

NOTICE OF MEETING

Meeting: ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

Date and Time: THURSDAY, 8 MARCH 2018, AT 2.00 PM*

Place: COMMITTEE ROOM 1, APPLETREE COURT,
LYNDHURST

Telephone enquiries to: Lyndhurst (023) 8028 5000
023 8028 5588 - ask for Jan Debnam
E-mail: jan.debnam@nfdc.gov.uk

PUBLIC PARTICIPATION:

*Members of the public may speak in accordance with the Council's public participation scheme:

- (a) immediately before the meeting starts, on items within the Panel's terms of reference which are not on the public agenda; and/or
 - (b) on individual items on the public agenda, when the Chairman calls that item.
- Speeches may not exceed three minutes. Anyone wishing to speak should contact the name and number shown above.

Bob Jackson
Chief Executive

Appletree Court, Lyndhurst, Hampshire. SO43 7PA
www.newforest.gov.uk

This Agenda is also available on audio tape, in Braille, large print and digital format

AGENDA

Apologies

1. MINUTES

To confirm the minutes of the meeting held on 11 January 2018 as a correct record.

2. DECLARATIONS OF INTEREST

To note any declarations of interest made by members in connection with an agenda item. The nature of the interest must also be specified.

Members are asked to discuss any possible interests with Democratic Services prior to the meeting.

3. PUBLIC PARTICIPATION

To note any issues raised during the public participation period.

4. PORTFOLIO HOLDERS' REPORTS

To receive an oral update from the Portfolio Holders for Environment and Regulatory Services and for Planning and Infrastructure.

5. TRAFFIC MANAGEMENT PROGRAMME 2018/19 (Pages 1 - 14)

To consider the Traffic Management Programme until 31/3/19 and to recommend it to the Portfolio Holder for Planning and Infrastructure for approval.

6. PROJECT INTEGRA ACTION PLAN (Pages 15 - 28)

To consider the 3 year Action Plan for Project Integra to commend it to the Portfolio Holder for adoption.

7. PEST CONTROL SERVICE

To receive a presentation on a review of the delivery of the pest control function and the charges made.

8. AIR QUALITY MANAGEMENT

To receive a presentation on the latest developments with respect to air quality in the District.

9. CORPORATE FRAMEWORK (Pages 29 - 32)

To be advised of the programme for the submission of the strategies for the delivery of the Corporate Framework.

10. WORK PROGRAMME (Pages 33 - 36)

To agree the work programme to guide the Panel's activities over the coming months.

11. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

To:

Councillors:

Councillors:

W S Rippon-Swaine
(Chairman)
Ms L C Ford (Vice-
Chairman)
P J Armstrong
Mrs S M Bennison
G R Blunden

Mrs F Carpenter
A T Glass
Mrs R Matcham
J M Olliff-Cooper
D M S Poole

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – March 2018

TRAFFIC MANAGEMENT PROGRAMME 2018/19

1. INTRODUCTION

- 1.1 The purpose of this report is to consider the programme of work to be progressed by New Forest District Council's Transportation Team on Traffic Management activities until 31 March 2019 as set out in Appendix 1 in accordance with the new process for involving Members agreed in June 2017.

2. BACKGROUND

- 2.1 NFDC entered into a Traffic Management Agreement with HCC in February 2009. The Agency Agreement was reviewed by HCC in 2016, and NFDC entered into a new traffic management agreement from 1 April 2017 until 31 March 2019.
- 2.2 Under the terms of the Traffic Management Agency NFDC has to prepare a programme of Traffic Management Work for each financial year. The programme in this report has been prepared in accordance with the criteria issued by Hampshire County Council and in consultation with Town/Parish Councils, District and County Members. In June 2017, the Council adopted an interim Traffic Management Programme for 2017/18 pending further engagement with Members. This report provides a final programme for 2017 to 2019 which incorporates the interim 2017/18 programme (many of which have been progressed) and a further programme of work for 2018/19.

3. BACKGROUND

- 3.1 In 2016, Hampshire County Council introduced a new policy for traffic management measures. The new policy focuses the County Council's limited traffic management resources on measures and projects where there is evidence they will benefit casualty reduction by responding to issues at locations with the greatest scope to reduce casualties.
- 3.2 The new agency agreement accepted by this Council in December 2016 included a significant reduction in funding for both staffing and works. It requires that we focus on parking related issues and that the limited funding be prioritised where benefits can be made to road safety or where there is a viable community benefit.
- 3.3 In June 2017 a new process of Member involvement was introduced which replaced the previously held traffic management liaison meetings. This paper sets out the results of this process and the resulting Traffic Management Programme until 31 March 2019.

4. TM PROJECT IDENTIFICATION

- 4.1 The new process for agreeing a traffic management programme follows the following process:

- 1) Invite scheme requests from Members and local Councils
- 2) Officer Appraisal and evaluation of bids
- 3) Area based meetings with District/County Councillors
- 4) Finalisation of programme / Portfolio Holder Approval on programme

- 4.2 Between 21 July and 15 September Members and local Councils were invited to put forward traffic management schemes to be considered for inclusion within the traffic management programme. Bids were required to provide information about the proposed scheme along

with supporting documentation explaining the requirement and level of support. In total 39 suggestions for schemes were received.

4.3 The next stage was for officers to evaluate the suggestions received based on the following criteria:

- The need for the scheme;
- The effectiveness and affordability of the measures proposed;
- Compliance with the HCC agency agreement criteria (with the focus being on parking measures, particularly those with a casualty reduction/prevention benefit)

4.4 Following this, 3 area based meetings were held during October 2017 where all District and County Councillors will be invited to a meeting about their area. In total 32 members attended and 57 items discussed. Appendix 2 details all the items listed and the agreed action for each one.

5. Traffic Management Programme

5.1 The programme at Appendix 1 updates the Interim programme approved in June 2017 and adds those new projects agreed at the traffic management meetings to provide a full programme of work until 31 March 2019. This has allowed for any variations required in proposed projects from the interim programme to be agreed and completed as one project rather than requiring two Traffic Regulation Orders being prepared.

5.2 To prepare the programme the merits of each of the agreed projects was assessed by officers and allocated a High, Medium or Low rating depending on how well the project scored against the criteria set out by HCC (this includes those from the interim programme). As part of this scoring the 5 year accident plot and, where available, speed recording data were used.

5.3 In total 5 new projects were scored high, 5 projects were scored medium and 3 projects were scored low. 17 projects were also referred to HCC following the meeting as not meeting the criteria of the agency agreement.

5.4 HCC officers have been consulted on the draft programme and their comments have been taken into account in the programme attached to this report. The cost of implementing these schemes will be contained within the budget allocated by HCC to NFDC, except for schemes where a charge is made to the applicant, such as for development related works and for access protection markings

6. LEGISLATION

6.1 The Council is required to formally advertise proposed permanent and temporary Traffic Regulation Orders. All representations are considered in consultation with District and ward Members before a decision is made to make or not to make the advertised Order in accordance with the Council's scheme of delegation to officers.

