights):	Yes
Risk Implications:	No
Equality Issues/EQIA assessment:	No
Crime & Disorder:	Yes
Every Child Matters:	No

GREAT YARMOUTH BOROUGH COUNCIL
PUBLIC SPACES PROTECTION ORDER No. 2
VEHICLE RELATED ANTI-SOCIAL BEHAVIOUR

1. This Order may be cited as the Great Yarmouth Borough Council Public Spaces Protection Order No. 2.
2. The Great Yarmouth Borough Council (the "Council") makes this Order under its powers contained in s59 of the Anti-Social Behaviour, Crime and Policing Act 2014 ("the Act"), being satisfied on reasonable grounds that the activities set out in paragraph 5 in the location described in paragraph 4 of this Order being within the area marked on the plan contained in the schedule to this Order have had or are likely to have a detrimental effect on the quality of life of those in the locality, or it is likely that activities will be carried out within that area and have such an effect. The Council is also satisfied that the effect, or likely effect, of the activities is, or is likely to be, of a persistent or continuing nature and that these activities are unreasonable and justify the restrictions imposed by this Order and that it is in all the circumstances expedient to make this Order for the purpose of reducing anti-social behaviour in a public place.
3. This Order comes into force at midnight on 1 February 2017 for a period of up to three years thereafter, unless extended by further order under the Council's statutory powers.
4. This Order applies to any public place within that part of Great Yarmouth shown outlined in red on the plan contained in the schedule of this Order ("the restricted area"). A public place is any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission. This includes but is not limited to: car parks, sports fields and playing fields and their attached facilities, parks and recreation grounds, public highways including footway and verge, esplanades, public open space land and communal open space owned by the Council or other landowner.

5. Subject to paragraph 6 below any person is prohibited from personally carrying out or assisting or encouraging any other person to carry out any of the behaviours specified in (a) to (h) below at any time in the restricted area:
- (a) Driving a motor vehicle ("motor vehicle" is defined in the schedule) at excessive speed causing or being likely to cause a nuisance to persons in the locality of the restricted area.
 - (b) When driving a motor vehicle causing repeated sudden and rapid acceleration or deceleration of the motor vehicle causing or being likely to cause a nuisance to persons in the locality of the restricted area.
 - (c) Racing other motor vehicles causing or being likely to cause a nuisance to persons in the locality of the restricted area.
 - (d) Performing stunts using a motor vehicle causing or being likely to cause a nuisance and/or danger to persons in the locality of the restricted area. Performing stunts includes but is not limited to doughnutting, drifting, handbrake turns, wheelies, wheel spins or any other motor vehicle related activities which cause or are likely to cause a nuisance and/or danger to persons in the locality of the restricted area. Descriptions of the activities of doughnutting, handbrake turns, drifting, wheelies and wheel spins are set out in the schedule.
 - (e) Sounding motor vehicle horns other than in accordance with the Highway Code in a manner causing or being likely to cause a nuisance to persons in the locality of the restricted area.
 - (f) Playing amplified music in a motor vehicle or powered from a motor vehicle causing or being likely to cause a nuisance to persons in the locality of the restricted area.
 - (g) During an activity specified in paragraphs (a) to (f) above, using threatening and/or abusive language or otherwise intimidating another person causing or likely to cause a nuisance to persons in the locality of the restricted area.

**Great Yarmouth Borough Council
Public Spaces Protection Order No. 2
Vehicle Related Anti-Social Behaviour**

- (h) Dropping litter from a motor vehicle.
6. An activity or behaviour which is authorised by the owner of that part of the restricted area where the activity or behaviour is taking place is not a breach of this Order.
7. Section 67 of the Act states that it is an offence for a person without reasonable excuse:
- (a) To do anything that the person is prohibited from doing by a public spaces protection order or,
 - (b) To fail to comply with a requirement to which the person is subject under a public spaces protection order.

A person guilty of an offence under section 67 of the Act is liable on summary conviction to a fine not exceeding level 3 on the standard scale.

A person does not commit an offence under section 67 of the Act by failing to comply with a prohibition or requirement that the local authority did not have power to include in the public spaces protection order.

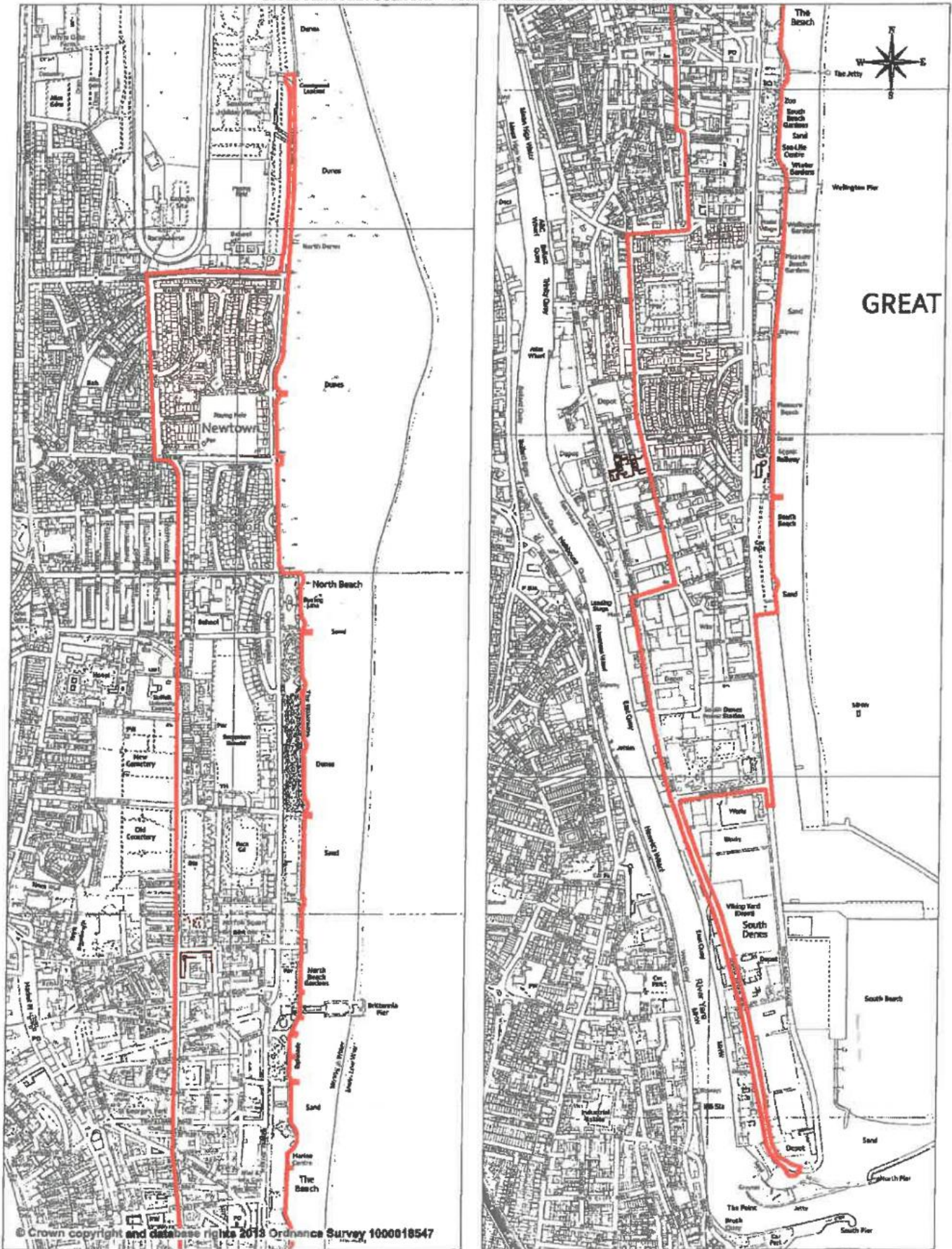
A fixed penalty notice could be issued for a breach of this Order which if it remains unpaid could lead to prosecution.

Challenging the validity of orders

An interested person may apply to the High Court to question the validity of this Order and an interested person means an individual who lives in the restricted area or who regularly works in or visits that area. Any such interested person may apply to the High Court within six weeks from the date on which this Order was made on the grounds that the Council did not have the power to make the Order or to include particular prohibitions or requirements imposed by the Order or that a requirement under Chapter 2 of the Act was not complied with in relation to this Order.

SCHEDULE

**Public Spaces Protection Order No 2, 2016
Great Yarmouth Seafont – Vehicle Related Anti-Social Behaviour**



© Crown copyright and database rights 2013 Ordnance Survey 1000018547



GREAT YARMOUTH
BOROUGH COUNCIL

**Strategic Planning, Housing and
Regeneration Development**
Town Hall, Hall Plain
Great Yarmouth, Norfolk, NR30 2QF
Customer Contact Centre Tel: (01493) 568100
Email: enquiries@great-yarmouth.gov.uk
Web: www.great-yarmouth.gov.uk

Page 20 of 40

Drawn by	
Checked by	
Drawing No:	
Date: 27 Oct 16	Scale: A3 - 1:2500

**Great Yarmouth Borough Council
Public Spaces Protection Order No. 2
Vehicle Related Anti-Social Behaviour**

Definition of Motor Vehicle:

In this Order, the term 'motor vehicle' means a mechanically propelled vehicle, intended or adapted for use on roads.

Description of prohibited activities:

Doughnutting - driving around in a repetitive manner, for example in a figure of eight at the central reservations.

Hand brake turns - using the handbrake to turn the vehicle.

Drifting - use of the accelerator when going into a bend causing the tail end of the vehicle to slide.

Wheel spins – (1) use of the accelerator when the vehicle is stationary and before releasing the handbrake causing the wheels of the car to spin and noise and/or smoke to be produced. Or (2) accelerating at speed which causes the wheels of the vehicle to spin in a manner a competent driver would expect not to happen in the normal course of driving.

Wheelies - A trick or manoeuvre whereby a motorcycle or other motor vehicle is ridden for a short distance with the front wheel or wheels raised off the ground.

Dated 6/12/16

THE COMMON SEAL of Great Yarmouth Borough
Council was hereunto affixed in the presence of





Jane Beck
Director of Customer Services
Great Yarmouth Borough Council



Public Spaces Protection Order No 2

Great Yarmouth Borough Council

Extension of Public Spaces Protection Order No 2

The Council, following a statutory consultation and in exercise of its powers under section 60 of the Act, at Full Council Meeting on 19th December 2019, Agenda item 5 has unanimously approved the extension of this PSPO for a further 3 years.

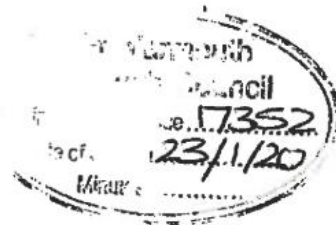
Dated: 23rd January 2020

The Common Seal of Great Yarmouth Borough Council was affixed in the presence of

Signature



Authorised Officer: Paula Boyce, Strategic Director
Great Yarmouth Borough Council



STATEMENT OF POLICE SUPERINTENDENT, NATHAN CLARK

The renewal of the Public Space Protection Order (PSPO) is vital in minimising the impact of vehicle nuisance and ASB involving cars, bikes, and mopeds in our Borough.

Antisocial use of a vehicle, such as street racing, street cruising or off-road use is more than a matter of noise pollution – though this can be the most noticeable problem.

The Police Officers that cover the most affected locations, the Great Yarmouth Seafront area, state that it has become an invaluable tool to tackle anti-social behaviour before it starts and even the most persistent offenders have moderated their behaviour since this legislation was implemented. Police find this not only an important enforcement tool but also useful for weekly engagement with numerous verbal warnings being issued for minor infringements of the legislation.

Strong justifications exist for a focus on vehicle nuisance due to the following factors:

- Street racing is extremely dangerous as it can involve high speeds, weaving through traffic and ignoring traffic signals like red lights. This obviously puts other road users and members of the public in an extremely dangerous position.
- Performing stunts and tricks such as doughnuts and wheelies, whether on public roads or in car parks, can be dangerous to both the driver or rider and bystanders. It can also cause noise nuisance, especially if taking place at night in residential areas.
- The visibility of such activity means it is of specific concern to the public. Some people regard this kind of vehicle use as harmless fun. However, regular antisocial vehicle use can have a wider impact on a neighbourhood or community than simply nuisance noise. The effect of dangerous or reckless use of a vehicle can lead to criminal damage of roads, other vehicles and surrounding property.
- Drivers and riders also risk injuring themselves, other road users, cyclists, and pedestrians as they do not have full control of their vehicle and their full attention on their surroundings.
- Driving or riding in this way can also be used as a form of intimidation, either to other road users or the community. Loud noise from engines and music, and deliberately creating large amounts of exhaust or tyre smoke can also be seen as an aggressive act.

Data collated by Norfolk Constabulary demonstrates how effective PSPO's can be in reducing both ASB and crime in urban areas. Within the Great Yarmouth Borough, vehicle related ASB incidents have continued to reduce. This highlights the fact that the current Public Space Protection Order (PSPO) has been successful in reducing incidents. With recent events in Lincolnshire following injuries to members of the public hit by a car enthusiasts' vehicle the need for the PSPO has never been greater.

Police officers over the years have demonstrated this legislation has not been used as a coercive police power. Enforcement has been used in a sensible and proportionate way, with 2 investigations recorded in 2022. However, over the same period officers have utilised this

legislation every week with 59 warning letters sent in 2022 alone, it provides the authority to engage those participating in car meets on the Seafront.