7. FINANCIAL IMPLICATIONS

7.1 For 2017/18 HCC reduced the funding of the Traffic Management Agency from £99,184 to £59,511, in 2018/19 this reduces to circa £40,000. In response savings have been made through staff reductions, the retirement of 3 long serving officers. A reduction of staff resources will result in reduced capacity of the team to undertake Traffic Management Agency work.

7.2 The works budget has also been reduced this year from £22,000 to £17,600 for 2017/18 and it is expected to reduce further for 2018/19. The Traffic Management programme is reflected in the scope of the planned works.

8. ENVIRONMENTAL IMPLICATIONS

8.1 Environmental implications will be taken into account in final design work, to ensure the benefits of the proposals out-weigh any concerns about visual impact.

9. CRIME & DISORDER IMPLICATIONS

9.1 None

10. EQUALITY & DIVERSITY IMPLICATIONS

10.1 None

11. RECOMMENDATIONS

11.1 It is recommended that the Panel recommends to the Portfolio Holder for Planning and Infrastructure to approve the Traffic Management Programme until 31/3/19, as set out in Appendix 1 and is implemented, subject to detailed design work and careful consideration of objections to proposals that require statutory public advertisement.

11.2 That the Service Manager for Policy and Strategy, in consultation with the Portfolio Holder for Planning and Infrastructure be given authorisation to amend the TM programme should a specific need arise.

For further information contact:

Louise Evans
Service Manager (Policy and Strategy)
Tel: 023 8028 5588
E mail: louise.evans@nfdc.gov.uk

Dean Brunton
Senior Planner (Implementation and
Transportation)
Tel: 023 8028 5588
E mail: dean.brunton@nfdc.gov.uk

Background Papers:

Report to Environment Overview and
Scrutiny Panel 9 June 2016

<https://democracy.newforest.gov.uk/documents/g259/Public%20reports%20pack%2009th-Jun-2016%2014.00%20Environment%20Overview%20and%20Scrutiny%20Panel.pdf?T=10>

Report to Cabinet Dec 2016 to consider
whether this Council continue to operate a
traffic management agency agreement with
the County Council

<https://democracy.newforest.gov.uk/ieListDocuments.aspx?CId=133&MId=6259&Ver=4>

**APPENDIX 1:
NFDC TRAFFIC MANAGEMENT & TRANSPORTATION PROGRAMME
1 April 2017 to 31 March 2019**

Programmed Schemes

Location	Request	Comment	Project / Task
Review all TM Projects implemented in 15/16 and 16/17	Review all projects implemented in 2015/16 and 2016/17 TM Programme to ensure that they are working successfully	NFDC Best Practice	Level of review will be dependent on scale of project.
New Milton Caird Avenue	Request for no waiting at any time restrictions to be introduced to remove the remaining on street parking.	Following a road traffic accident near this location HCC introduced an improved crossing point (bollards and tactile paving). The crossing point is at the edge of a no waiting at any time restriction. Therefore vehicles parking in the unrestricted part of the road may obstruct pedestrian / driver visibility.	Review restrictions at this location.
Totton Hammonds Lane	No waiting at any time restriction present, HCC subsequently introduced reinforced verge parking which contradicts the restriction	Consider amending restriction – current yellows protect visibility at the NHS Dentist entrance. Consequently amend the order to exempt the no waiting from the hard standing.	Legal issues need to be resolved
Totton Testwood Lane	Request for further restrictions due to congestion in the area.	Officer investigation concluded that it may be appropriate to protect all the junctions along the school and local access traffic route.	Junction Protection Markings along Testwood Lane route.
Totton Rumbridge Street	Consider extending restrictions close to the junction of Rumbridge Street with the A35 Totton-by-pass	The current restrictions do not appear logical, ending prior to the car park access.	Review restrictions at this location.
Netley Marsh Salisbury Road	Request for a HGV restriction in the lay by – already signed not suitable	Formalising the restriction is logical and supported by HCC	Move sign forward and add a no lorry turning space.

Location	Request	Comment	Project / Task
Hythe & Dibden Beaulieu Road	Request for 'no waiting at any time'. Petition signed by 350 has been received.	Review waiting restrictions along whole road including junctions with Whinfield Road in view of new development. Particular concerns about egress from Coppice Gate. Double yellow lines on the southern side of road between Whinefield Road and A 326 roundabout.	The junction with Whinfield Rd is currently protected by a single yellow line between 9am and 6pm. There is merit in upgrading this restriction to 'at any time' in line with the guidance provided by the Highway Code to not park within 10 metres of a junction. Restrictions along Beaulieu Road should be reviewed.
Exbury & Lepe Lepe Road	Parking Manager has reported that parking on single yellow lines on seafront close to HCC car park entrance has not been enforceable due to inadequate signing.	The possibility of providing controlled parking zone signs at each end of current restriction to avoid repeater signs has been looked at, but there is a problem locating signs at western end. Alternatively you could consider 'no waiting at any time' however this would not allow for any evening parking when car park is closed. HCC / NPA are considering changing the parking layout and possible changes to opening hours.	Review existing restrictions. A zone scheme would provide environmental benefits by removing signage along the coastal road. Consider changes in line with any changed car park hours and relocate western limit to allow clear zone signing, which would also have some areas of double yellow lines within the single yellow zone
New Milton Crossmead Avenue & Wessex Avenue	A petition signed by 22 residents has been received, requesting waiting restrictions to prevent on street parking.	The installation of bollards at the crossing point to provide a safety enhancement.	Arrange instalment of the bollards and review waiting restrictions at the Wessex avenue junction.
New Milton Hale Avenue / Hale Gardens / Milton Grove/ South Avenue	Request for no waiting at any time restrictions to protect this crossroads junction.	These are residential roads close to the town centre with a through route for locals with the correct knowledge. Officer review has concluded merit to extend scope to include junction protection at this junction and at Junction of Copse Ave / Hale Ave. And extending junction restriction in Copse Ave at its junction with Ashley Rd.	Consider appropriate Junction Protection Markings along route.
Ringwood Butlers Lane / Holm Close	Request from RTC • Extend the double yellow line along the	The existing restrictions at this location became operational 18/3/16, following	Advertising restrictions for Butlers Lane would assist a reduction of verge erosion.