Nathan Clark

Superintendent 4210

North Norfolk & Great Yarmouth District Commander

Norfolk Constabulary

www.norfolk.police.uk

THE **SPiRiT** OF POLICING

supportive | professional | integrity | respect | impartial | transparent

type	objectid	label	createdon
FORM_PSPO2SURVEY2022	265560	2395132	27-10-2022 08:58:57
FORM_PSPO2SURVEY2022	265556	2395128	27-10-2022 08:51:11
FORM_PSPO2SURVEY2022	265194	2394415	22-10-2022 14:02:06
FORM_PSPO2SURVEY2022	265147	2394318	21-10-2022 15:54:38
FORM_PSPO2SURVEY2022	265114	2394258	21-10-2022 11:01:16
FORM_PSPO2SURVEY2022	265102	2394234	21-10-2022 09:02:33
FORM_PSPO2SURVEY2022	265043	2394122	20-10-2022 10:49:00
FORM_PSPO2SURVEY2022	265021	2394087	20-10-2022 07:37:54
FORM_PSPO2SURVEY2022	265019	2394085	20-10-2022 06:42:47
FORM_PSPO2SURVEY2022	265017	2394067	20-10-2022 01:06:26
FORM_PSPO2SURVEY2022	265015	2394063	19-10-2022 23:20:59
FORM_PSPO2SURVEY2022	265014	2394060	19-10-2022 22:39:02
FORM_PSPO2SURVEY2022	265012	2394055	19-10-2022 22:13:38
FORM_PSPO2SURVEY2022	265011	2394056	19-10-2022 22:08:34
FORM_PSPO2SURVEY2022	265009	2394046	19-10-2022 21:14:25
FORM_PSPO2SURVEY2022	265008	2394044	19-10-2022 21:11:14
FORM_PSPO2SURVEY2022	265006	2394040	19-10-2022 21:04:36
FORM_PSPO2SURVEY2022	265005	2394032	19-10-2022 21:04:18
FORM_PSPO2SURVEY2022	264996	2394020	19-10-2022 20:15:19
FORM_PSPO2SURVEY2022	264995	2394015	19-10-2022 20:04:50

FORM_PSPO2SURVEY2022	264994	2394017	19-10-2022	20:04:40
FORM_PSPO2SURVEY2022	264993	2394003	19-10-2022	19:29:30
FORM_PSPO2SURVEY2022	264992	2394002	19-10-2022	19:24:26
FORM_PSPO2SURVEY2022	264990	2393998	19-10-2022	19:05:40
FORM_PSPO2SURVEY2022	264989	2393997	19-10-2022	18:56:43
FORM_PSPO2SURVEY2022	264988	2393994	19-10-2022	18:47:36
FORM_PSPO2SURVEY2022	264987	2393993	19-10-2022	18:46:56
FORM_PSPO2SURVEY2022	264985	2393990	19-10-2022	18:30:22
FORM_PSPO2SURVEY2022	264984	2393984	19-10-2022	18:04:22
FORM_PSPO2SURVEY2022	264983	2393981	19-10-2022	18:03:20
FORM_PSPO2SURVEY2022	264982	2393983	19-10-2022	18:03:19
FORM_PSPO2SURVEY2022	264981	2393980	19-10-2022	17:59:25
FORM_PSPO2SURVEY2022	264978	2393969	19-10-2022	17:10:29
FORM_PSPO2SURVEY2022	264976	2393966	19-10-2022	17:06:01
FORM_PSPO2SURVEY2022	264975	2393965	19-10-2022	17:05:23
FORM_PSPO2SURVEY2022	264972	2393956	19-10-2022	16:46:59
FORM_PSPO2SURVEY2022	264971	2393946	19-10-2022	16:36:46
FORM_PSPO2SURVEY2022	264962	2393908	19-10-2022	15:20:07
FORM_PSPO2SURVEY2022	264959	2393903	19-10-2022	15:16:35
FORM_PSPO2SURVEY2022	264945	2393881	19-10-2022	14:06:27
FORM_PSPO2SURVEY2022	264944	2393879	19-10-2022	14:02:37
FORM_PSPO2SURVEY2022	264943	2393876	19-10-2022	14:01:05
FORM_PSPO2SURVEY2022	264939	2393865	19-10-2022	13:36:50
FORM_PSPO2SURVEY2022	264935	2393853	19-10-2022	13:23:05
FORM_PSPO2SURVEY2022	264933	2393849	19-10-2022	13:12:47
FORM_PSPO2SURVEY2022	264931	2393840	19-10-2022	12:58:05
FORM_PSPO2SURVEY2022	264930	2393839	19-10-2022	12:56:44
FORM_PSPO2SURVEY2022	264926	2393826	19-10-2022	12:43:01
FORM_PSPO2SURVEY2022	264922	2393775	19-10-2022	12:02:46
FORM_PSPO2SURVEY2022	264921	2393806	19-10-2022	12:02:09
FORM_PSPO2SURVEY2022	264914	2393791	19-10-2022	11:23:19
FORM_PSPO2SURVEY2022	264910	2393782	19-10-2022	11:16:36
FORM_PSPO2SURVEY2022	264908	2393777	19-10-2022	11:10:13
FORM_PSPO2SURVEY2022	264905	2393768	19-10-2022	10:58:44
FORM_PSPO2SURVEY2022	264904	2393762	19-10-2022	10:54:54
FORM_PSPO2SURVEY2022	264903	2393763	19-10-2022	10:53:32
FORM_PSPO2SURVEY2022	264895	2393742	19-10-2022	10:09:37

FORM_PSPO2SURVEY2022	264714	2393268	17-10-2022	10:05:26
FORM_PSPO2SURVEY2022	264351	2392444	11-10-2022	12:02:44
FORM_PSPO2SURVEY2022	264350	2392443	11-10-2022	12:01:52
FORM_PSPO2SURVEY2022	264111	2391830	07-10-2022	12:58:15
FORM_PSPO2SURVEY2022	264108	2391822	07-10-2022	12:18:32
FORM_PSPO2SURVEY2022	264107	2391817	07-10-2022	12:15:33
FORM_PSPO2SURVEY2022	263888	2391375	04-10-2022	14:56:37
FORM_PSPO2SURVEY2022	263612	2390854	30-09-2022	14:02:37
FORM_PSPO2SURVEY2022	263575	2390761	30-09-2022	09:53:12
FORM_PSPO2SURVEY2022	263574	2390757	30-09-2022	09:52:34
FORM_PSPO2SURVEY2022	263495	2390540	29-09-2022	11:50:33
FORM_PSPO2SURVEY2022	263470	2390510	29-09-2022	09:14:45
FORM_PSPO2SURVEY2022	263354	2390322	27-09-2022	22:18:28
FORM_PSPO2SURVEY2022	263329	2390259	27-09-2022	15:34:08
FORM_PSPO2SURVEY2022	263285	2390180	27-09-2022	10:36:21
FORM_PSPO2SURVEY2022	263267	2390127	26-09-2022	22:26:28
FORM_PSPO2SURVEY2022	263265	2390123	26-09-2022	21:01:41
FORM_PSPO2SURVEY2022	263258	2390110	26-09-2022	19:11:46
FORM_PSPO2SURVEY2022	263256	2390102	26-09-2022	18:39:52
FORM_PSPO2SURVEY2022	263247	2390089	26-09-2022	17:24:08
FORM_PSPO2SURVEY2022	263241	2390079	26-09-2022	16:38:01
FORM_PSPO2SURVEY2022	263239	2390078	26-09-2022	16:26:42
FORM_PSPO2SURVEY2022	263232	2390063	26-09-2022	15:49:32
FORM_PSPO2SURVEY2022	263231	2390060	26-09-2022	15:45:08
FORM_PSPO2SURVEY2022	263228	2390056	26-09-2022	15:36:44

FORM_PSPO2SURVEY2022	263218	2390043	26-09-2022	15:04:22
FORM_PSPO2SURVEY2022	263217	2390042	26-09-2022	15:03:48
FORM_PSPO2SURVEY2022	263216	2390038	26-09-2022	14:53:11
FORM_PSPO2SURVEY2022	263208	2390032	26-09-2022	14:12:10
FORM_PSPO2SURVEY2022	263205	2390027	26-09-2022	13:46:16
FORM_PSPO2SURVEY2022	263201	2390023	26-09-2022	13:28:36
FORM_PSPO2SURVEY2022	263194	2390016	26-09-2022	13:16:10
FORM_PSPO2SURVEY2022	263193	2390011	26-09-2022	13:10:10
FORM_PSPO2SURVEY2022	263185	2390000	26-09-2022	12:27:40
FORM_PSPO2SURVEY2022	263182	2389983	26-09-2022	12:25:58
FORM_PSPO2SURVEY2022	263176	2389987	26-09-2022	12:02:45
FORM_PSPO2SURVEY2022	263175	2389986	26-09-2022	12:01:22
FORM_PSPO2SURVEY2022	263174	2389985	26-09-2022	12:01:06
FORM_PSPO2SURVEY2022	263173	2389984	26-09-2022	12:00:51
FORM_PSPO2SURVEY2022	263172	2389981	26-09-2022	11:59:51
FORM_PSPO2SURVEY2022	263170	2389979	26-09-2022	11:56:36
FORM_PSPO2SURVEY2022	263168	2389978	26-09-2022	11:55:00
FORM_PSPO2SURVEY2022	263161	2389958	26-09-2022	11:26:50
FORM_PSPO2SURVEY2022	263158	2389953	26-09-2022	11:03:34
FORM_PSPO2SURVEY2022	263155	2389949	26-09-2022	10:46:35
FORM_PSPO2SURVEY2022	263154	2389948	26-09-2022	10:45:16
FORM_PSPO2SURVEY2022	263141	2389931	26-09-2022	10:05:22

comments

As far as I am concerned the PSPO is an absolute waste of time if it not being enforces. The residents of South Beach Parade are weekly disturbed and alarmed at the behaviour of the 'boy racers' and many calls are logged with Norfolk Constabulary's 101 service. Us residents would encourage the use of the PSPO if regular enforcement is undertaken. Surely there is data which demonstrates how well the PSPO is working to tackle such behaviour by means of police penalties for those in breach? South Beach Parade end of the Seafront is becoming a rat run not only the boy racers but commuters and HGV's who all travel in excess of the 30mph speed limit and will only become worse when the third river crossing is completed. In my hones opinion a simple speed hump or camera or other speed prevention devices would completely eradicate this problem. I have not once witnessed either the police or community speedwatch registering speeds here which I believe would be beneficial.

Has been better but when called the Police about very loud music from a stationary car outside a property in the PSPO area very late at night was told to call Council as Police could not deal with it, that loud that lots of the neighbours could not sleep

I do not participate in these meet ups nor am I a massive fan of them but I do think they bring alot of people to great yarmouth and I do think that is a good thing. I agree there shouldn't be anti social behaviour but we shouldn't shut it all down.

At the traffic lights on queen's Road I saw 2 boy racers racing side by side and run straight through the red lights doing excess speeds lucky no-one was crossing and very loud music and wheel spinning at traffic lights

Driving at very high speed especially on a Sunday night on the A47 Gorleston bypass and through to Lowestoft needs addressing.

I lived on the sea front for 2 years and trying to get a whole night sleep was a joke one of the reasons I movement closer to town , give them a area we're no one lives to do that then there be happy and so will the public

It says INCALID when I add a comment.

concentrate on making Great Yarmouth great again, the town is so run down and it's all down to the council... just look at the waste of money spent on the new market (shed) could of been spent elsewhere on the town

I think the seafront should be shut to all cars in the summer, in the winter there should be speed bumps along the seafront and all parking areas fenced off or blocked after 6 pm in the winter

If "excessive revving" can't be defined, then how can you enforce ?

The amount of cars and motor bikes speeding doing tyre screeching burnouts on Yarmouth seafront is a noise nuisance and frankly dangerous in the summer it's relentless with no consideration for local residents

The amount of cars and motor bikes speeding doing tyre screeching burnouts on Yarmouth seafront is a noise nuisance and frankly dangerous in the summer it's relentless with no consideration for local residents

All you have to do is check they've declared their modifications to their insurance as the vast majority of young driver don't as the insurance would cost far more than the vehicle is actually worth.

Also gapton hall is so unsafe after 6pm with groups of cars doing donuts and speeding. Dangerous, threatening behaviour.

Make the penalty hurt softly softly will not work.

The inclusion of banning "Dump Valves" should be considered. Are these vehicles checked with insurance companies about being notified of modifications as this I believe, if provided to insurers disqualifies cover.

Had to call the police on a few occasions when it's unbearable BANG BANG BANG
suffer from neighbours friends revving car up twin big boor exhausts

Had to call the police on a few occasions when it's unbearable BANG BANG BANG

Speeding up and down Queens Road

The speed these vehicles reach is going to cause a fatality.

Excess noise and speeding is a daily occurrence on Gorleston High st . 20mph zone never ever enforced so basically pointless . Camera reqd !

Find somewhere for boy racers to use safely and we won't moan. Youngsters need somewhere to be youngsters

If it's taxed and insured you can do anything so why are you trying to pursue this

Currently as soon as the police presence moves off the cars start to rev, race, doing donuts and popping exhausts along South Beach Parade. Particularly bad on a Sunday and impacts quality of life and sleep.

GY has a long history of car enthusiasts, showing/sharing their love of cars. It is a key aspect of GYBC's cultural heritage. We should embrace cultural heritage, allow local clubs to organise and self-police events.

I work in security and patrol the sea front and gapton hall and these boy racers are causing an issue to everyone around the area

It's a hobby for people to customise cars

It's one evening a week and most of them just like to show their cars off I live near where they park up and have no problem.

Stop being utter plebs and sort the real problems in Yarmouth

The police have told me off for asking users to move so I could get on my property. The asb escalates after the police move on . It needs to be started earlier in the evening as children may be asleep

everyday boy racers rev up and down the sea front and going far too fast

By changing the parking spaces on the section outside of the Pleasure Beach Gardens, so they are unable to park in the centre of the road, to having to park sideways this should help the situation on Sunday Evenings.

The PSPO should also be extended to Gapton hall shopping area as that is a hotspot for youngsters meeting at late hours in the car park revving their engines and many other vehicle related anti-social behaviour

We live directly opposite the waterways and continually get the 'getty boys' speeding and racing along north drive. Not sure if this end of seafront is covered by this scheme.

Crime will go up in the area if this PSPO is removed

I am extremely worried with the proposed cycle lane and double yellow lines due to be implemented on Jellicoe Road that the car enthusiasts will use more of Jellicoe Road for racing down to the lights more than they do now.

Deliberately popping exhausts whilst passing by with dogs, feel uncomfortable passing the pleasure beach area when they are all sitting there with lights on, engines running - they even bring fold up chairs to sit around the cars now.

Why not allowed to give an opinion it says invalid so can't voice your opinion on online survey.

Carparks should be locked by 9pm and boy racers go 60,70, mph after police go on Sundays. Motorbikes rev engines gone midnight absolutely disgusting

This should also include many trucks passing my premises at 05.00am onwards to collect ballast from the harbours mouth area.

This is also anti social behaviour of which nothing is being done.

Please continue the scheme as it has significantly reduced (but not yet eliminated) anti social behaviour and racing etc.

I live on south beach parade and life is much better since the order came into force. We still have some anti social driving. But I believe that if the order is not extended south beach parade will return to the race track it used to be.

Every Sunday night, I can hear continuous revving of engines, skids and very loud popping exhausts. Along with blaring, very bassist music that literally shakes my house

Speeding, revving of engines, loud music, racing is a real problem on Fremantle road, which is used as a cut through to the sea front, so I would very much like to see the PSPO continued.

I think this is all covered by the highway code , and all the activities in the order are an offence , so what is the point ?

This sort of thing is all over the town. Not just the sea front. Near the train station it goes on a lot most weekends late night. During week also at times. This council and police only concerned with sea front. Rest of town left to rot

Fed up with the dangerous driving bad language and litter every sunday

I think it would be a backward step to not renew this order as having lived on the seafront for over 40 years, we know from experience that when rules are relaxed the problems come straight back.

Further driving behaviours should be included to combat noise pollution and road safety. In addition the area should be made bigger to include areas such as Gapton Hall where a problem is becoming apparent

The actions of this group causes significant disruption to and detracts from visitors using a prime tourism (revenue generating) area. A few of this group make it an useable and highly antisocial area of the seafront. Seafront is worse than ever at weekends.

Perhaps we could look at extending the area as this is a boroughwide issue now with drivers who really should not be in vehicles with extremely loud exhausts, music, excessive acceleration all over the Borough

This is a priority around the town, just eat drivers are a big part of the problem. They drive wrecklesly, breaking traffic restrictions constantly. They endanger public safety with no regard for the law.

Inclusion and ENFORCEMENT of engine idling / revving in residential areas (just off the sea front) and the ever increasing amount of unnecessary acceleration on the back streets just so the modified 'dump valve' can make a sound.

seafronts restricted parking zones in the evening outside the Wellington pier is an absolute joke. You are not able to walk along the pedestrian walkways because they are blocked by parked cars and the horse/bike lane is dangerously used by cars

St Nicholas car park at night for donuts is not policed, the residents of Seafield close are massively affected by this is the summer and are woken up during the night

Cars racing and driving at excessive speeds between the power station and the wellington pier has not been dealt with. It is common to see cars passing the pleasure beach in excess of 50-60mph when the area is not policed

There is a significant trend in cars with delayed timing causing a a loud popping sound, this is louder than cars revving engines

Test

Anything that helps keep our beautiful seafront safe and pleasant for locals and tourist alike can only be beneficial. It would be a shame to let this slip.

We live within the protection order. Not only do we see incidents that are protected by the order but also continuous speeding along the north of the protected area. We would urge a 20mph speed limit along the whole of the protected area.

There seems to also be an increase in and around Gorleston of extremely loud exhausts on cars, and speeding cars along the A47 and Marine Parade, Gorleston during the night, can these areas be included too?

Close the car park opposite log flume at night to stop some of the nuisance drivers

There is also excessive speeding, engine revving and loud music outside my property on Euston Road especially late in the evening.

excessiverevving	otherrelationship
Yes	

Yes

No	
----	--

No

Yes	
-----	--

Yes

Yes	
-----	--

Yes

Yes	
-----	--

Yes

Yes

No

Yes	
-----	--

No

Yes

Yes

Yes	
-----	--

Yes

No

Yes

Yes

Yes

Yes

Yes

Yes

No

No

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

No

Yes

No

Yes

Yes

Yes

No

Yes

Yes

Yes

No

No

No

No

No

Yes

Yes

Yes

Yes

Yes

Yes

Both resident and business
owner on the sea front

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Employee in Great Yarmouth
area

Yes

Yes

Yes

No

Yes

Yes

Yes

Yes

No

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

relationship to great yarmouth	seen as behaviour
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	No
A resident of the Borough of Great Yarmouth	No
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	No
A resident of the Borough of Great Yarmouth	No
A resident of the Borough of Great Yarmouth	No
A resident of the Borough of Great Yarmouth	No
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	No
A resident of the Borough of Great Yarmouth	Yes

A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A business owner in the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes

A resident of the Borough of Great Yarmouth	Yes
Other	Yes

A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes

A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes

A resident of the Borough of Great Yarmouth	Yes
A business owner in the Borough of Great Yarmouth	Yes
A business owner in the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes

A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes

A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	No

A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	No
A business owner in the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes

A resident of the Borough of Great Yarmouth	Yes
Other	Yes
A business owner in the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	No
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	No
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	No
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes
A resident of the Borough of Great Yarmouth	Yes

submissiondate	supportcontinuation
2022-10-27T07:51:28.678Z	Yes
2022-10-27T07:49:40.443Z	Yes
2022-10-22T12:57:26.215Z	No
2022-10-21T14:52:45.934Z	No
2022-10-21T09:57:30.546Z	Yes
2022-10-21T08:01:43.504Z	Yes
2022-10-20T09:45:53.031Z	Yes
2022-10-20T06:29:23.374Z	Yes
2022-10-20T05:40:30.828Z	Yes
2022-10-20T00:05:53.523Z	Yes
2022-10-19T22:20:23.292Z	Yes
2022-10-19T21:35:55.000Z	No
2022-10-19T21:05:47.480Z	Yes
2022-10-19T21:06:28.469Z	Yes
2022-10-19T20:14:02.813Z	Yes
2022-10-19T20:10:59.000Z	Yes
2022-10-19T20:04:27.145Z	Yes
2022-10-19T19:49:48.153Z	Yes
2022-10-19T19:14:36.153Z	No
2022-10-19T19:00:47.088Z	Yes

2022-10-19T19:02:45.595Z	Yes
2022-10-19T18:29:05.945Z	Yes
2022-10-19T18:23:40.780Z	Yes
2022-10-19T18:02:32.789Z	Yes
2022-10-19T17:52:40.378Z	Yes
2022-10-19T17:46:53.631Z	Yes
2022-10-19T17:46:21.947Z	No
2022-10-19T17:29:55.220Z	Yes
2022-10-19T17:03:56.761Z	Yes
2022-10-19T17:00:12.621Z	Yes
2022-10-19T17:01:48.961Z	Yes
2022-10-19T16:58:53.360Z	No
2022-10-19T16:09:28.620Z	Yes
2022-10-19T16:05:34.293Z	Yes
2022-10-19T16:04:57.785Z	Yes
2022-10-19T15:46:11.500Z	Yes
2022-10-19T15:36:22.439Z	Yes
2022-10-19T14:19:10.566Z	Yes
2022-10-19T14:15:12.326Z	Yes
2022-10-19T13:04:33.677Z	Yes
2022-10-19T13:02:01.771Z	Yes
2022-10-19T13:00:47.758Z	Yes
2022-10-19T12:36:02.204Z	Yes
2022-10-19T12:16:31.178Z	No
2022-10-19T12:11:45.719Z	No
2022-10-19T11:57:28.970Z	Yes
2022-10-19T11:55:31.329Z	Yes
2022-10-19T11:36:35.272Z	Yes
2022-10-19T10:06:11.503Z	No
2022-10-19T11:01:05.021Z	Yes
2022-10-19T10:22:41.108Z	Yes
2022-10-19T10:16:03.301Z	Yes
2022-10-19T10:09:43.273Z	No
2022-10-19T09:58:02.331Z	No
2022-10-19T09:52:09.980Z	Yes
2022-10-19T09:52:58.202Z	No
2022-10-19T09:08:16.831Z	No

2022-10-17T09:04:07.895Z	Yes
2022-10-11T11:02:20.499Z	Yes
2022-10-11T10:47:32.776Z	Yes
2022-10-07T11:57:12.467Z	Yes
2022-10-07T11:14:00.157Z	Yes
2022-10-07T10:55:20.797Z	Yes
2022-10-04T13:53:38.087Z	Yes
2022-09-30T13:00:05.320Z	Yes
2022-09-30T08:52:36.059Z	Yes
2022-09-30T08:51:05.321Z	Yes
2022-09-29T10:49:01.395Z	Yes
2022-09-29T08:04:15.283Z	Yes
2022-09-27T21:07:13.837Z	Yes
2022-09-27T14:32:40.535Z	Yes
2022-09-27T09:35:55.781Z	Yes
2022-09-26T21:06:33.737Z	Yes
2022-09-26T19:57:42.370Z	Yes
2022-09-26T18:11:20.857Z	Yes
2022-09-26T17:34:25.957Z	Yes
2022-09-26T16:21:40.577Z	No
2022-09-26T15:26:37.942Z	Yes
2022-09-26T15:25:39.633Z	Yes
2022-09-26T14:49:07.429Z	Yes
2022-09-26T14:44:42.482Z	Yes
2022-09-26T14:32:09.335Z	Yes

2022-09-26T13:56:00.988Z	Yes
2022-09-26T13:53:35.226Z	Yes
2022-09-26T13:30:38.606Z	Yes
2022-09-26T13:11:15.459Z	Yes
2022-09-26T12:45:38.616Z	No
2022-09-26T12:27:02.870Z	Yes
2022-09-26T12:15:54.772Z	Yes
2022-09-26T12:01:04.701Z	Yes
2022-09-26T11:27:26.911Z	Yes
2022-09-26T10:58:50.577Z	No
2022-09-26T11:01:36.486Z	Yes
2022-09-26T11:01:18.349Z	Yes
2022-09-26T11:00:54.675Z	Yes
2022-09-26T10:59:56.829Z	Yes
2022-09-26T10:56:39.255Z	Yes
2022-09-26T10:54:53.648Z	Yes
2022-09-26T10:53:44.094Z	Yes
2022-09-26T10:23:22.905Z	Yes
2022-09-26T09:59:59.907Z	Yes
2022-09-26T09:45:10.007Z	Yes
2022-09-26T09:44:17.526Z	Yes
2022-09-26T09:01:46.776Z	Yes



URN: 22-034
Subject: Council Tax Base 2023/24
Report to: Policy & Resources Committee 1 November 2022
Council 15th December 2022
Report by: Stuart Brabben, Revenue and Benefits Manager

SUBJECT MATTER

This report asks the Committee to endorse the calculation of the 2023/24 tax base totalling 29,851. This is the total number of domestic properties in the Borough using band D as the average property band which is to be approved by Council.

RECOMMENDATION

That Council:

- 1) Approve the calculation of the 2023/24 tax base totaling 29,851 and the estimated tax bases for the Borough and for each parish, as shown in Appendix A

1. Introduction

- 1.1 The Council Tax base is a technical calculation that must be formally set each year. It is the first stage of the Council Tax setting process that will be finalised once the budgets have been agreed.

2. Tax Base Calculation

- 2.1 Dwellings have been valued in accordance with the following valuation bands:

Valuation	Range of Values	Proportion of 'Band D charge'
A	Up to £40,000	6/9=2/3
B	Over £40,000 up to £52,000	7/9
C	Over £52,000 up to £68,000	8/9
D	Over £68,000 up to £88,000	9/9=1
E	Over £88,000 up to £120,000	11/9
F	Over £120,000 up to £160,000	13/9
G	Over £160,000 up to £320,000	15/9
H	Over £320,000	18/9=2

The tax bill for each band is calculated in proportion to band D, which is deemed to be the average for these purposes. Accordingly, a taxpayer whose home is in band A will pay two-thirds of what someone whose home is in band D will pay; a taxpayer whose home is in band H will pay twice what someone whose home is in band D will pay.

- 2.2 A tax base calculation must be done in accordance with the Local Authority (Calculation of Council Tax Base) Regulations 1992 and Local Authority (Calculation of Council Tax Base) Regulations 2012 as amended, for each parish based on the number of taxable dwellings calculation in terms of band D equivalent.
- 2.3 The calculation involves the following:
 - (a) The number of current chargeable dwellings for each band shown in the valuation list;
 - (b) The number of discounts and disabled reductions which apply to those dwellings;
 - (c) The estimated changes during the coming year, for example, for new properties, discounts and appeals;
 - (d) The proportion which dwellings in a band bear to dwellings in band D (as shown in paragraph 2.1); and
 - (e) The estimated collection rate 97.9%
- 2.4 For the purposes of this report the Local Council Tax Support Scheme has been estimated for maximum award of 91.5% for working age claimants.
- 2.5 The normal non-collection rate used is 1.75%. However, for this year the non-collection rate has been estimated as higher than normal due to the national cost of living issues at 2.1%.
- 2.6 The calculation of the 2023/24 tax base totalling 29,851 shows a positive growth on prior year of 507.

3. FINANCIAL IMPLICATIONS

- 3.1 To comply with a statutory requirement as the first stage of the Council Tax setting process.

4. RECOMMENDATIONS

- 4.1 To endorse the calculation of the 2023/24 tax base totalling 29,851 and the estimated tax bases for the Borough and for each parish, as shown in Appendix A which is to be approved by Council.

5. BACKGROUND PAPERS

- 5.1 Local Authority (Calculation of Tax Base) Regulations 1992 and 2012 & The Local Authorities (Calculation of Council Tax Base) (Amendment) (England) Regulations 2003.

Areas of consideration: e.g. does this report raise any of the following issues and if so how have these been considered/mitigated against?