Location	Request	Comment	Project / Task
	north side of Butlers Lane from its junction with Gorley Road • Extend double yellow lines at the junction of Butlers Ln and Holm Cl to assist delivery access	local concerns about access, both for residents and deliveries. They are concentrated at the southern end, aimed really at lorry access to the shopping precinct.	Review the delivery activity to the shops and consider the request for further restrictions in Holm Close.
Ringwood The Furlong	Issues noted by the Parking CEOs with vehicles loading and unloading.	Officer review has concluded that request has merit. Supported by Council's Parking Team and HCC.	Liaise with Parking Office re location for introduction of a new loading bay.
Beaulieu Beaulieu Village	A request has been received for time controls to be introduced into the High St to accommodate short term / shopping parking	Conflicting use of existing parking / shop keepers, visitor parking difficult to resolve.	Recommended for TM programme as part of a package of measures to progress waiting restrictions along with additional car parking provision provided by the Parish Council. A pre-app for car park has since been submitted to the NPA. Feedback awaited.
Copythorne Southampton Road / Windsor Rd junction	Extension to double yellow lines	Verge parking along Southampton Road and inconsiderate/dangerous parking at Windsor Road junction	Consider appropriate measures to deal with the issues.
Hordle, Yerville Gdns	Waiting restrictions	Parking at junction of Yerville Gdns causing safety concern.	Implementation of double yellow lines at junction.
New Milton, Cedar Gardens	Waiting restrictions	TRO subject to re-assessment during an event. GB to provide dates of events at this location and officers to revisit the site when an event is in place.	Consider double yellow lines at junction with Cedar Gardens and along the service road.
Holbury Fawley, Whitefield Road	Safety - extension to school zigzags outside Cadland Primary School	Request from HCC school Travel Planning Team. A new marking and TRO will be required.	Implementation of new school entrance marking .
Ringwood, Bickerley Road area	Review waiting restrictions on Bickerley Gardens, to include, restrictions at/near junction with Bickerley Gardens, consider combining the existing residents parking schemes into one order, and,	Extension to existing waiting restrictions in Bickerley Road required. The combination of the residents parking schemes into one TRO would be beneficial for administration purposes. The position of a loading bay in Duck Island Lane is restricting access to a	Review waiting restrictions on Bickerley Gardens, to include Double yellow lines at junction with Bickerley Gardens, consider combining the existing residents parking schemes into one order, and, make amendments to the loading bay in Duck Island Road.

Location	Request	Comment	Project / Task
	amendment to loading bay in Duck Island Road.	premises.	
Hordle, Hordle Lane	Development site - chargeable	Extension of 'no waiting at any time' restriction at new access	Rechargeable scheme to extend waiting restrictions.
Brockenhurst, The Rise	Waiting restrictions at Watersplash Hotel-chargeable	TRO amendment required to accommodate a relocated vehicle crossover	Rechargeable scheme required if hotel amends entrance.
Milford on Sea, Keyhaven Road	Waiting restrictions - chargeable	TRO requested at farm entrance	Rechargeable scheme only to be provided if on -site improvements cannot be undertaken and subject to further discussion with the Parish Council).
New Milton, Gore Road Industrial Estate	Waiting restrictions - chargeable	'Screw Fix' have reported difficulties with access to their new unit at this location.	Rechargeable scheme, very limited restrictions only if essential and await further instructions.
Hythe and Dibden, Atheling Road and Mousehole Lane	Commuter parking issues and parking by post office employees. No waiting 11-11.30am Mon-Sat.	Extension to length of restriction at junction is required to prevent obstruction. Additional passing places or extension to length of existing passing places may also be beneficial.	Additional waiting restrictions.
Hythe and Dibden, Hythe Village Centre Cycling	Enforcement issues with the Prohibition of Cycling. Amend TRO to remove the except for access.	Review existing TRO and make amendments to signage to ensure enforceable.	Review TRO and install signage.
Hordle, Stopples Lane	Parking bays	For informal disabled parking bays.	Arrange two informal disabled bays

Minor Lines & Signing / Speed Reduction Schemes

Location	Request	Comment	Project / Task
Ringwood New Street	Request for double yellow lines in front of the new pumping station and the new cycle route.	The area in front of the pumping station and the shared pedestrian / cycle route needs to be kept clear. New pumping station is adjacent to the new shared footway / cycle way	APM to include the access to the cycle route. Advise builder to self-help 'keep clear' signs.
Ringwood	A number of residents	The parking bay at this	Review bay markings and

Location	Request	Comment	Project / Task
Kingsburys Lane	of Kingsbury lane converted their front gardens to park their vehicles, thus causing an access issue re the limited wait parking bay for permit holders outside their properties.	location is adjacent to a narrow footway which is flush with the carriageway, i.e. no dropped kerbs.	introduce access protection markings (APMs) Update Parking Office with which properties have created off road parking.
Totton Calmore Gardens	Obstruction to residents driveways. Waiting restrictions requested.	Access protection markings to be offered to residents.	–Offer Access protection markings to affected residents.
Lyndhurst Gosport Lane and Chapel Lane	Two permanent Vehicular Activated Signs (VAS's) requested - parish to finance	Permanent VAS's are not supported. SLR/SDR could be deployed on temporary basis.	– Deployment of SLR/SDR deployment
Ringwood Bickerley Road	Request for double yellow lines at Kinder Cottage to prevent obstruction and improve sight lines.	Access protection marking to be offered to resident.	–Offer Access protection marking to resident.
Boldre Pillee Street	Concern about traffic speeds - pedestrian refuge island requested.	Request for pedestrian refuge referred to HCC. Consider deployment of SLR.	Consider deployment of SLR
Hordle Greenmead Avenue	Waiting restrictions to prevent obstruction to residents driveways and the recreation area.	The implementation of access protection markings would be more suitable than waiting restrictions.	Offer access protection marking to residents and across the access to the recreation.
New Milton Avenue Road	Limited waiting bay amendments due to obstruction to residential driveways	Access protection markings to be offered to residents.	Offer Access protection marking to residents.

Schemes requiring further investigation:

NOTE:

These schemes may be progressed if funding & design resources permit.

The schemes will be subject to review prior to any decision to progress work on them.

Location	Request	Comment	Project / Task
Totton	Request for a	There are approx. 25	Meets the criteria for a

Location	Request	Comment	Project / Task
Osborne Road	residents parking scheme	properties with no off-road parking and 10 with. It would also be a suitable case for zone signing which avoids bay markings and allows current parking patterns to continue.	residents parking scheme and is very close to a main shopping street. Stage 1 Determine the level of support from residents for a residents parking scheme.
Fawley School Road	Request to introduce limited wait bays in the lay by close to the village centre	Consider the request to introduce limited wait bays at this location	Review restrictions
Bransgore Betsy Lane	Request received for 2 parking bays adjacent to the footway, to prevent indiscriminate end on parking – including partial pavement parking.	Formalisation of the parking at this location could prevent indiscriminate parking. Following a site visit no evidence of diagonal parking seen. Enforcement may be an issue.	Further investigation required.
Milford on Sea Whitby Road	Petition received requesting no waiting at any time restrictions, due to increased parking and increase of through traffic using the road.	Previous requests for extending the no waiting at any time restrictions have been rejected. This road is predominantly wider, 8 metres, than the average residential road and is able to accommodate parking on both sides of the road with an element of give and take. In addition this type of parking generally reduces traffic speeds.	Possibly consider junction protection for Oaktree Court; restricting parking to the south side of the road, which will also stagger the entry to both side parking from the eastern approach.
Ringwood Parkside	Request for double yellow lines at Parkside Industrial Estate in a turning area.	Parkside is a small industrial estate. The situation would need a site visit before a recommendation could be considered.	Possible junction protection opposite the brewery entrance to protect the nominal turning head once the brewery have widened their entrance.
Ringwood Moorland Gate / Christchurch Rd junction	Review parking restrictions at junction	Possible limited junction protections could be considered.	Consider junction protection markings – i.e. limited double yellow lines.
Ringwood Christchurch Road	Request for a residents parking scheme.	A residents parking scheme was considered in 2012 prior to the introduction of the new	On road parking would assist speed control in an area where traffic speed