Area for consideration	Comment
Monitoring Officer Consultation:	Yes as part of ELT
Section 151 Officer Consultation:	Yes
Existing Council Policies:	

Financial Implications (including VAT and tax):	To comply with a statutory requirement as the first stage of the Council Tax setting process
Legal Implications (including human rights):	Yes, as outlined
Risk Implications:	
Equality Issues/EQIA assessment:	
Crime & Disorder:	
Every Child Matters:	

TAX BASE -EQUIVALENT BAND'D' for 2023-24 -OVERALL TAXBASE

Appendix A

	Current Data base after discounts	Adjustments for Assumptions				Adjusted total	Non- collection 2.10%	TAX BASE	Current % in parish
		+ New Props	Less Appeals	Less Seasonal	Discount Changes				
PARISH:									
Gt Yarmouth/Gorleston	13,345	68	0	0	-19	13,394	-281	13,113	43.78%
Ashby with Oby	22	0	0	0	0	22	0	22	0.07%
Belton with Browston	1,161	0	0	0	0	1,161	-24	1,137	3.81%
Bradwell	3,989	78	0	0	0	4,067	-85	3,982	13.09%
Burgh Castle	473	32	0	-11	0	494	-10	484	1.55%
Caister on Sea	2,881	3	0	0	0	2,884	-61	2,823	9.45%
Filby	351	4	0	0	0	355	-7	348	1.15%
Fleggburgh	417	7	0	0	0	424	-9	415	1.37%
Fritton with St Olaves	270	1	0	0	0	271	-6	265	0.89%
Hemsby	1,588	-3	0	-114	0	1,471	-31	1,440	5.21%
Hopton	1,068	35	0	0	0	1,103	-23	1,080	3.50%
Martham	1,261	36	0	0	0	1,297	-27	1,270	4.14%
Mautby	146	1	0	0	0	147	-3	144	0.48%
Ormesby St Margaret	1,861	9	0	-80	0	1,790	-38	1,752	6.11%
Ormesby St Michael	119	0	0	0	0	119	-2	117	0.39%
Repps with Bastwick	158	0	0	0	0	158	-3	155	0.52%
Rollesby	361	7	0	0	0	368	-8	360	1.18%
Somerton	119	0	0	0	0	119	-2	117	0.39%
Stokesby	120	0	0	0	0	120	-3	117	0.39%
Thurne	53	0	0	0	0	53	-1	52	0.17%
West Caister	78	1	0	0	0	79	-2	77	0.26%
Winterton	638	2	0	-47	0	593	-12	581	2.09%
TOTAL	30,479	281	0	-252	-19	30,489	-638	29,851	100%

STUART\TAXBASE2023/2024\tbac01 for23 (sheet 'C')



URN: 22-033

Subject: Council Tax Support Scheme 2023/24

Report to: Policy & Resources Committee 1st November 2022
Council 15th December 2022

Report by: Miranda Lee, Head of Customer Services

SUBJECT MATTER

This report seeks Council approval of the Local Council Tax Support Scheme for 2023/24

RECOMMENDATION

That the Committee endorse the recommendation:

- 1) Agree to continue with the existing scheme for 2023/24 - a maximum award of 91.5% of the Council Tax Liability for Working Age

1. Introduction

- 1.1 The Committee Report of the 12th July 2022 requested permission to commence consultation in relation to the 2023/24 Local Council Tax Support Scheme.
- 1.2 In April 2013 Council Tax Benefit was replaced with a new Local Council Tax Support Scheme. This followed the Government announcement in the Spending Review 2010 that financial support for council tax would be localised.
- 1.3 Initially the amount of funding provided to local authorities to run the scheme was approximately 10% less than what was previously spent on the council tax benefit scheme. For the first 2 years funding had been specifically ring-fenced for allocation towards the scheme.
- 1.4 In 2014, the Government announced that future funding towards the Council Tax Support Scheme would be included within the overall Revenue Support Grant and would not be separately identified or ring-fenced from within the grant.
- 1.5 In designing a local scheme for 2023/24 the council must consider:
 - The amount of funding the Council decides to allocate towards the scheme
 - Support for pensioners must be protected and would not be affected by the local scheme meaning that the rules around a localised scheme would only apply to those of working age

2. Current Position

- 2.1. Consultation in relation to the 2023 scheme has now closed with only 9 individual responders taking part in the survey.
- 2.2. As in previous years the consultation was available through the council's website. Consultation was based on retaining the existing scheme for 2023/24 for all working age with pensioners being protected.
- 2.3. The consultation ran for a 12-week period. Due to the lack of response the results of the consultation are negligible in helping to determine the scheme, however, out of the responses received most favoured retaining the existing scheme for a further year. The results of the consultation are contained within Appendix 1.

Options Considered for the 2023/24 Scheme

- 3.1 This proposal is to continue with the existing overall scheme subject to including any relevant minor adjustments to the scheme to keep the scheme up to date and aligned to other welfare benefits/financial assistance should changes in legislation come into force.
- 3.2 Appendix 2 provides a summary of current Council Tax Support Schemes for local authorities across Norfolk.

4. Requirement for Change

- 4.1 Schedule 1A of the Local Government Finance Act 1992 states:
 1. For each financial year, each billing authority must consider whether to revise its scheme or to replace it with another scheme: and
 2. the authority must make any revision to its scheme, or any replacement scheme, no later than 31 January in the financial year preceding that for which the revision or replacement scheme is to have effect.
- 4.2 As each Local Authority decides their local scheme it is possible that other nearby Local Authorities can have different types of schemes with varying financial implications for customers.

5. Financial Implications

- 5.1. Initially an element of Government funding for Local Authorities to administer their local schemes was funded from within the Revenue Support Grant (RSG). Since 2015, this amount has not been separately identifiable from overall grants received. Following the Autumn Budget and Spending Review summary in October 21, there is still a significant degree of uncertainty around Local Government finances and funding arrangements for 2023/24.
- 5.2. As Council Tax Support is a discount it reduces the Councils tax base, along with a reduction in the tax base for Norfolk County Council and the Norfolk Police & Crime Commissioner.
- 5.3. For illustrative purposes the following gives the financial breakdown of the cost for the recommended scheme.

Table 1

Estimated cost of scheme	£9,941,341
Precept Split	
Norfolk County Council	£7,533,704.29
Police	£1,430,308.74
GYBC	£876,461.41
Parish	£100,866.56

6. Risk Implications

The cost of the scheme

- 6.1 Whilst we can predict anticipated costs of the scheme for 2023/24 based on continuing with the existing scheme for 2022/23, any increases in demand, changes in composition of current caseload or unforeseen changes to other welfare benefits during the year could represent a financial risk by increasing the cost of the overall scheme. Ongoing uncertainty of financial effects on residents through the current cost of living issues could also increase the demand on this scheme.

Council Tax Collection

- 6.2 Collection rates of council tax have been impacted with the introduction of the localised scheme but not as much as first anticipated. The tax base has been calculated to take into consideration the costs of the Council Tax Support Scheme with some provision for impact on collection rates. Ongoing uncertainty of financial effects on residents through the current cost of living issues could continue to impact collection.

7. Recommendation

- 7.1. To continue with the existing scheme for 2023/24 - a maximum award of 91.5% of the Council Tax Liability for Working Age.



Areas of consideration: e.g. does this report raise any of the following issues and if so how have these been considered/mitigated against?

Area for consideration	Comment
Monitoring Officer Consultation:	Yes as part of ELT
Section 151 Officer Consultation:	Yes as part of ELT
Existing Council Policies:	S13a Council Tax Support Scheme
Financial Implications (including VAT and tax):	Yes, as outlined
Legal Implications (including human rights):	Schedule 1A and 2 Local Government Finance Act 1992




Risk Implications:	Yes, as outlined
Equality Issues/EQIA assessment:	Yes
Crime & Disorder:	
Every Child Matters:	




Council Tax Support 2023/24

1. Council Tax Support Consultation Introduction



1. Have you read the background information about the Council Tax Reduction Scheme?				
Answer Choices			Response Percent	Response Total
1	Yes		77.78%	7
2	No		22.22%	2
			answered	9
			skipped	0

2. Page 2




2. We are considering retaining the current Council Tax Support Scheme for next year. The current scheme limits the maximum amount of Council Tax Support to 91.5% of the Council Tax liability for working age customers. The benefit of this is: There would be no major changes to the level of Council Tax Support a customer would receive. Do you think the Council should retain the current scheme for 2023?				
Answer Choices			Response Percent	Response Total
1	Yes		44.44%	4
2	No		11.11%	1
3	Don't know		44.44%	4
			answered	9
			skipped	0

3. We are considering an income tolerance of the net income received from a Universal Credit Award. The benefit of this is: This will reduce the number of monthly changes to Council Tax instalments therefore providing consistent payment plans and help to prevent residents falling in arrears. Do you think the council should adopt this change?				
Answer Choices			Response Percent	Response Total
1	Yes		77.78%	7
2	No		11.11%	1
3	Don't know		11.11%	1
			answered	9
			skipped	0






4. Are there any further changes to the scheme you think that we should consider?

Answer Choices			Response Percent	Response Total
1	Yes		33.33%	3
2	No		66.67%	6
			answered	9
			skipped	0
Comments: (4)				
1	11/08/2022 03:02 AM ID: 197369666	Include working families on the scheme, people on benefits receive more help than those working to pay their council tax bills!		
2	15/08/2022 12:31 PM ID: 197580069	this is very complicated for the public to make an informed decision on, there is not enough background info.		
3	20/09/2022 19:39 PM ID: 199729101	For people who do past time, should be considered.		
4	21/09/2022 11:57 AM ID: 199789360	Consider council tax benefit reduction for those under occupying homes at pension or working age.		

5. Are you, or someone in your household, getting Council Tax Support at this time?

Answer Choices			Response Percent	Response Total
1	Yes		0.00%	0
2	No		88.89%	8
3	Don't know		11.11%	1
			answered	9
			skipped	0

6. What is your age group?

Answer Choices			Response Percent	Response Total
1	under 18		0.00%	0
2	18-24		11.11%	1
3	25-34		22.22%	2
4	35-54		55.56%	5
5	55+		11.11%	1
			answered	9

6. What is your age group?

skipped

0

Appendix 2 – Norfolk LA Schemes

LA	Max Award of Liability	Savings Limit	Non- dependant deductions	Support restricted to Council Tax band limit?	Changes to backdating rules?	Changes to conditions around starting work?
Great Yarmouth	91.5%	£16,000	£5 flat rate reduction (exemptions apply)	No	No – Scheme has discretion	No
ARP (Breckland)	91.5%	£10,000	Various rates based on income	No	No	No
Broadland	84% (100% if in receipt of war pension)	£16,000	£5 flat rate reduction (exemptions apply)	No	1 month	No
North Norfolk	91.5%	£16,000	Various rates based on income	No	1 month	No
Norwich	00%,	£16,000	Various rates based on income	No	2 months	No
South Norfolk	84% (100% if in receipt of war pension)	£16,000	£5 flat rate reduction (exemptions apply)	No	1 month	No
Kings Lynn	85%	£6,000	£10 flat rate reduction	No	1 month	No



URN: 22-035
Subject: Council Tax Discounts 2023/24
Report to: Council 15 December 2022
Report by: Stuart Brabben, Revenue and Benefits Services Manager

SUBJECT MATTER

This report seeks approval of the levels of council tax discount that shall apply for 2023/24 as set out in this paper.

RECOMMENDATION

That Council is asked to approve:

- 1) The council tax discounts as shown in Section 3.1 which will apply for 2023/24
- 2) Pending the Levelling Up and Regeneration Bill receiving Royal Assent to approve the changes with effect from 1 April 2024 that;
 - i) The Empty Property premium of 100% for properties that have been empty for one year or more commences from 1 April 2024
 - ii) That the Second Homes Premium of 100% for Class B properties (that we currently charge 100% council tax) commences from 1 April 2024.
- 3) The 100% discount for empty properties that are empty for one day and up to one month is removed and so that 0% discount is applied with effect from 1 April 2023

1. Council Tax Discounts

- 1.1 Under Section 11A of the Local Government Finance Act 1992 as enacted by Section 75 of the Local Government Act 2003, Section 11B of the Local Government Finance Act 1992, as enacted by Section 11 and Section 12 of the Local Government Finance Act 2012 and in accordance with the provisions of the Council Tax (Prescribed Classes of Dwellings) (England) Regulations 2003 and the Council Tax (Prescribed Classes of Dwellings) (England) (Amendment) Regulations 2012 the mechanism for levying council tax discount on unoccupied and empty domestic properties is set out. The regulations allow Councils some discretion in setting the level of council tax charged in respect of these unoccupied properties and second homes.
- 1.2 For the financial year 2023/24 it is proposed that there is one change to these discounts. This is that the 100% discount for vacant Class C Properties (unoccupied and unfurnished) for one month or less is removed and no discount is applied (see table 2). Many local councils no longer give a discount for this period and Great Yarmouth would be merely coming into line

with those councils. (See Appendix 5 for the increased revenue that could be generated by this change).

Information on the Long-Term Empty Property Premium

- 1.3 The Council has discretion to be able to add a premium charge to properties that have been empty over more than two years. This premium was introduced in 2013 as part of the Government’s range of measures to bring empty homes into use. Empty homes are wasted assets and are often a blight on the local community, harming the local amenity of neighbouring properties. Therefore, putting empty homes more quickly back into productive use will increase housing supply.
- 1.4 Currently this premium can be up to 100% for those properties that have been empty between 2 years and less than five years, 200% for those properties empty for between 5 years and less than 10 years and 300% for properties that have been empty for more than 10 years.
- 1.5 The table below shows the empty property charges for 2023/24

Table1

Financial Year	Premiums for Long-Term Empty Property (Discount Class C)	Premium Value
2023/24	Properties empty for two years and less than 5 years	100%
	Properties empty for 5 years but less than 10 years	200%
	Properties empty for 10 years or more	300%

- 1.6 Appendix 1 provides a summary analysis of the impact of the introduction of the empty property premiums on the number of empty properties within the time periods which demonstrates a reduction in the number of empty properties defined as ‘long term’.

2. Recommended Council Tax Discounts to be applied for 2023/24

- 3.1 The table below shows the full recommended Council Tax discounts to be applied in 2023/24.

Table 2

Discount Class	Equivalent in 2022/23	2023/24
Class C: Properties vacant (unoccupied and unfurnished) for one month or less	100% discount	0% discount (full 100% charge)
Class C: Properties vacant (unoccupied and unfurnished) for one month and one day and less than 2 years	0% discount (full 100% charge)	0% discount (full 100% charge)

Class C: Properties vacant (unoccupied and unfurnished) for 2 years and less than 5 years	200% charge (100% Empty Property Premium)	200% charge (100% Empty Property Premium)
Class C: Properties vacant (unoccupied and unfurnished) for 5 years but less than 10 years	300% charge (200% Empty Property Premium)	300% charge (200% Empty Property Premium)
Class C: Properties vacant (unoccupied and unfurnished) for 10 years or more	400% charge (300% Empty Property Premium)	400% charge (300% Empty Property Premium)
Class B: Furnished properties and second homes that are no one's main residence (and not excluded by geographical area)	0% discount (Full 100% charge)	0% discount (Full 100% charge)
Class D: Property that is vacant (unoccupied and unfurnished) and (a) it requires or is undergoing major repair work to render it habitable, (b) It is undergoing structural alteration or (c) it has undergone major repair works to render it habitable or structural alteration and less than six months have elapsed since the date on which the work was substantially completed, and the dwelling has remained vacant since that date.	0% discount (full 100% charge)	0% discount (full 100% charge)
Class A: Properties that fall into Class A of Section 11A of the Local Government Finance Act 1992 and the Council Tax (Prescribed Classes of Dwellings) (England) (Amendment) Regulations 2012 <ul style="list-style-type: none"> - A property that is not the sole or main residence of an individual, - which is furnished, and - the occupation of which is restricted by a planning condition preventing occupancy for a continuous 	10% discount	10% discount

period of at least 28 days in a relevant year		
Care Leavers Discount A care leaver is defined as a person aged 25 or under, who has been looked after by a local authority for at least 13 weeks since the age of 14; and who was looked after by the local authority at school-leaving age or after that date.	100% Discount	100% Discount

3. Financial Implications

3.1 Extra revenue could be generated by the impact of the Long-Term Empty Property Premiums.

4 Future Changes to Long-term Empty Premiums and Second Home Charges from 1 April 2024

- 4.1 The Levelling Up and Regeneration Bill legislation currently going through Parliament is proposing a change to the Empty Property Premiums and is also introducing a new premium for second homes.
- 4.2 With effect from 1 April 2024 through Clause 72 of the Bill, Councils have a discretion to apply an Empty Property Premium of 100% after one year of the property being empty, instead of the current two years. The Premiums for the 200% and 300% will remain as currently of 5 years and 10 years respectively (see Appendix 4 for the increased revenue that could be generated by this change).
- 4.3 Also, with effect from 1 April 2024 through Clause 73 of the Bill Councils have a discretion to apply a premium of up to 100% for properties that are substantially furnished and unoccupied (second homes). It is intended that for councils to exercise their own judgment as to whether to apply a premium and at what level (up to 100%).
- 4.4 The change in 4.3 above is being highlighted in this report, because if the Council wishes to implement this change from 1 April 2024 it must make the determination at least one year before the beginning of the financial year to which it relates. This is contained within the legislation and the government is clear that second homeowners should be given sufficient notice of the introduction of a premium. This period between this report and 1 April 2024 should therefore give second homeowners plenty of time to make plans for how to respond to the forthcoming premium.
- 4.5 Clause 73 of the Bill recognises the impact that high levels of second home ownership can have in some areas. The aim of both clause 72 and 73 is to encourage more empty homes into productive use, while enabling councils to raise and retain additional revenue to support local services and keep council tax down for local residents.
- 4.6 Second Homes can provide flexibility to enable people to work in and contribute to the local community, while being able to return to a family home in another part of the country on a regular basis and can benefit local economies and the tourism sector. However, the Government has stated that it understands the concerns that large numbers of second homes, particularly where they are concentrated in a small area, can have a negative effect on the

vitality and viability of local communities. A large number of second homes impacts on the size of the permanent population who help to generate the demand needed for their local services the year round. This situation can create a hollowing-out effect. It can lead to local schools having insufficient pupils to remain open, local buses not having enough passengers to maintain the service and the village pubs and post offices not having the customers to sustain them through the year. In some circumstances, without action, some communities will become increasingly unviable as local services close due to a lack of a permanent year-round population.

4.7 For the Borough of Great Yarmouth this may not be of such a major issue as some other Council areas in Norfolk, but the number of second homes has been increasing over the last six years (see Appendix 2).

4.8 When the draft legislation becomes law there may be circumstances where it is not appropriate to apply a premium. As the bill has passed various stages there has been a proposal for a power for the Secretary of State to make regulations prescribing categories of dwelling in relation to which the council tax premium on second homes cannot be charged. The government will now be consulting on these categories. This is to maintain a degree of flexibility for the future.

4.9 There are two classes of second homes under Council Tax legislation.

4.9.1 **Class A Properties**

These are properties that are not the sole or main residence of an individual, which are furnished, and the occupation of which is restricted by a planning condition preventing occupancy for a continuous period of at least 28 days in a relevant year.

The new legislation covering second homes is probably not designed for these types of property, as they are for 'holiday chalet' type properties that have restricted times when they can be occupied and therefore cannot be used as a main residence all year round.

4.9.2 **Class B Properties** (where we already charge 100% Council Tax)

These are furnished properties and that are no one's main residence (second homes).

If this class was included, it would also encompass furnished lets that are temporarily unoccupied.

4.10 There is a risk that the second homes premium will push owners to try to have the properties classified as a business holiday let by the Valuation Office and the property would be moved into business rates and possibly attract 100% small business rates relief. However, the government is in the process of tightening up the legislation and the process to mitigate the above.

4.11 The premium will provide councils with the flexibility to access additional revenue. (See Appendix 3 for the increased revenue that could be generated by this change). It will be for councils to decide how best to use this funding. For example, it could be used to invest in new affordable housing for local families so they can help maintain the lifeblood of their community.

4.12 Therefore, it is recommended that pending the Levelling Up and Regeneration Bill receiving Royal Assent and becoming law, that a determination to is made to approve the applying of a premium to Class B properties (where we currently charge 100% Council Tax) and to commence the changes from 1 April 2024 and the percentage of 100% to be applied.

5 Financial Implications

5.1 The additional Revenue for the premium changes and discount changes above will be shared between the major preceptors in the same proportion as the share of council tax raised.

6 Recommendations

6.1 The committee is asked to endorse the council tax discounts as shown in Table 2 that will apply for 2023/24.

6.2 The committee is also asked, pending the Levelling Up and Regeneration Bill receiving Royal Assent, to approve the changes with effect from 1 April 2024 that:

i) The Empty Property premium of 100% for properties that have been empty for one year or more commences from 1 April 2024.

ii) The Second Homes Premium of 100% for Class B properties (that we currently charge 100% Council Tax) commences from 1 April 2024.

Areas of consideration: e.g.. does this report raise any of the following issues and if so how have these been considered/mitigated against?

Area for consideration	Comment
Monitoring Officer Consultation:	Yes as part of LET
Section 151 Officer Consultation:	Yes
Existing Council Policies:	N/A
Financial Implications (including VAT and tax):	Yes, as outlined
Legal Implications (including human rights):	Yes, as outlined
Risk Implications:	
Equality Issues/EQIA assessment:	
Crime & Disorder:	
Every Child Matters:	

Appendix 1

Empty Property Premium Analysis across the Borough each year from 1/10/2017 to 1/10/2022

Levy Charge Type	As at 1/10/2022	As at 1/4/2022	As at 1/4/2021	As at 1/4/2020	As at 1/4/2019	Commentary
Levy 2 (Empty Property over 2 years)	96	106	121	103	177	Reduced from 177 in April 2019 to 145 in October 2022
Levy 5 (Empty Property 5 or more years but under 10 years)	36	32	43	57	N/A	Reduced from 43 in April 2021 to 36 in October 2022
Levy 10 (Empty Property 10 years and over)	13	14	16	N/A	N/A	Reduced from 16 in April 2021 to 13 October 2022
Total long-term empty properties	145	152	180	160	177	

Appendix 2

Overall number of second homes across the Borough each year from 1/10/2017 to 1/10/2022

	As at 1/10/2022	As at 1/10/2021	As at 1/10/2020	As at 1/10/2019	As at 1/10/2018	As at 1/10/2017
Number of Second Homes	972	849	772	683	639	584

Overall % growth of second homes is 66% since 2017

Change in the number of second homes between 1/10/2017 and 1/10/2022 by parish area

Parish	As at 1/10/2022	As at 1/10/2017	Number of increase/ decrease	% increase/ decrease
Ashby	0	0	0	0%
Caister	69	58	11	19%
West Caister	1	3	-2	-66%
Filby	6	6	0	0
Fleggburgh	15	7	8	114%
Hemsby	45	34	11	32.4%
Martham	43	25	18	72%
Mautby	5	3	2	67%
Ormesby St Margaret	80	59	21	36%
Ormesby St Michael	4	2	2	100%
Repps with Bastwick	8	2	6	300%
Rollesby	4	2	2	100%
Somerton	5	5	0	0%
Stokesby	8	7	1	14.3%
Thurne	5	4	1	25%
Winterton	84	71	13	18%
Belton	16	13	3	23%
Bradwell	43	19	24	126%
Burgh Castle	19	7	12	171.4%
Fritton and St Olaves	23	22	1	4.5%
Hopton	21	17	4	23.5%
Great Yarmouth and Gorleston	468	218	250	115%
Total	972	584	388	

Appendix 3

1) second home analysis			
Number of second homes snapshot at 12/9/2022	band	charge for band	100% premium value
353	A	1320.95	466,296.53
196	B	1541.11	302,058.00
221	C	1761.27	389,240.92
89	D	1981.43	176,347.27
26	E	2421.75	62,965.44
17	F	2862.07	48,655.11
0	G	3302.38	0.00
2	H	3962.86	7,925.72
		Total increase if second home premium of 100% charged at snapshot	£1,453,488.98
GYBC share			£129,457.9

Appendix 4

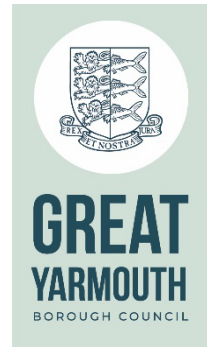
Value of 100% long term empty premium if reduced to one year from 1 April 2024	
estimated value if period of 2 years for empty levy is changed to 1 year at snapshot	£277,399
GYBC Share	£24,707.09

Appendix 5

C- Empty for less than one month	
Estimated Value of total discount for 2021/22 at snapshot	217,000

GYBC share	£19,327.5
-------------------	------------------

URN 22-226
Subject Medium Term Financial Strategy 2023/24 to 2025/26
Report to Policy and Resources Committee – 8 November 2022
Council – 15 December 2022
Report by: Finance Director



SUBJECT MATTER/RECOMMENDATIONS

This report presents an update to the Council’s Medium Term Financial Strategy (MTFS) and covers the period 2023/24 to 2025/26.

Recommendations:

That Council:

- 1) Consider the updated Medium Term Financial Strategy (MTFS) and the key themes of the business strategy as outlined at Section 8;
- 2) Consider the revised reserves statement as included at Appendix A to the MTFS;
- 3) Agree to continue with the business rates pool for 2023/24 subject to the finalisation of the forecasts for 2023/24 and the outcome local government finance settlement, to delegate authority to the Section 151 Officer in consultation with the Leader to approve.

1. Introduction and Background

- 1.1. The Council receives a refresh of the Medium Term Financial Strategy annually which is revised in light of known spending pressures and takes into account the wider economic context. There is a legal requirement to set an annual budget and set the Council tax each year. There are several preparatory reports and pieces of work that are prepared in support of setting the annual budget each year one being the update of the Council’s Medium Term Financial Strategy (MTFS). This document provides a refresh for the period 2023/24 to 2025/26.
- 1.2. The MTFS sets out the latest financial projections for the three years that are covered by the strategy, this has been informed by known pressures in the current year and levels of inflation and interest rates. This is ahead of the provisional settlement announcement and the detailed work on the service budgets for 2023/24.
- 1.3. There continues to be significant uncertainties around funding for Local Government as the sector faces continued inflationary pressures to both day to day revenue spend and capital projects. The challenges that the Borough Council are facing are not unique, the significant budget gaps are being seen across the sector, there is no expectation that funding will be made available to mitigate the impact with the announcement that government departments have been asked to seek savings.

2. Financial Forecasts

- 2.1. The financial forecasts have been updated to reflect the known in-year pressures and assumptions around what future funding may look like. Due to the size of the forecast gap in the current financial year and the medium-term forecasts there will be a requirement to use reserves to partly fund the deficit. Use of reserves should not be seen as the only solution, but

alongside a review of spend, implementation of savings and additional income opportunities, these will provide the framework for setting a balanced budget for 2023/24.

- 2.2. The current forecasts are projecting a budget gap of £2.4m in 2023/24, increasing to £2.7m in 2024/25 and to £3m in 2025/26. This is before the detail on the budget is finalized for 2023/24 and these forecasts will be updated as part of this work and once the provisional settlement is expected later in the year.

3. Financial and Business Strategy

- 3.1. The MTFs outlines the following key themes for the business strategy:

- 3.1.1. Strategic Asset Management

- 3.1.2. Economic and Housing Growth

- 3.1.3. Property Investment and Commercialisation

- 3.1.4. Technological Investment

- 3.1.5. Partnerships

- 3.1.6. GYBC Operating model.

- 3.2. The above themes are presented in more detail within the MTFs and savings and additional income proposals will be brought forward for consideration as part of the 2023/24 budget that are aligned to these key priorities.
- 3.3. There are future opportunities from 2024/25 onwards from investments currently underway in the borough, for example the operations and maintenance development and opportunities for further regeneration which will all deliver benefit to the borough and a financial return, whilst the future forecast can make allowance for these, the returns will not fully cover the forecast deficits and proactive approaches to reduce the net revenue spend need to be taken in addition to these opportunities to reduce the budget gap.

4. Housing Revenue Account

- 4.1. The priorities for the HRA investment plans are to continue to maintain and improve the housing stock and also the provision of new affordable council housing including replacing sales under the right to buy scheme. There continues to be similar challenges to the HRA for example in response to inflation costs and increased borrowing to fund the capital programme for the stock. The detail of the HRA business plan for 2023/24 is currently being worked upon and will be reported to Members in the new year.

5. Financial Implications

- 5.1. The commentary within the MTFs has highlighted the financial challenges that continue to face the Council for both capital and revenue spend.
- 5.2. The Council does continue to hold earmarked and general reserves a review of the commitments against earmarked reserves is underway to identify funds to be re-allocated to mitigate the medium term financial challenges.

6. Risks

- 6.1. The risk and sensitivity section within the MTFs includes the more significant risks.

7. Conclusion

- 7.1. The economic and national situation has impacted on the financial position of the Council in a significant way. It is a legal requirement to set a balanced budget each year and there will be a need to identify deliverable savings and additional income in the short term in addition to using reserves to manage the risks.
- 7.2. The assumptions included in the MTFS will be subject to review as the detail of the 2023/24 budget is finalised.