Location	Request	Comment	Project / Task
		<p>parking bays, but was rejected by the majority of residents at the time. It was indicated in 2012 that following the introduction of the new parking bays, should residents request such a scheme again it would be considered.</p>	<p>concerns have been raised. If preferential parking were created, it would also provide additional short stay daytime parking that could be used by east side residents. Overnight could be resident only, similar to Belmore Lane. Stage 1 Determine the level of support from residents for a residents parking scheme</p>

APPENDIX 2:**Items discussed and list of actions from Traffic Management Meetings, October 2017**

Area	Parish	Road	Reported Issue / Request	Action
Eastern	Fawley	Hampton Lane , Blackfield	Safety. Relocation of pedestrian crossing to School entrance	Refer to HCC
Eastern	Fawley	Long Lane Service Road	Safety. Extension of waiting restrictions at junctions with Southbourne Ave, Holbury Drove, Waltons Avenue	Pass to parking enforcement
Eastern	Fawley	Long Lane Service Road	Safety. Physical measures to stop up access onto the service road from the side road junctions.	Refer to HCC
Eastern	Hythe and Dibden	Atheling Road and Mousehole Lane	Commuter parking issues and parking by post office employees. No waiting 11-11.30am Mon-Sat.	Include in TM Programme.
Eastern	Hythe and Dibden	Beaulieu Road	Safety. Partic concerns about egress from Coppice Gate. Double yellow lines on the southern side of road between Whinefield Road and A 326 roundabout.	Include in TM programme.
Eastern	Hythe and Dibden	Frost Lane	Safety. Footway widening and maintenance of overgrown shrubs.	Refer to HCC
Eastern	Hythe and Dibden	Hythe Village Centre Cycling	Safety. Enforcement issues with the Prohibition of Cycling. Amend TRO to remove the except for access.	Include in TM programme.
Eastern	Totton	Stephenson Road, South Hampshire Industrial Park	Safety. Waiting restrictions.	Monitor
Eastern	Totton	Calmore Gardens	Obstruction. Waiting restrictions.	Include in TM Programme - APM
Eastern	Totton	Mill Road, Totton	Lack of parking. Residents parking.	NO FURTHER ACTION
Eastern	Marchwood	Bury Road cycle path	Increase usage through more signage.	Refer to HCC

Area	Parish	Road	Reported Issue / Request	Action
Eastern	Totton	Calmore Rd / Cooks Ln/ Pauletts Ln / Loperwood	Safety. New development planned increase concerns.	Monitor situation.
Eastern	Totton	Loperwood	Overgrown vegetation at Tatchbury Mount.	Refer to HCC
Eastern	Totton	Testwood Lane	Safety. Poor sight lines exiting Health Centre due to parked cars. (Commuter parking)	NO FURTHER ACTION
West & Central	Beaulieu	Beaulieu Village - High Street	Parking issues - Limited waiting restrictions	Include in TM programme.
West & Central	Brockenhurst	A337 at Hollands Wood	sign declutter	Refer to HCC
West & Central	Brockenhurst	B3055 Sway Road	sign declutter	Refer to HCC
West & Central	Brockenhurst	B3055 Balmer Lawn Road	sign declutter	Refer to HCC
West & Central	Brockenhurst	Auckland Place	Commuter parking - waiting restrictions	Refer to HCC
West & Central	Copythorne	Southampton Road/Windsor Rd junction	extension to double yellow lines	Include in TM programme.
West & Central	Copythorne	Southampton Rd	Verge parking - Bollards	Include in TM programme - combine with above
West & Central	Fordingbridge	Normandy Way	Permanent SLR and residents parking scheme	NO FURTHER ACTION
West & Central	Fordingbridge	Waverly Road / Salisbury Road junction	Visibility - Hedge removal	NO FURTHER ACTION
West & Central	Fordingbridge	A338 Burgate junction into North Fordingbridge	Improve lighting and re- assess road markings.	Refer to HCC
West & Central	Fordingbridge	Town Centre	Traffic calming, speed limit reduction, replacement surfacing at ped crossings.	Refer to HCC
West & Central	Lyndhurst	Gosport Lane and Chapel Lane	two permanent VAS's - parish to finance	Include in TM programme - SLR/SDR deployment - if police have not undertaken any recent surveys.
West & Central	Lyndhurst	Town Centre	Sign declutter	NO FURTHER ACTION

Area	Parish	Road	Reported Issue / Request	Action
West & Central	Minstead	Blackwater Road (Mill Lane)	Congestion -TM measures	Refer to HCC
West & Central	Ringwood	Bickerley Road	Double yellow lines at Kinder Cottage	Include in TM Programme - APM
West & Central	Ringwood	Bickerley Road	Double yellow lines at junction with Bickerley Gardens	Include in TM programme.
West & Central	Ringwood	Duck Island Lane	Disabled access to premises adjacent to loading bay.	Include in TM programme - combine with above
West & Central	Ringwood/ Sopley	Various	Town Council advised of response.	NO FURTHER ACTION
West & Central	Ringwood	A338 Ellingham junction	Reflective posts to highlight the turning	Refer to HCC
Southern	Boldre	Bridge Road	Commuter parking - 3 hour restriction in lay by	NO FURTHER ACTION
Southern	Boldre	Gilpin and South Baddesley Schools	Safety - dragons teeth	Refer to HCC
Southern	Boldre	Pilley Street	Traffic speeds - pedestrian refuge island.	Refer to HCC
Southern	Hordle	Greenmead Avenue	Waiting restrictions	Include in TM Programme - APM
Southern	Hordle	Larch Close	Bollard	NO FURTHER ACTION
Southern	Hordle	Everton Road	Bollard	NO FURTHER ACTION
Southern	Hordle	Yerville Gdns	Waiting restrictions	Include in TM programme.
Southern	Hordle	Stopples Lane	Parking bays	Include in TM programme.
Southern	Hordle	Hordle Lane	Development site - chargeable	Include in TM programme.
Southern	Lymington	Captains Row	TM scheme	Refer to HCC
Southern	Lymington	Stanley Road	Waiting restrictions	NO FURTHER ACTION
Southern	Milford on Sea	Keyhaven Road	Waiting restrictions - chargeable	Include in TM programme.
Southern	Milford on Sea	The Orchard	Informal parking spaces	NO FURTHER ACTION
Southern	New Milton	Becton Lane	traffic calming	Refer to HCC

Area	Parish	Road	Reported Issue / Request	Action
Southern	New Milton	Cedar Gardens	Waiting restrictions	Include in TM Programme.
Southern	New Milton	Avenue Road	Limited waiting bay amendments	Include in TM Programme - APM
Southern	New Milton	Gore Road Industrial Estate	waiting restrictions - chargeable	Include in TM Programme.
Southern	New Milton	Manor Road	Waiting restrictions	NO FURTHER ACTION
Southern	New Milton	Southern Lane	waiting restrictions	NO FURTHER ACTION
Southern	Lymington	Various	Town Council advised of response.	NO FURTHER ACTION
Southern	Lymington	Gordleton Industrial Estate	Parking causing obstruction. Advised that ambulance service has raised issue but there may be issue with whether the roads are adopted.	Investigate and respond to Cllr Michael White
Southern	Lymington	Ramley Road	issue outside the Catholic School	Investigate and respond to Cllr Michael White
Eastern	Holbury Fawley	Whitefield Road	Safety - extension to school zigzags outside Cadland Primary School	Include in TM Programme.
West & Central	Ringwood	Bickerley Road	Residents parking schemes - combine TROs	Include in TM Programme.