8. Background Papers

- 8.1. 2022/23 Budget monitoring reports
- 8.2. 2021/22 outturn report and statement of accounts
- 8.3. Funding announcements and financial modelling

Area for consideration Comment	Comment
Monitoring Officer Consultation	
Section 151 Officer Consultation	
Existing Council Policies See background papers	
Financial Implications eg within existing budgets or funding identified	
Legal Implications (including human rights)	
Risk Implications	
Equality Issues/EQIA assessment (if EQIA not required explain why)	
Details contained in strategy	
Crime & Disorder	
Every Child Matters	



Medium Term Financial Strategy 2023/24

Author	Karen Sly
Date	October 2022
Document Status	V1

Contents

1. Introduction and background	3
2. Resources	4
3. Financial forecast update.....	Error! Bookmark not defined.
4. Housing Revenue Account	7
5. Reserves	9
6. Capital	11
7. Financial and business strategy	12
8. Risk and sensitivity	15

- A - Reserves Statement

1. Introduction and background

- 1.1. The Medium-Term Financial Strategy (MTFS) is updated annually in response to changing pressures and opportunities and supports the preparation of the coming years budget.
- 1.2. The MTFS supports the delivery of the Council's priorities by setting out the framework within which resources are available to the Council over the medium term. It provides high level financial projections taking into account known local and national factors, spending pressures and commitments, forecast of future funding reductions and the economic outlook.
- 1.3. The MTFS is a strategic document that supports the delivery of the Corporate Plan [The Plan 2020-2025](#) . Great Yarmouth Borough Council's sets out the Council's commitment to drive and facilitate in the following four strategic areas:
 - a strong and growing economy
 - improved housing and strong communities
 - high-quality and sustainable environment
 - an efficient and effective council
- 1.4. The MTFS along with the updated financial forecast outlines the demands on the capital programme of both ambition and resources, the impact on the revenue account (for both housing and non-housing) and on the level of reserves held by the Council. Furthermore, the longer-term ambitions of the Town Deal and Future High Streets funding are significant investments that will support the delivery of the Corporate Plan and are also linked to the priorities of the MTFS.
- 1.5. Finally, the strategy addresses both the sustainability of the Councils financial position and examines the more significant risks inherent in the proposals.

2. National Context

- 2.1. There continues to be significant uncertainty around Local Government Funding and Policy, namely delays to fundamental reviews i.e., the fair funding review and the business rates retention review that will inform the future funding for local services. In addition, like all local authorities Great Yarmouth Borough Council (GYBC) face significant financial challenges due to inflationary rises to both capital and revenue costs.
- 2.2. The continued economic uncertainty further exacerbates these challenges. There have been significant shifts in the economy seeing increases to CPI and increases to the Bank of England base rate to 2.25% (from 0.5% in February 2022). These factors coupled with the increases to fuel and utility prices are having and will continue to have a financial impact to Local Authorities in the short to medium term. Announcements on 19 October confirmed Consumer Prices Index (CPI) to be 10.1% in the 12 months prior to September 2022.
- 2.3. The next fiscal statement was due to be made by the government on 31 October 2022 has been delayed and is expected to be accompanied by an economic forecast from the Office for Budget Responsibility (OBR). The new chancellor, Jeremy Hunt MP made a statement on 17 October 2022 outlining a range of fiscal measures in advance of the medium-term fiscal plan. Needless to say, the economic landscape and associated policy is changing at an unprecedented pace. Until the detail behind the announcements is made the impact for Local Government funding will not be known until later in the year, in the meantime the council is still required to make preparations for the budget for the coming financial year.

- 2.4. The current year (2022/23) is the first year of the three year spending review as announced in September 2021. The announcement included average increases to core spending for Local Government of 3% in real terms each year over the spending review period with an additional funding of £4.8 billion announced as being available for social care and other services over the three years. A one-year finance settlement was then confirmed for 2022/23. It was confirmed in the summer of 2022 that a two-year finance settlement would be made for 2023/24 and 2024/25 although the details are still to be announced. The recent announcements have not confirmed whether the funding announced in the spending review will be honoured, the Chancellors statement suggested that more savings would be required and government departments will be asked to find efficiencies within their budgets.
- 2.5. It remains important that the Council continues to adopt a prudent approach for any medium-term financial strategy to set priorities that will support and deliver savings, additional income and efficiencies for the Borough Council. The continued uncertainty further curtails the ability to provide accurate financial projections and forecasts over the medium term. For the purpose of the MTFS and the planning for the 2023/24 budget setting, assumptions have been made on the level of government support in 2023/24.
- 2.6. The key priorities of the MTFS as outlined in the business strategy section of the document remain key to delivery of a balanced budget for 2023/24. Despite the national uncertainty, the refresh of the MTFS is required to inform the detailed budget setting process for the 2023/24 budget ahead of approval of the budget in February 2023.

3. Resources and pressures

- 3.1. This section provides an overview of the financial resources available to and spending pressures facing the Council along with the assumptions to inform the updated projections. Internal resources are influenced by local decision making, for example council tax, sales, fees and charges, rentals, capital receipts from asset disposals and use of available reserves. External resources include government grants, business rates although whilst the Borough Council collects the rates, it does not set them and has very little discretion over reliefs that can be granted, however local decisions that support future growth in business rates will see a direct benefit returned to the council through the business rates retention scheme.
- 3.2. **Government Grants** – The allocation in 2022/23 of revenue support grant (RSG) is £2.136 m. It is expected that this will continue in the short term until the reviews of local government funding namely the fair funding review and business rates reset are completed. There is still no clear timescales for these reviews and implementation dates. The Council continues to be one of the largest receivers of RSG compared to similar tiers of authorities, this is primarily due to the previous method of funding allocation for local government reflecting local characteristics of deprivation and spending. It is currently assumed that this grant will continue at existing levels for 2023/24 with some increase pending the wider fair funding review.
- 3.3. Allocations of Lower Tier Services Grant (£176k) and Service Grant (£265k) were made in 2022/23, there is uncertainty around whether these continue for 2023/24.
- 3.4. **New Homes Bonus (NHB)** – New homes bonus has been part local government funding for over ten years. The aim of the scheme was originally to incentivise and reward Councils for building new homes in their areas. The grant is calculated by multiplying the national average council tax by the net additional homes growth (net of movements in long-term empty properties and demolitions), in addition to additional supplement of £350 per affordable dwelling. The system splits the grant between local authority tiers; 80% to the lower tier

(GYBC) and 20% to the upper tier (NCC) with annual allocations of NHB Grant being announced as part of the finance settlement based on annual returns.

- 3.5. A review is long awaited due to significant disproportion and fundamental flaws in the current system in that those authorities with fewer sites and low land values are disadvantaged even when meeting their local plan housing targets. There is a clear inequity in the current system due to the factors that drive the delivery of new homes, for example land value, number of housing developers operating in an area and local demographics that influence the number of homes that are delivered. The current system makes no allowances for those areas that have a higher-than-average proportion of lower council tax banded properties, such as Great Yarmouth, for example 68% of the properties in the borough are in bands A and B, compared to a national average of 41% and county average of 55%.
- 3.6. **Business rates retention** – The current system of business rates retention sees 50% of the rates collected locally retained for the provision of services and has been in place since April 2013. Under the scheme business rates are shared between central and local government. The current splits are 50% local (40% Borough and 10% County) and 50% central government.
- 3.7. The localised scheme is not without risk and complications. Businesses have the right to appeal the valuation of their premises which if successful can be backdated. Local Authorities can mitigate some of the risks of the payment of successful appeals through the making of provisions against which payment of appeals are made. The risk is whether the provision raised is sufficient to cover refunds as they materialise. Business Rateable Values were re-valued from April 2017, resulting in further volatility in the system.
- 3.8. The current business rates system allows pooling whereby growth that would be paid to central government can be retained in the pool. Norfolk Local Authorities have operated a business rates pool since the introduction of business rates retention, albeit with varying membership over the years and due to the uncertainty of the impact of covid on business rates in 2021/22 the Norfolk pool (of all Norfolk authorities) was disbanded. It is recommended that the business rates pool continue for 2023/24.
- 3.9. **Council Tax** – The current band D equivalent for the boroughs Council tax is £176.48. The maximum annual council tax increase for a district council is set by government at 2% or £5 (band D) above which would trigger a referendum. The current strategy assumes annual increases to the maximum allowed.
- 3.10. The Council tax base is an assessment of the number of dwellings expressed in Band D equivalents after allowing for non-collection, discounts, and new property growth. The tax base for 2023/24 is 29,851 (an increase of 507 from 2022/23) and is assumed to increase annually thereafter by 500.
- 3.11. The level of council tax discounts has a direct impact on the net collectable council tax and therefore income that is received in the general fund. The Local Council Tax Support Scheme (LCTS) is essentially a discount that supports those households and individuals that are on low income.
- 3.12. **Sales, fees and charges** – Income from sales, fees and charges from the provision of services continue to be an essential source of funding for local authorities. These include income from a number of demand led services for example, car parking, planning and building control and waste services. The general principles of the policy allow for annual increases of RPI plus up to 2% to cover the cost of service delivery. With the current level of RPI, a thorough review of fees and charges will be carried out to inform the 2023/24 fee setting process to take into

account increased cost of service in addition to the charges being proposed. These will come forward as part of the budget reports for 2023/24.

- 3.13. **Interest receivable and payable** – The Bank of England’s Monetary Policy committee voted in September 2022 to increase the official Bank rate by 0.5 percentage points to 2.25%, this is 1.75% above the level when the budget for 2022/23 was approved. Whilst there will be an increase in the investment income rates earned, this will not mitigate the full cost of interest payable.
- 3.14. The borrowing requirements for the Council continue to be undertaken in line with the treasury management strategy. Due to slippage in the capital programme some of the planned borrowing will be re-profiled to 2023/24 this is therefore expected to mitigate the impact of the increased costs of borrowing costs in the year.
- 3.15. **Minimum revenue provision** – The MRP is set annually based on prior and forecast capital spend to be financed by borrowing, it reflects the allowance in the revenue account for the repayment of debt incurred for capital expenditure. New capital receipts identified and generated serve to reduce the need for external borrowing for capital purposes to smooth the future MRP charges. This approach should proactively be explored for significant capital receipts in the medium term to reduce the call on the revenue account of the impact of financing capital spend from borrowing. Following a review of prior and current year MRP, it is reasonable to reduce the forecast MRP by £200,000.
- 3.16. **Employee costs** – The 2022/23 budget assumed an annual increase in the employee pay award of 2% per annum. The final offer is still to be agreed by all unions (at the time of production of the document), the offer accepted by unison includes an increase of £1,925 on all NJC points 1 and above. This equates to an average increase of 6.8% across all eligible pay bands. In financial terms, this would equate to in the region of £750k additional cost per annum to be factored into the current and future year projections.
- 3.17. The Local Government Pension Scheme cost for the Council is made up of employer contributions payable on actual employee costs incurred in the year as well as a lumpsum element. The lumpsum element is set for three financial years, in line with the triennial valuation. 2022/23 is the final year of the current three-year period, once the outcome of the next triennial valuation is known the forecasts will be updated accordingly.
- 3.18. **Council Tax** – Annual tax base growth has averaged 570 over the past 5 years prior to 2021/22 which saw a reduction due to covid. This would have added in the region of £235,000 per annum of additional Council Tax revenue. Based on the latest tax base projections along with current collection and assuming the £5 band D Council increase, this would deliver approximately £220,000 additional resources to the general fund. The forward financial forecasts assume growth in the tax base of 500 per annum.
- 3.19. **Net cost of services (NCS)** – As part of the detailed budget work, the service budgets for income and expenditure will be informed by inflationary increases for both expenditure and income. Some of these pressures have been flagged in the year that will continue, for example rising energy and fuel prices.
- 3.20. At this stage the impact of inflation on expenditure is assumed to be greater than the increase in the corresponding income, resulting in anticipated net growth in the net cost of services. Further, other costs within the NCS are also impacted by inflation increases such as the GYBS services fee, additional waste disposal costs and the full year impact of the legal services provision.

4. Updated Forecasts

- 4.1. The production of the updated financial forecast from 2023/24 onwards is challenging due to the uncertainties around funding for local government exacerbated by the economic impact on inflationary pressures. However, the council must continue to plan and prepare for the setting of the 2023/24 budget.
- 4.2. Taking into account the above factors and known pressures and making assumptions on the level of government funding for 2023/24 there is a required savings target of £2.435 million. This is summarised in the following table:

Updated financial forecast 2023/24	Forecast Impact £000
2022/23 budget gap	209
Spend/Inflationary Pressures:	
Plus Interest (receivable and payable)	400
Plus Minimum Revenue Provision for current capital plans	690
Plus Employee costs (pay award and pensions)	750
Plus Additional inflationary pressures	640
Less Planned use of reserves	(250)
Plus Removal of new Homes Bonus	495
Less Council Tax	(236)
Less Financial settlement – revised forecasts	(267)
Forecast financial gap 2023/24	2,435

- 4.3. The following table provides the high-level funding gap for the three-year period 2023/24 to 2025/26. This position has been informed by the assumptions included above and reflects the known spending pressures and assumptions on funding over the next three years. This includes the forecast impact to the revenue account of regeneration schemes, such as the new Marina facility, forecast capital receipts and growth in business rates and council tax homes above the base budget assumptions.

Updated Financial Gap	2023/24 £000	2024/25 £000	2025/26
Forecast gap	2,435	2,734	3,035
Year-on-year increase		300	301

- 4.4. The above summary shows an increasing budget gap for the next three years estimated to be approaching £3 million which equates to approximately £1 million per annum required for the next three years.
- 4.5. Detailed work on the 2023/24 budget has already commenced with the Management Team to critically review budgets and look at options to reduce the forecast gap for 2023/24. In addition, the key themes for the MTFs are included at section 8 and these will be the priorities to be taken forward for reducing the future budget gap.

5. Housing Revenue Account

- 5.1. Since the introduction of self-financing in 2012, the Housing Revenue Account (HRA) business plan has continued to be challenged by several changes. Right to buy (RTB) discounts have increased, rent-setting policy has changed and other future new proposals affecting the HRA have been announced and developed. The current inflationary increases places further pressure on the HRA.

- 5.2. The recent strategy for the HRA has been to keep the HRA reserves levels sufficient to mitigate any loss of revenue. The Council continues to be prepared for further reductions in resources available to manage, maintain, improve, and add to its housing stock, as well as managing the implications from the stock condition survey.
- 5.3. Additional borrowing currently maintains the affordable housing programme to comply with the RTB agreement. The HRA's previous regulations instructed that receipts received from the sale of a Council dwelling were to be utilised within three years of a dwelling sale, to support up to 30% of the scheme cost of replacement homes. Following consultation, from 1 April 2021 the regulations around the use of Retained RTB receipts have been revised. New regulations allow RTB receipts to be used to support up to 40% of the scheme cost of replacement homes. Time restrictions have also been revised, detailing that sale receipts must now be utilised within five years from the sale of the dwelling.
- 5.4. Most fees and charges relating to the Housing Revenue Account have been increased in line with the corporate formula adopted by the Council, RPI + 2%, aiming to close the gap in terms of recovery of costs. With the current high levels of RPI a thorough review of the fees and charges will take place for the 2023/24 budget.
- 5.5. **Rent setting policy** – Since 2020/21 the rent setting assumptions have been in line with increases of CPI plus 1%, prior to this there was four years of rent reductions. Earlier in the year a consultation was launched which proposed a cap on social housing rent increases for 2023/24, the outcomes of the consultation are not yet confirmed, these will be used to inform the rent setting for 2023/24.
- 5.6. **Right To Buy discounts and retained receipts** - Right to buy discounts have increased since the introduction of Self Financing, the maximum discount increases each year based on the consumer price index (CPI). The business model has been amended to incorporate this change.
- 5.7. The HRA is still part of a retention agreement, where the HRA can retain receipts, to support up to 40% of the cost of replacement homes if incurred in a five-year period. If retained receipts are not used, the Council is liable for repayment of the receipt plus interest, sales and receipts are therefore closely monitored to mitigate any repayment liabilities.
- 5.8. The Council has set out a plan and ambition to use retained receipts to develop affordable council housing and to further increase the supply of affordable housing using a combination of four options:
- Grant contribution to Housing Association development
 - Development of new build homes
 - Purchasing empty homes on the open market
 - Purchase of suitable properties on the open market.
- 5.9. **HRA debt cap summary** - In 2018 it was announced that to help solve the 'housing crisis', the Government would scrap the borrowing cap limitations on how much councils can borrow against their HRA Assets, this came into force on 30 October 2018. The Council's HRA had previously been subject to a borrowing cap limitation of £89 million. Following the removal of the borrowing cap, the Council is now able to borrow above its original borrowing limit but must ensure any borrowing is affordable.
- 5.10. The Council continues to actively review the best way to utilise the additional borrowing capacity within the HRA, to deliver further affordable homes within the Borough. The council

plans to utilise revenue savings to finance additional borrowing within the HRA, along with the use of accrued 1-4-1 receipts, which may have otherwise been repaid to government along with the relevant interest.

- 5.11. Overall, the aim is to increase the levels of new housing within the existing housing stock, and to increase net rental income received. The HRA continues to model the implications to the housing business plan, as well as identifying potential sites for the delivery of additional housing. Increased borrowing for the HRA will need to be able to demonstrate affordability and informed decisions taken to understand the longer-term impact to the HRA funding.
- 5.12. There are two key strands to the Council's HRA investment plans:
 - maintaining and improving the housing stock
 - new affordable council housing, including new housing to replace sales under RTB in line with Government guidance
- 5.13. The plans are prepared over the medium term and are reviewed and updated annually. Future investment decisions will be based on local decision making and local knowledge of the condition of the stock and the components.

6. Reserves

- 6.1. This section provides an overview of reserves held by the Council. The Policy Framework for Reserves is reviewed annually alongside the setting of the annual budget. The reserves held by the Council fall within one of the following categories.
 - General Reserve
 - Earmarked Reserves (General Fund and Housing Revenue Account)
 - Capital Receipts Reserve
 - Housing Revenue Account Reserve
- 6.2. The General Reserve is held for two main purposes - to provide a working balance to help cushion the impact of uneven cash flows to avoid temporary borrowing, and as a contingency to help cushion the impact of unexpected events or emergencies.
- 6.3. As part of setting the budget each year the adequacy of all reserves is assessed along with the optimum level of general reserve that an authority should hold. The optimum level of the general reserve takes into account a risk assessment of the budget and the context within which it has been prepared, including the following factors:
 - sensitivity to pay and price inflation and fluctuations in interest rates
 - the level of savings that have been factored into the budget and the risk they will not be delivered as anticipated, both level and timing
 - potential legal claims where earmarked funds have not been allocated
 - emergencies and other unknowns
 - impact of demand led pressures which impact on both income and expenditure
 - future funding fluctuations
 - level of earmarked reserves held
 - a level of general reserve that is within 5% to 10% of net expenditure

- 6.4. A financial assessment is made of all the factors to arrive at a recommended level for the general reserve, which for the 2022/23 financial year was assessed to be £3.5 million. The general reserve balance as at 1 April 2022 was £4.02 million, after allowing for the latest financial monitoring position in the year (before any preventative action) this could be reduced to £3.2 million.
- 6.5. **Earmarked reserves** provide a means of building up funds to meet known or predicted liabilities and are used to set aside sums for major schemes, such as capital developments or asset purchases, or to fund restructurings as part of invest to save proposals. These reserves are earmarked until the amounts are budgeted to be taken from the reserves. Earmarked reserves can also be held for service projects and business units, which have been established from surpluses to cover potential losses in future years, or to finance capital expenditure. Earmarked reserves also provide a mechanism to carry forward underspends at the year-end for use in the following financial year.
- 6.6. For each earmarked reserve several principles should be established:
- the reasons for, or the purpose of the reserve
 - how and when the reserve can be used – short to long term
 - procedures for the reserve’s management and control
- 6.7. The planned use of earmarked reserves is reviewed during the year and as part of the budget setting and year end process. An updated reserves statement is included at Appendix A and reflects the latest position for the use of reserves in the current and future financial years where known. There is still some uncertainty around the exact timing of the use of some of the reserves, for which some are held as a contingency to mitigate a potential liability although the timing and likelihood of this is dependent upon future events.
- 6.8. The following provides a commentary on some of the more significant reserves that the Council currently holds and maintains:
- 6.9. **Invest to save** – This earmarked reserve provides resources to fund one-off/upfront costs for projects that will deliver future savings. Examples include:
- officer restructures, where one-off redundancy or pension strain costs might be payable subject to a business case that delivers on-going revenue savings
 - for an investment in IT hardware, software or equipment which will deliver savings through more efficient ways of working
 - The balance at the beginning of the year was £1.55m and the forecast balance at 31 March 2023 is £1.219 million.
- 6.10. **Collection fund national non domestic rates reserve** – This reserve was originally established to be used to offset the fluctuation in the level of retained business receipts received in the year to mitigate the impact to the revenue account. Due to the uncertainty around funding for 2023/24 and the increased inflationary pressures this reserve will be used to smooth the impact of the budget gap to deliver a balanced budget over the short to medium term. The forecast balance at 31 March 2023 is £1.883 million.
- 6.11. **Asset management reserve** – This reserve was established to earmark funds that will support the provision of current and future assets, of the reserve £1.26m has been committed to smooth the impact to the revenue account of the new leisure facility.

- 6.12. **Capital receipts reserve** - The Council also holds a reserve which includes the balance of receipts generated from asset disposals - capital receipts. Capital receipts can only be used to fund capital expenditure (so not for on-going revenue expenditure). The balance of capital receipts is used to fund the current approved capital programme. The balance as at 31 March 2022 was £4.1million, although this includes an element for the HRA and some set aside for existing capital project spend.
- 6.13. All reserves, general and earmarked, will be reviewed over the coming months as part of setting the detailed budgets for 2023/24. Using reserves to finance one-off spend for example in relation to projects, and where the funds can be used to lever in external funding enables flexibility and does not tie up in-year budget allocations. However utilising reserves to fund annual budget deficits, only provides a short-term measure to reduce the funding gap, and whilst it can be used to mitigate the impact in the short-term for example in response to changes to funding regimes and in response to unplanned impacts, this does not provide a sustainable solution in the medium to long term and should be used alongside other options, i.e. savings, additional income and growth opportunities.

7. Capital

- 7.1. This section provides an overview of the current capital programme and resources available to it for the financing of current and new capital schemes. A copy of the current capital programme was reported as part of the period 6 budget monitoring report.
- 7.2. The following sources of funding are available to finance the capital programme:
- capital receipts – generated from asset disposals (both new and existing within the capital receipts reserve). As part of the ongoing work and review of the asset management plan, there will be opportunities to generate capital receipts that can be used to reduce the need to rely on external borrowing to finance the capital programme
 - grants and contributions received from external sources including third parties and government, these include the allocations of Future High Street and Towns Fund
 - revenue – by making a revenue contribution to capital
 - prudential borrowing – financing by external loans eg PWLB.
- 7.3. Prudential borrowing to fund capital expenditure can only be undertaken when an authority can demonstrate the need to borrow through its Capital Financing Requirement, which is driven by the balance sheet of the authority and takes into account reserves (including general and earmarked). Financing costs of the borrowing are charged to the revenue account and therefore any decision to undertake external borrowing would need to take account of the debt costs including interest and the Minimum Revenue Provision (MRP) and overall demonstrate affordability.
- 7.4. As an example, if a £5m capital project is approved the revenue impact from an MRP charge to the revenue account will be made in line with the current MRP Policy – probably over the useful life of the asset – which would amount to £200,000 per annum (assuming a 25 year life).
- 7.5. If a decision is to be taken to use revenue reserves or capital receipts to finance the expenditure, no MRP charge would be necessary, as the expenditure would be financed immediately by a revenue contribution to capital or the receipt. When considering the financing of the capital programme, the most financial beneficial approach to the financing of

the spend will be taken. Furthermore, as future capital receipts are generated, this provides an opportunity to reduce the revenue costs of borrowing.

- 7.6. Each year the most financial beneficial approach is taken when financing the capital programme. For example, it is more financially beneficial to the revenue account to finance shorter life assets, ie equipment and vehicles from capital receipts and reserves as the MRP over a shorter life increases the impact to the revenue account.
- 7.7. The 2022/23 approved capital programme totals £79.2 million for the general fund, although there is expected to be a significant amount of slippage to 2023/24. The programme includes schemes within the future high street and town deal programmes which will deliver wider investment in the borough, that will support longer term economic growth.
- 7.8. The housing revenue account capital programme continues to invest in the stock and provision of new affordable homes, financed by right to buy receipts, borrowing and grants.
- 7.9. The capital programme currently includes borrowing of £5.3 million against Future high Street Fund (FHSF) projects in 2022/23 and 2023/24. However, it is anticipated that this borrowing would be predicated on business cases being produced to show that this be offset by either the generation of capital receipts or revenue from future income generation as part of the development of the FHSF projects.
- 7.10. Capital growth bids for 2023/24 and future years will be considered as part of the annual budget setting process, priority will take into account the following criteria:
 - Bids accompanied by funding
 - Linked to priorities of the business strategy
 - Linked to asset management plan
 - Service delivery requirement
 - Invest to save proposal

8. Financial and business strategy

- 8.1. The following outlines in more detail the **key themes of the financial and business strategy that** should be continued over the short to medium term to reduce the forecast deficit. Each of the themes should not be seen in isolation and where applicable should support other themes in the overall delivery:
- 8.2. **Strategic asset management** – The Council owns a significant portfolio of assets across the borough and it must ensure that it is utilising its significant asset base in the most efficient way and managed via the asset management plan. Taking into account the return that the Council generates from its assets and recognising which assets should be disposed of to generate either capital receipts or reduce inefficiencies.
- 8.3. Regular review of all the Council's asset holdings in line with the asset management plan and the councils priorities with a view to adding value to strategic assets. **The key aim is to identify the most efficient way to utilise the Council's assets and maximise the benefit that the Council receives from them.** Delivery of this theme is informed by the Asset Management Strategy and will also cover opportunities to grow the asset base and demonstrate linkages with external funding opportunities and grants.
- 8.4. **Economic and housing growth** – Income from homes and businesses within the borough provides an essential source of income to fund the provision of local services. **A key aim must**

be to maximise income from housing and business rates through enabling growth and retaining existing baselines. The Council already has mechanisms in place to support the priority to maximise housing growth, both within its own stock through the Housing Revenue Account and the wider delivery of homes through its companies, Equinox Enterprises Ltd and Equinox Property Holdings. Optimising the Council tax base continues to be how Council Tax income can be maximised. This could be through growth in property numbers, increased collection, and regular review of discounts as well as through proactive work to ensure that all eligible council tax properties are identified.