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 8 MARCH 2018

PROJECT INTEGRA - ACTION PLAN

1. INTRODUCTION

- 1.1 Project Integra is the adopted brand name for the Waste Management Partnership for Hampshire delivering waste management infrastructure and allied collection services to 7750,000 households across Hampshire. The Project Integra Partners are Hampshire County Council, the District Councils, Portsmouth City Council, Southampton City Council and Veolia. This report seeks the Council's endorsement for approval for the adoption of the Action Plan 2018-2021 for the Project Integra partnership.
- 1.2 The partnership has struggled to keep up with other partnerships in the country who have higher recycling rates but in fairness the partnership is still successful and is one of the best examples of joint working in relation to waste by virtue of the high level of diversion from landfill now being achieved, which is one of the highest of any County grouping.
- 1.3 A fundamental review of the "Hampshire Waste Partnership" has commenced and will be one of the key actions in the 2018-2021 Action Plan, which will focus on improved performance, a larger range of materials to recycle as well as reducing the overall cost of managing waste in Hampshire

2. PROJECT INTEGRA DRAFT ACTION PLAN 2018-2021

- 2.1 The Action Plan (Appendix A) is a three-year plan, and is the mechanism by which the Board receives its mandate to work on behalf of the partnership. It also sets out the costs of running the Board and associated joint activities of the partnership.
- 2.2 Section 3 of the Action Plan highlights the key developments at a national level in the waste management sector. Of particular interest is the announcement by Defra of a new "Waste and Resources Strategy", which is due for consultation later in 2018.
- 2.3 Section 4.1 of the Action Plan identifies 10 key areas of work which will be undertaken within the 3 years of the plan from 2018 to 2021. Authorities may approve the Draft Action Plan unreservedly or may approve it subject to a reservation in respect of any particular matter that it has concerns with. Where approval is given subject to such reservation, the Partner Authority's voting Member is not entitled to vote on the matter in question when it is subsequently considered by the Board, and any resolution of the Board on the matter in question does not bind that Partner Authority.
- 2.4 The appendices of the action plan also identify the contributions that New Forest District Council will pay towards the Project Integra Executive and the MAF for 2018/19. The overall figure for these 2 elements is £15,225. The budgeted income in 2018/19 for the sale of recyclable materials is budgeted at £418,000 for dry mixed recycling and £66,000 for glass. There will always be a fluctuation in the market price for all the various material streams but within the Project Integra Partnership we continue to seek out sustainable and profitable markets for all materials.
- 2.5 The performance against the 2015/18 action plan and the proposed actions identified

in the 2015/18 plan were discussed at January's Environment Overview and Scrutiny Panel, where Chris Noble, the outgoing Head of Project Integra, presented his annual report to the Panel.

3. FINANCIAL IMPLICATIONS

- 3.1 The Council pay towards the Project Integra Executive and the MAF. The overall figure for these 2 elements in 2018/19 is £15,225, with the income in 2018/19 for the sale of recyclable materials is budgeted at £418,000 for dry mixed recycling and £66,000 for glass.

4. ENVIRONMENTAL IMPLICATIONS

- 4.1 Project Integra and its actions via the Joint Municipal Waste Management Strategy and the Project Integra Action Plan have significant benefits for the environment. This action plan seeks to achieve high levels of recycling and a more sustainable and cost-effective approach to waste management in Hampshire.

5. CRIME AND DISORDER IMPLICATIONS

- 5.1 None

6. EQUALITY AND DIVERSITY IMPLICATIONS

- 6.1 None

7. CONCLUSION

- 7.1 The Project Integra Action Plan, setting out the priorities for the next 3 years as well as the financial implications is identified in appendix A of this report.

8. RECOMMENDATION

- 8.1 That the Environment Review Panel recommend to the Portfolio Holder for Environment and Regulation that Cabinet approve the Project Integra Action Plan 2018-2021, as attached at Appendix A to this report.

FURTHER INFORMATION

Chris Noble
Service Manager – Waste and Recycling
Tel: 023 8028 5588
Email: Chris.Noble@nfdc.gov.uk

BACKGROUND PAPERS

Attached



Draft Project Integra Action Plan

2018-2021

1 Introduction

- 1.1 Project Integra is a partnership of local authorities with responsibility for waste management in Hampshire, Portsmouth and Southampton. The long term waste disposal contractor Veolia Environmental Services (VES) is a non-voting member of the Partnership.
- 1.2 The Project Integra Strategic Board is constituted as a Joint Committee of the 14 local authorities, and is the decision making body for the partnership.
- 1.3 In line with changes to the constitution made in 2015, the PI Action Plan is a three year plan. The 2015-18 plan has come to an end, and this plan will cover the period 2018-21. The Action Plan sits underneath the Joint Municipal Waste Management Strategy, and sets out the medium to long-term actions for the partnership. Amendments to this plan can be made during this period, and progress will be regularly reported to the PI Strategic Board

2 PI aims and objectives

- 2.1 The refreshed (2012) Joint Municipal Waste Management Strategy (JMWMS) had the following overarching vision:

“In period to 2023 Hampshire will manage the effectiveness of its sustainable material resources system to maximise efficient re-use and recycling of material resources and minimise the need for disposal in accordance with the national waste hierarchy.”

- 2.2 The PISB also agreed, in 2012, the operational focus for its activities through a number of work streams as follows: *“Working to reduce costs across the whole system”* through:

1. Communication and behaviour change.
2. Waste prevention including reuse.
3. Recycling and performance improvements - for instance through reducing contamination, increasing capture of materials, improving income for materials, changing management arrangements.
4. Reducing landfill.
5. Joint working arrangements and activities.
6. Improve efficiency and effectiveness of services through collaboration with neighbouring authorities including SE7.”

3 National Developments in Waste and Resources

3.1 *Brexit and EU Legislation*

- 3.1.1 The UK’s decision to leave the European Union will have a significant impact on the future make-up of waste related legislation.
- 3.1.2 Under the EU Waste Framework Directive, all Member States have a target to recycle 50% of household waste by 2020. In recent years, the UK recycling rate has plateaued. The most recent UK-wide figures indicate a rate of 44.3% in 2015. It is unlikely that the UK would meet this target. Whilst the target is applicable to the UK as a whole, it has never been cascaded down to local authority level.
- 3.1.3 In July 2014, the European Commission published a proposal to amend six waste-related Directives, as well as an action plan aiming to:
 - help turn Europe into a circular economy
 - boost recycling

- secure access to raw materials
- create jobs and economic growth.

3.1.1 Since 2014, this “Circular Economy Package¹” has been subject to development and refinement, and negotiations between the different elements within the EU. It is likely that the package will lead to new recycling targets for Member States, and these could be in the region of 60-70% by 2030. The package could also introduce requirements for separate collections of food waste.

3.1.2 It is not clear whether the UK would be required to transpose the new legislation into UK law, as this will depend on the timing of Brexit. Depending on the UK’s future relationship with the EU, at least some elements of the Package could be relevant to the UK after 2019.

3.2 *Consistency Framework*

3.2.1 In October 2016, WRAP unveiled “A Framework for Greater Consistency in Household recycling in England.”² They had been commissioned by Defra to look into the potential benefits of greater consistency across the recycling journey – from packaging, to local authorities, to council, to reprocessors.

3.2.2 The framework’s vision was that “By 2025, packaging is designed to be recyclable (where practical and environmentally beneficial) and labelled clearly to indicate whether it can be recycled or not. It is a vision where every household in England can recycle a common set of dry recyclable materials and food waste, collected in one of three different ways.” This vision focussed on three key priorities:

- ❖ All households to be able to recycle the same core set of materials
- ❖ Fewer collection and sorting systems
- ❖ A common container colour system

3.2.3 Through various workstreams and working with partners, WRAP are working on moving towards the vision. Some of the work carried out so far includes:

- ❖ Further rollout of On Pack Recycling Labels on more consumer product lines
- ❖ Standardised contract documentation for WCAs
- ❖ Support to LAs, in particular in county areas where consistency is currently limited
- ❖ A packaging working group, which is working with industry to address some common problems, such as black plastic, PVC, and packaging contamination (e.g. springs in plastic spray bottles)
- ❖ A consultation on bin colours – PI responded to this

3.3 *Drinks Containers*

3.3.1 The Environmental Audit Committee (EAC) carried out an inquiry³ in 2017 into plastic bottle and coffee cup recycling. The two key recommendations to Government were:

- Introduction of a 25p levy on disposable coffee cups
- Introduction of a deposit return scheme (DRS) for drinks containers (plastic, cans, cartons)

3.3.2 Running parallel to the EAC inquiry was a Defra Call for Evidence (CfE), looking at DRSs. Under such a DRS, consumers would receive a small deposit back, if they returned their used drinks containers to an appropriate collection point (most likely to be local supermarkets). A DRS could increase recycling rates and reduce litter. However, there is a lack of evidence of how such a scheme could affect LA recycling schemes, and in PI’s response to the CfE, it was

¹ http://ec.europa.eu/environment/circular-economy/index_en.htm

² <http://www.wrap.org.uk/collections-and-reprocessing/consistency>

³ <http://www.parliament.uk/business/committees/committees-a-z/commons-select/environmental-audit-committee/inquiries/parliament-2017/inquiry/>

suggested that Government would need to look at this more closely before introducing such a scheme.

3.3.4 In the aftermath of significant national media coverage of ocean pollution and recent issues with the Chinese recycling market, it is likely that the issue of plastic recycling in particular will be a focus for Defra in the short term at least.

3.4 *National Strategies and Reports*

3.4.1 During 2017 and early 2018, the Government released several strategies relevant to the waste and resources strategy. These are summarised in the table below:

Strategy document	Released	Key points
Industrial Strategy ⁴	Jan '17	No mention of circular economy, but does promotion of well-functioning markets for secondary materials
Clean Growth Strategy ⁵	Oct '17	Sister document to industrial strategy. Includes aim for zero food waste to landfill by 2030, and suggests support for separate food waste collections. Consideration on improving the incentives on offer through producer responsibility schemes
25 Year Environment Plan ⁶	Jan '18	Four key aims relating to waste: <ul style="list-style-type: none"> • At the production stage, we will encourage producers to take more responsibility for the environmental impacts of their products and rationalise the number of different types of plastic in use • At the production stage, we will encourage producers to take more responsibility for the environmental impacts of their products and rationalise the number of different types of plastic in use • At the end of use stage, we will make it easier for people to recycle by: • At the end of life/waste management stage, we will improve the rate of recycling

Also within the 25 Year Environment Plan, Defra commits to publishing a new Resources and Waste strategy in 2018: "It will set out our approach to reducing waste, promoting markets for secondary materials, incentivising producers to design better products and how we can better manage materials at the end of life by targeting environmental impacts." It is believed that a draft strategy will be consulted upon in autumn 2018.

3.5 *Waste trends*

3.5.1 At the time of writing, the latest statistical update from Defra covers the calendar year 2016. The official England waste from households recycling rate for 2016 was 44.9%. This rate includes for the first time the percentage of metal recovered and recycled from waste which has been through incineration. For 2016 this raises the waste from households recycling rate by around 0.7 percentage points. Residual waste treated increased by 1.3 per cent to 12.5 million tonnes in 2016 from 12.4 million tonnes in 2015. In broad terms, England's recycling rate has plateaued in recent years.

3.6 *Courtauld Commitment on food waste*

⁴ <https://www.gov.uk/government/topical-events/the-uks-industrial-strategy>

⁵ <https://www.gov.uk/government/publications/clean-growth-strategy>

⁶ <https://www.gov.uk/government/publications/25-year-environment-plan>

3.6.1 WRAP have been working with retailers and manufacturers since 2005 via a series of “Courtauld Commitments,” aiming to reduce the weight and carbon impact of household food waste, grocery product and packaging waste, both in the home and the UK grocery sector. The latest commitment is known as “Courtauld 2025⁷.” PI is a signatory to this agreement, and has therefore committed to reduce food waste and engages in cross-sector programmes to achieve improvements across the supply chain.

4 PI Action Plan 2018-21

4.1 In order to meet the aims of the JMWMS and the challenges described, the action plan will consist of the following actions.

Action 1	Communications and Behaviour Change
Detail	<p>Increasing capture of and reducing contamination of materials collected for recycling by PI will have a significant impact upon whole system costs. There is no current county-wide communication programme. However, the following is required:</p> <ul style="list-style-type: none"> • A focus on local communications by each partner authority. • When appropriate work together on communications where an approach will have a known impact or clear business case, and pursue external funding to this end, including partnerships with other sectors. • Sharing of best practice in communications among PI partners e.g. via Recycling officer group. • Development of an agreed set of FAQs, to ensure that messages across Hampshire are consistent. • PI Executive will continue social media programme • HCC to share results of Behavioural Insights work, and scale up activity depending on results
What would success look like?	<ul style="list-style-type: none"> • Increasing material capture rates • Reducing partnership wide and WCA-specific contamination rates • Reducing MRF residue rate
How will this be measured?	<ul style="list-style-type: none"> • Monitoring capture, contamination and residue rates via the Materials Analysis Facility • Benchmarking of data with other LAs and MRFs
Responsibility	<ul style="list-style-type: none"> • All PI partners • Led by Head of Project Integra
Resources	<ul style="list-style-type: none"> • At partner level • External funding where available • Business cases presented where appropriate
Timescale	2018-21

⁷ <http://www.wrap.org.uk/content/courtauld-commitment-2025>

Action 2	Impact of New Developments
Detail	An estimated 64,000 households are expected in Hampshire by 2023. This will put significant strain on both waste collection and disposal infrastructure. The impacts require further investigation, to allow authorities to plan for future service provision. A PI Working Group has developed Terms of Reference to guide the work.
What would success look like?	Deliver a final report, to include recommendations for waste officers, planners and senior decision makers.
How will this be measured?	Successful delivery of final report and a model Supplementary Planning Document on waste and recycling.
Responsibility	PI Working Group
Resources	PI officers in the working group are investigating different subject areas and reporting back to the group on a regular basis.
Timescale	Final report by September 2018