- 8.5. **Property investment and commercialisation** – This theme is closely linked to the strategic Asset management priority, but also seeks to identify other external opportunities for investment in properties to achieve either an income stream or improved returns on investment. These would not necessarily be for investment purposes alone but seeks to regenerate areas which may require up front regeneration funding interventions, with a wider opportunity and growth potential. Opportunities could be indirect through treasury management property investments or direct delivery by the Council or through an appropriate vehicle. These could support, for example, regeneration within the Borough to deliver growth and linkages to the economic growth theme as detailed above. Any direct investment would be subject to a business case, considering all risks and the full revenue implications (including borrowing costs). Currently these opportunities are identified as part of the current asset management plan or proposals taken forward by the appropriate decision making process.
- 8.6. **Technological investment** – Improvements to the delivery of services through the use of technology. The digital strategy contains three strategic aims - **Digital Services, Digital Communities and Digital Workforce** which are supported by the objectives:
- A. To make our service provision more efficient via automation, reducing duplication of effort and reducing manual intervention.
 - B. To increase the quality of our service, by increasing speed, reliability, and consistency.
 - C. Increase data sharing across services
 - D. Create a single view of residents, land, and property
 - E. To promote Great Yarmouth as a great place to live, work, do business and visit.
 - F. To improve the accessibility and availability of our services.
 - G. To provide up to date always available information online for our customers
 - H. To have a workforce that has the right information, equipment, systems, training, and confidence to do their job in a digital workplace.
- 8.7. **Partnerships** - Creating efficiencies through collaborative working with others. Identifying opportunities must continue at a local level with partners and other organisations, ensuring that realistic and deliverable benefits are achieved including opportunities for shared services with others. In addition, strengthening approaches to working with communities and partners in the voluntary sector to:
- drive better outcomes for local residents
 - reduce avoidable demand on council services
 - secure investment to drive new partnerships with partners and communities to deliver corporate ambitions
 - make better use of council assets and resources to offer greater social value to local communities and to develop a partnership approach with public sector partners to working with communities across the borough

- 8.8. **GYBC operating model** – Ensuring the Council provides services in the most effective and efficient way, ensuring value for money and the ability to challenge where necessary. The following along with the MTFS are key to this:
- **Organisational Development Strategy**
 - **Digital Strategy**
 - **Procurement and contract management.**
- 8.9. **Savings and additional income** – Each year savings and income proposals are considered as part of the budget work, these are presented for approval as part of the budget reports in February each year. For the 2023/24 process a total target of £1.2 million has been allocated across management team. The full detailed proposals will be finalised in the coming months ahead of consideration by Members as part of the budget reports.
- 8.10. **Sustainability strategy** – As part of the council’s sustainability agenda, this should be seen as a priority to support the delivery of a balanced budget. For example, through more efficient use of assets and resources.
- 8.11. **Use of reserves and invest to save** - Use of reserves to balance a budget only provides a short-term solution as the funds can only be used once. Reserves can however be used to smooth the impact of funding reductions and fluctuations in funding over the short to medium term and to allow for planning and implementing projects and work streams that will deliver a longer-term financial benefit through reduced costs or additional income. As part of the reserves section of the document it has been flagged that there will be a requirement to use reserves to mitigate the impact to the general fund in the short term to produce a balanced budget due to the increased inflationary pressures and uncertainties around local government funding.
- 8.12. Proposals for the use of reserves to fund upfront costs can also be considered for business cases that will seek to deliver savings and /or additional income in the longer term.
- 8.13. **Parish council support** – Parish councils currently receive grants from the borough council for support for local council tax support and concurrent function grants.
- 8.14. A total of £25,000 is paid to parish councils annually to mitigate the impact of local council tax support. This system has been in place since the introduction of the local council tax support scheme when the funding was previously allocated to local billing councils. It is no longer allocated separately, however the borough has continued to provide the financial support to the parishes. It is recommended that this is reviewed alongside the support offered to parish councils in the form of concurrent function grants.
- 8.15. The Council is currently providing concurrent function grants totalling £142,000 to parish councils to in the form of grants annually. The concurrent function grants have remained the same since 2016/17. Concurrent functions are discretionary services that can be carried out by the Borough Council but can also be undertaken by parish councils where these exist. They cover services that are provided in some parts of the borough by the borough council and in other areas by the parish councils and can result in parish taxpayers being charged twice – double taxation. The payment of grants to the parishes seeks to contribute to the costs to mitigate this. The grants cover the maintenance of burial grounds, beach cleaning, parks and open spaces and bus shelters. A review has been undertaken on the level and method of grants offered and this will be brought forward in a separate report to members.

8.16. There are a number of workstreams and priorities that are currently underway that are at different stages which could have a positive impact on the overall financial position. In the medium to longer term these have the potential to generate revenue streams to the Council, through increased business rates growth and rental opportunities, in addition to asset disposals that through the generation of capital receipts would enable a revised approach to the financing of the capital programme to minimise future increases to MRP for the financing of the capital programme. These include the Operations and Maintenance facility and the potential for rental streams through future site occupancy, land asset disposals for future housing provision in addition to taking the opportunity review council tax discounts that have been identified nationally for review including second homes. The timescales of these to deliver a financial benefit to the council will not be until 2024/25 at the earliest, with some not due until 2025/26 or later.

8.17. Whilst these provide longer term opportunities, there needs to be further proposals for savings and additional income in the short term to mitigate the forecast funding gaps.

8.18. The continued unknowns on the future local government funding and the current economic uncertainty a significant challenge to the sector as a whole when faced with financial planning. There is still work to be completed over the coming months as the detail of the 2022/23 budgets are pulled together, this includes the following:

- Budget challenge – to include review of current spend commitments and vacant posts
- Collation of savings and income proposals for
- Fees and charges 2023/24
- Capital bids 2023/24
- Critical reserves review to identify available reserve for one off use

8.19. The following provides a high level summary of the forecast funding gap allowing for target savings/additional income and potential future opportunities:

£000	2022/23	2023/24	2024/25	2025/26
Forecast Gap	1,043	2,435	2,734	3,035
Business Strategy Savings/Income	0	(100)	(780)	(920)
Savings/Income to be identified 22/23	(500)	(500)	(500)	(500)
Savings/Income to be identified 23/24	n/a	(750)	(750)	(750)
Savings/Income to be identified 24/25	n/a	n/a	(500)	(500)
Savings/Income to be identified 25/26	n/a	n/a	n/a	(500)
Cumulative Gap before use of reserves	543	1,085	204	(135)
Use of earmarked/general reserves	543	1,628	1,832	1,697

8.20. **Summary** - The updated position above is prior to the detailed work on the budget for 2022/23 being completed, which is currently in progress to be presented to Members in February. Work is continuing with services to identify further options to reduce the forecast gap in the short to medium term.

9. Risk and sensitivity

9.1. Many factors may impact on the financial forecast and overall financial position, and these have been highlighted in the respective sections.

9.2. Despite the risks, the Council must continue to respond to the challenges and take a proactive approach to the economic growth and regeneration of the Borough to deliver growth to tax

bases for domestic and business properties to deliver direct income. The significant investment that is underway in the borough from the Marina centre, future high streets and towns fund coupled with partner and external investment through the County Council should continue to be a medium to long term priority to support the financial position for the authority and to meet its priorities and provide the best possible services to the borough residents and businesses.

- 9.3. There is a legal requirement to set a balanced budget annually and must be set in an informed manner and may propose changes to service levels, which may require upfront investment. Alongside approval of the budget, the level of reserves and robustness of the estimates are factors that are considered in full ahead of approving the budget and the council tax for the coming year. Whilst reserves can be used to mitigate one-off funding gaps, the use of the reserves cannot be seen as a longer-term sustainable option to delivering robust budget and financial management.
- 9.4. The updated financial forecasts are dependent upon a number of key assumptions at a point in time. In addition to these there are a number of significant financial risks and uncertainties facing the council which could have an impact on the medium term financial strategy, these include the following:
- 9.5. **Future funding** – The timing and impact of reviews of local authority funding remains uncertain. Continuation of grants, for example New Homes Bonus and whether this will continue is unknown. Currently the forecasts assume a rollover of the 2022/23 funding, as a significant receiver of RSG of £2 million per annum, until the outcome of the fair funding review is known this remains a risk for future funding.
- 9.6. **Inflation** – The Council has a significant investment programme including the projects to be delivered through the Town Deal and Future High Streets funds along with the Wintergardens. Whilst all project budgets will include an element of contingency the increases to construction costs and the demand for materials provides further risks to the programme of delivery. A further £2.5m central capital contingency budget was approved in 2022/23 to mitigate this risk further.
- 9.7. **Business rates** – The current system is inherent with volatility and uncertainty for example appeals, vacant properties and non-collection. A 1% movement each year would result in approximately £50,000 additional income per annum being retained.
- 9.8. **Council Tax** – Increases in the tax base generate increases in the locally collected element of the council tax, however this is also dependent upon the level of collection which with the increased cost of living pressures makes this inherently challenging. As a guide a 1% increase in council tax (band d) equates to approximately £53,000.
- 9.9. **Interest rate changes** – Increases in the rates can make capital projects unaffordable, requiring to scale back and reduce the call on financing by borrowing.
- 9.10. **Employee costs** – Pay awards being in excess of the level budgeted for, the impact being ongoing. 1% equates to approximately £140,000 annually including oncosts.
- 9.11. **Ability to deliver savings and additional income** – Non achievement of planned savings.
- 9.12. **Service demand and income** – Demand led services continue to provide significant income to the Council, eg car parking, planning and building control, crematorium. The importance of maintaining general and earmarked reserves remains essential to mitigate short term impacts of reduced income.

- 9.13. **Interest and MRP** - The revenue budget takes account of the planned borrowing and financing of the current approved capital programmes. Slippage of capital schemes will impact on the level of borrowing required along with the associated financing costs. As new schemes and projects are approved the revenue implications will need to be considered as part of the options appraisal and business case.
- 9.14. **HRA** – The impact of inflationary increases to the delivery of the HRA services for the day to day maintenance and longer term stock investment will also impact on the affordability of provision of new build programmes for replacement stock through the right to buy programme.
- 9.15. The extent to which the above factors will have an impact on the ongoing financial projections and funding gap will vary. Some will have an ongoing impact and some may be more short term. The above risks will be considered as part of the annual budget setting process.

General Fund Reserves Schedule - 2022/23		Opening Balance 01/04/22	Budgeted Movement 2022/23	Committed Expenditure 2022/23	Actual Movement (inc forecast) 2022/23	Updated Closing Balance 31/03/23	Budgeted Movement 2023/24	Updated Closing Balance 31/03/24	Budgeted Movement 2024/25	Updated Closing Balance 31/03/25
Summary and Purpose of Reserve		£	£	£	£	£	£	£	£	£
Planning Delivery Grant	The reserve is planned to be used to provide service improvements in Planning, and deliver the Local Development Framework.	136,389	0	0	(25,000)	111,389	0	111,389	0	111,389
Insurance Fund	The Council budgets for a level of excess being charged to the Service Accounts annually. Any under provision is met from the Insurance Fund, and any surplus is transferred to the fund.	382,990	0	0	0	382,990	0	382,990	0	382,990
DFG top-up capital loans and grant fund	The Council will utilise this funding for capital expenditure incurred in the Wellesley Rd, Sandown Rd, Euston Rd & Paget Rd areas.	400,000	0	0	0	400,000		400,000		400,000
Restricted use grant	This reserve holds unspent grants received for specific purposes for which the spend has not yet been incurred.	564,981	(54,000)	(205,965)	(54,000)	305,016	(40,515)	264,501	(20,000)	244,501
Invest to Save	To be used to fund one-off costs associated with projects that will deliver future efficiencies and savings including costs associated with restructures.	1,553,339	0	(284,111)	(50,255)	1,218,973	0	1,218,973	0	1,218,973
Specific budget	This reserve is utilised as expenditure is incurred.	264,722	(59,142)	0	(59,142)	205,580	(47,590)	157,990		157,990
Repairs and Maintenance	This reserve is utilised as expenditure is incurred.	317,638	0	0	0	317,638	0	317,638		317,638
Waste Management	This reserve is utilised as expenditure is incurred in relation to the service.	13,795	(11,375)	0	(11,375)	2,420	(2,250)	170		170
Collection Fund (Business Rates)	Earmarked to mitigate the fluctuations in business rate income between years.	1,976,810	(93,000)	0	(93,000)	1,883,810	0	1,883,810		1,883,810
Community Housing Fund	This represents grants previously received to assist with the delivery of Community Housing.	551,242	(10,000)	0	(10,000)	541,242	(30,000)	511,242	(30,000)	481,242
Enforcement	Earmarked for enforcement related works to address issues and bring properties back into use.	33,302	0	(4,822)	0	28,480	0	28,480		28,480
Special Project Reserve	Earmarked for projects and for use as matched funding as appropriate to access external funding, Includes capital and revenue projects.	429,043	(182,978)	(175,000)	(182,978)	71,065	(25,900)	45,165		45,165
Benefits/Revenues Reserve	This reserve is held to mitigate year on year fluctuations of investment income received.	267,895	0	0	0	267,895	0	267,895		267,895
Homelessness	This reserve is held to mitigate the impact of fluctuations between financial years from income received from Council assets and properties, in addition it includes re-allocation from other reserves to be used for investments in Council assets including current and future asset enhancements.	842,451	(95,000)	0	(95,000)	747,451	0	747,451		747,451

General Fund Reserves Schedule - 2022/23		Opening Balance 01/04/22	Budgeted Movement 2022/23	Committed Expenditure 2022/23	Actual Movement (inc forecast) 2022/23	Updated Closing Balance 31/03/23	Budgeted Movement 2023/24	Updated Closing Balance 31/03/24	Budgeted Movement 2024/25	Updated Closing Balance 31/03/25
Summary and Purpose of Reserve		£	£	£	£	£	£	£	£	£
Treasury Management reserve	Earmarking of grants and underspends to be used for the service and mitigation of subsidy impacts.	200,000	0	0	0	200,000	0	200,000		200,000
Asset Management reserve	To be utilised for service expenditure for the reduction in homelessness.	1,872,198	(230,825)	(1,190,079)	(236,621)	445,499	(204,753)	240,746		240,746
Coast Protection	Established as part of the 2019/20 budget process for match funding and mitigate one-off costs in relation to coast protection.	104,275	0	(34,275)	37,566	107,566	0	107,566		107,566
Empty Business Property Incentive Fund	Earmarking of funds to be used for incentivising bringing properties back into use.	100,000	0	0	0	100,000	0	100,000		100,000
Covid	This reserve is utilised as expenditure is incurred and represents the covid funding received in the final quarter of 2020/21 for which spend has not been incurred but is committed.	543,218	0	(112,164)	(431,054)	0	0	0		0
Collection fund income compensation	To be utilised to fund deficit in collection fund. Significant movement in 2020/21 reflects the collection fund adjustment account in respect of Covid to be utilised in 2021/22.	5,911,969	0	(5,237,311)	(50,000)	624,658	0	624,658		624,658
Other Reserves	These Reserves are budget carry forwards to be used in future years.	2,461,682	(24,742)	(42,094)	(247,288)	2,172,300	(28,917)	2,143,383	(13,912)	2,129,471
Total GF Earmarked Reserves		18,927,939	(761,062)	(7,285,820)	(1,508,147)	10,133,971	(379,925)	9,754,047	(63,912)	9,690,135
General Fund Reserve	Current recommended balance of £3.5 million (as at Feb 2022)	4,020,411	(208,205)	0	(2,591)	3,812,206	0	3,812,206	0	3,812,206
Total GF Reserves		22,948,350	(969,267)	(7,285,820)	(1,510,738)	13,946,177	(379,925)	13,566,253	(63,912)	13,502,341
Excluding the B Rates Adjustment		13,015,970								