Action 3	Waste Prevention Plan (WPP)
Detail	Implementation of separate PI WPP 2017-19, approved by PISB in June 2017 (further detail available within that plan). Key activity to include: <ul style="list-style-type: none"> • Annual report on progress (June) • Bulky waste – improving diversion of bulky waste, via a mix of system changes and partnership working. • Organics – programme of activity around food waste reduction and home composting • Waste collection policies – reviewing and developing new waste collection policies that may reduce waste – collection frequencies, size and number of waste containers etc.
What would success look like?	<ul style="list-style-type: none"> • Limit annual increases in residual waste to 0.5% per annum. • Reduce organic and bulky waste
How will this be measured?	<ul style="list-style-type: none"> • Waste tonnage data • MAF analysis
Responsibility	<ul style="list-style-type: none"> • Head of PI – monitoring of progress against WPP • Responsibilities around specific actions detailed in the approved WPP - all Project Integra authorities have a role
Resources	<ul style="list-style-type: none"> • PI WP working group where appropriate • Resources allocated via HCC WP workstream
Timescale	Approved plan of activity up to June 2019

Action 4	Hampshire Waste Partnership Project
Detail	The Hampshire Waste Partnership Project will shape the medium to long term future for recycling services in the future. There are two strongly linked workstreams: <ul style="list-style-type: none"> • Development of a final business case for changes to input specification and configuration of MRF infrastructure – and implement recommendations as appropriate • Identify best way of reducing whole system costs via relationships between PI partners, and the tools to do so (constitution, MoU, JMWMS etc.)
What would success look like?	<ul style="list-style-type: none"> • Increased recycling rates • Reduced whole system costs
How will this be measured?	<ul style="list-style-type: none"> • Waste data and MAF analysis • Monitoring of cost benefits
Responsibility	<ul style="list-style-type: none"> • Currently led by HIOWLA with PI support
Resources	<ul style="list-style-type: none"> • At individual partner level as required • PI Strategy and Collaboration Group is supporting development of the project
Timescale	<ul style="list-style-type: none"> • Business case by summer 2018 • Implementation timetable TBC based on outcome of business case

Action 5	Joint Working outside of PI
Detail	Ensure engagement with: <ul style="list-style-type: none"> • Waste partnerships (esp. in the south east region) • Other networks including National Association of Waste Disposal Officers • Central Govt, to influence future policy development – particularly important in 2018 with increased focus on plastics and Defra’s development of a new waste and resources strategy
What would success look like?	<ul style="list-style-type: none"> • Increased opportunities for performance improvement and reduced costs, and influence of future waste policy
How will this be measured?	<ul style="list-style-type: none"> • Commentary provided by head of PI in annual action plan update
Responsibility	<ul style="list-style-type: none"> • Led by Head of Project Integra
Resources	<ul style="list-style-type: none"> • Officer time and resources as required
Timescale	<ul style="list-style-type: none"> • 2018-21

Action 6	Health and Safety
Detail	Through the PI group Common Approach to Safety and Health (CASH) ensure best practice shared and projects delivered by task and finish groups, including: <ul style="list-style-type: none"> • Reversing safely - engage with national working groups and develop resource pack for partners
Target	<ul style="list-style-type: none"> • Reduction in lost-time incidents in Hampshire
How will this be measured?	<ul style="list-style-type: none"> • Monitoring of H&S statistics • Produce annual report for PISB on the progress made by the group • Influence national H&S debate through multi-agency H&S forums
Responsibility	<ul style="list-style-type: none"> • Head of Project Integra, Chair of CASH
Resources	<ul style="list-style-type: none"> • Individual partner officer time.
Timescale	<ul style="list-style-type: none"> • Annual Report at June PISB.

Action 7	Glass Processing Contract
Detail	<p>PI authorities have a joint contract for processing of glass collected at kerbside or via bringsites and HWRCs. Current contract ends in July 2018. The following is required:</p> <ul style="list-style-type: none"> • Complete procurement process for processing of glass collected via kerbside, bring sites and HWRCs • Mobilise new contract, and monitor performance through first two years • Evaluate performance and make recommendation at end of initial two-year contract period
What would success look like?	<ul style="list-style-type: none"> • Secure a value for money outlet for PI glass from 2018 and beyond. Achieve income levels at or above the national average.
How will this be measured?	<ul style="list-style-type: none"> • Monitoring of average values of collected glass. Other KPI monitoring via the new contract.
Responsibility	<ul style="list-style-type: none"> • Lead Head of Project Integra in partnership with HCC as managing authority for the contract, and a PI working group.
Resources	<ul style="list-style-type: none"> • As detailed in the glass processing partnering agreement
Timescale	<ul style="list-style-type: none"> • 2018-2021

Action 8	Training
Detail	<ul style="list-style-type: none"> • Continue with existing joint training programme for front-line drivers (Certificates of Professional Competence) provided to EBC, FBC, NFDC • Renew CPC training post-2019 • Identify other training opportunities
What would success look like?	<ul style="list-style-type: none"> • Achieve better value for money and significant savings for Project Integra partners. • Produce annual report on progress.
Responsibility	<ul style="list-style-type: none"> • Lead Head of Project Integra
Resources	<ul style="list-style-type: none"> • Project Integra Budget
Timescale	<ul style="list-style-type: none"> • 2018-21

Action 9	Waste Composition Analysis
Detail	<p>At the October 2017 PISB, it was agreed that a county-wide waste composition analysis would be undertaken during 2018. This analysis will require p-planning and a procurement process, as well as analysis and a final report to inform various workstreams.</p>
What would success look like?	<ul style="list-style-type: none"> • Delivery of full waste composition analysis including final report
Responsibility	<ul style="list-style-type: none"> • Head of Project Integra, HCC WP Manager, and a PI working group
Resources	<ul style="list-style-type: none"> • £100k budget made up of contributions from all PI partners
Timescale	<ul style="list-style-type: none"> • 2018

Action 10	Hampshire Flytipping Strategy
Detail	In February 2017 the PISB agreed that the Hampshire Flytipping Strategy ⁸ would be supported by PI via the governance systems already in place. Flytipping was an area of growing concern with the county. The strategy has the following vision: <i>“A future for Hampshire where we work together to ensure that all parties take responsibility for their waste, so as to bring about a significant reduction in the unacceptable social, economic and environmental harm caused by flytipping.”</i>
What would success look like?	<ul style="list-style-type: none"> • The flytipping strategy itself contain three key aims and numerous objectives • The overall goal is a reduction in flytipping in Hampshire
Responsibility	<ul style="list-style-type: none"> • Flytipping Partnership and Project Officer (HCC) • Support from private and public partners and stakeholders
Resources	<ul style="list-style-type: none"> • Flytipping Partnership and Project Officer funded by HCC and jointly hosted by Trading Standards and Waste and Resource Management • Partner input to working groups and the overall strategy as required
Timescale	<ul style="list-style-type: none"> • Officer post is funded initially to July 2019 • Flytipping Strategy has no end date but will be reviewed as and when appropriate.

5 Resources

5.1 The forecast for the PI Executive and Materials Analysis Facility for the next three years is given in Table 1 below:

	18/19	19/20	20/21
Expenditure			
Staff costs	£79,767	£83,786	£88,005
Communications & Research SLA	£25,000	£25,000	£25,000
Other costs	£1,000	£1,000	£1,000
Net Expenditure	£105,767	£109,786	£114,005

Note that these are estimates only, and that more accurate forecasts will be given annually in the annual report on Action Plan progress. Authority contributions are based on:

- Executive - total number of households with elements for collection (80%) and disposal (20%);
- Materials Analysis Facility – one third WCAs (evenly split), one third WDAs (split no. households), one third VES.

The contributions for each authority are set out in Table 2.

5.2 Proposals to utilise the current underspend held on the PI account will be agreed by the PI Strategic Board as and when required.

⁸ <http://documents.hants.gov.uk/waste-prevention/fly-tipping-strategy.pdf>

- 5.3 Individual partner authorities will need to give consideration to how they will support the actions in this plan, through staff or other resources, to ensure the partnership achieves its objectives.

Table 2

Authority Contributions

	2018-19			2019-20			2020-21		
	PI Executive	MAF	Total	PI Executive	MAF	Total	PI Executive	MAF	Total
Basingstoke	7,671	6,785	14,456	7,962	7,021	14,983	8,267	7,302	15,569
East Hampshire	5,338	6,785	12,123	5,540	7,021	12,561	5,753	7,302	13,055
Eastleigh	5,649	6,785	12,434	5,863	7,021	12,884	6,088	7,302	13,390
Fareham	5,103	6,785	11,888	5,297	7,021	12,318	5,500	7,302	12,802
Gosport	3,840	6,785	10,625	3,986	7,021	11,007	4,139	7,302	11,441
Hart	3,984	6,785	10,769	4,135	7,021	11,156	4,294	7,302	11,596
Havant	5,653	6,785	12,438	5,867	7,021	12,888	6,092	7,302	13,394
New Forest	8,440	6,785	15,225	8,760	7,021	15,781	9,096	7,302	16,398
Portsmouth	11,736	16,988	28,724	12,181	17,545	29,726	12,649	18,212	30,861
Rushmoor	4,094	6,785	10,879	4,249	7,021	11,270	4,412	7,302	11,714
Southampton	13,699	18,797	32,496	14,218	19,516	33,734	14,763	20,363	35,126
Test Valley	5,463	6,785	12,248	5,670	7,021	12,691	5,888	7,302	13,190
Winchester	5,312	6,785	12,097	5,513	7,021	12,534	5,725	7,302	13,027
Hampshire	15,137	65,987	81,124	15,710	68,257	83,967	16,312	70,957	87,269
Veolia	4,648	88,202	92,851	4,834	91,276	96,111	5,028	94,927	99,955
Total	105,767	264,607	370,374	109,785	273,829	383,614	114,006	284,782	398,788

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ENVIRONMENT OVERVIEW & SCRUTINY PANEL – 8TH MARCH 2018

CORPORATE FRAMEWORK (INCLUDING SERVICE STRATEGIES)

1. INTRODUCTION & PURPOSE

- 1.1 The Corporate Framework (Appendix 1) supports the Corporate Plan by articulating how the council's priorities are to be delivered through the strategies that will help support that delivery.
- 1.2 The framework demonstrates how the council intends to deliver positive outcomes to the community, together with a direction of travel for the organisation through a process which engages, encourages and monitors progress.
- 1.3 This report highlights the strategies that are relevant for the Environment Overview & Scrutiny panel, and identifies the likely timetable for when each of these strategies will be presented.

2. STRATEGY TIMESCALES

- 2.1 The tables below note each strategy pertinent to this panel and the anticipated date on which they will be presented:

ENVIRONMENT OVERVIEW & SCRUTINY PANEL

Strategy Update	Panel Update	Cabinet	Lead Officer
Local Plan	13 Sep	October	Louise Evans
Environmental Strategy	10 Jan '19	2019/20	Colin Read

3. MONITORING OF PROGRESS

- 3.1 The strategies will be monitored for delivery through the corporate framework.

4. RECOMMENDATIONS

- 4.1 That the panel:
 - a) Note the updates contained within this report.

For Further Information Please Contact:

Sheryl Parry
Business Improvement Project Manager –
Business Improvement & Customer Services
Tel: 023 8028 5588
Email: sheryl.parry@nfdc.gov.uk

Background Papers

Our corporate plan 2016-2020 Delivery Plan
Cabinet Report - February 2018

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Our Vision is to secure a better future for the New Forest by:

Supporting local businesses to prosper for the benefit of the community
 Assisting the wellbeing of those people who live and work within the district
 Protecting the special and unique character of the New Forest

Our Values

Ambitious

Collaborative

Customer Focused

Financially Responsible

Innovative

Open

Proud

Our Priorities



Helping local business grow



More homes for local people



Protecting the local character of our place



Service outcomes for the community



Living within our means



Working with others to achieve more

Our Community Strategies

Local Plan

Local Economic Strategy

Housing Strategy

Environmental Strategy

Community Strategy

Our Financial and Organisational Strategies

Financial Strategy

Medium Term Financial Plan

Investment Strategy

Organisational Strategy

Customer Strategy

ICT Strategy

People Strategy

Procurement Strategy

Accommodation Strategy

Supporting Mechanisms

Service Plans & Budgets

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ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 8 MARCH 2018.

WORK PROGRAMME

ITEM	OBJECTIVE	METHOD	LEAD OFFICER
8 MARCH 2018			
Coastal Funding	To evaluate the Government's new funding system for coast protection works and to look at options. Interim report	Task and Finish Group	Steve Cook.
Contaminated Land Strategy	To consider the Council's Strategy	Officer report	Jo McClay/Rachel Higgins
Kerbside Glass Collection	To evaluate the text messaging alerts and promotion	Task and Finish Group	Colin Read
Air Quality - Update	To receive an update with respect to Air Quality in the District and the development of the proposed Action Plan for the Southampton Clean Air Zone.	Officer report	Jo McClay/Rachel Higgins
Kerbside Glass Collection	To evaluate the effect of the introduction of text messaging alerts and promotion	Officer report	Colin Read

ITEM	OBJECTIVE	METHOD	LEAD OFFICER
14 JUNE 2018			
Food Safety Inspections	To receive an update on performance with respect to food safety inspections and the effect of the "Scores on the Doors" programme	Officer Report	Jo McClay/Ben Stockley
Food Safety Service Plan	To consider the service plan.	Officer report	Jo McClay/Ben Stockley

ITEM	OBJECTIVE	METHOD	LEAD OFFICER
13 SEPTEMBER 2018			
Environmental Strategy	To consider the draft environmental strategy that will develop an overarching framework for the Council's environmental activities	Officer report	Colin Read
Local Plan - Update	To be briefed on matters raised in representations received on the Local Plan following Publication and prior to formal Submission	Officer Report	Louise Evans

ITEMS THAT HAVE NOT YET BEEN TIMETABLED.

ITEM	OBJECTIVE	METHOD	LEAD OFFICER
Fuel/Emission Efficient Vehicles	To review options for the Council's Fleet		Colin Read

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