

NOTICE OF MEETING

Meeting: ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

Date and Time: THURSDAY, 14 MARCH 2019, AT 2.00 PM*

Place: COMMITTEE ROOM 1, APPLETREE COURT,
LYNDHURST

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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

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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 10 January 2019 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. TEXTILE BANKS - ASSESSING THE PROPOSAL TO ENTER INTO THE COUNTY FRAMEWORK DOCUMENT (Pages 1 - 10)

To receive the recommendations from the Textile Bring Bank Task and Finish Group and to commend them to the Portfolio Holder.

6. NATIONAL WASTE STRATEGY CONSULTATION

To receive a presentation on the Government's consultation and to consider the way forward.

7. ENERGY EFFICIENT VEHICLES TASK AND FINISH GROUP (Pages 11 - 14)

To receive a progress report from the Task and Finish Group and to commend their recommendations on the Council's vehicle fleet to the Portfolio Holder.

8. STRATEGY FOR COASTAL FUNDING

To receive a progress report from the task and finish group.

9. WORK PROGRAMME (Pages 15 - 16)

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

10. 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 – 14 MARCH 2019

TEXTILE BANKS – ASSESSING THE PROPOSAL TO ENTER INTO THE COUNTY FRAMEWORK CONTRACT

1. PURPOSE OF REPORT

- 1.1 To consider a recommendation made by the Environment Overview and Scrutiny Panel in January 2018, to enter into discussions with Fareham Borough Council (FBC) regarding joining the framework contract for textile and clothing recycling banks on Council-owned land.
- 1.2 To recommend a way forward to the Portfolio Holder for Environment and Regulatory Services.

2. INTRODUCTION

- 2.1 The Council's corporate priorities include a commitment to protect and enhance the environment, reduce the quantity of household waste and maximise the amount reused or recycled. Textile recycling helps work towards these priorities by reducing use of natural resources and maximising the collection of recyclable materials.

All textile bank donations are sold for reuse or recycling. Old clothes which cannot be re-worn can be recycled into a variety of things including industrial wipes, mattress fillings, cloths, insulation for new cars and pellets for punch bag fillings. Shoes are repaired and re-sold. All clothing has a value.

- 2.2 In January 2018, the Environment Overview and Scrutiny Panel agreed a recommendation to pursue the option of entering into a countywide framework contract for textile recycling. In order to progress this, a task and finish group was convened to consider the current situation and the options available to the Council. The group comprised Cllr Allan Glass (Chair), Cllr Peter Armstrong, Cllr Roxy Matcham, Cllr Goff Beck, Cllr Sue Bennison.
- 2.3 The January 2018 report to the Panel discussed the background behind the textiles banks that are currently placed on District Council land. The report confirmed there is no real structure to the way textile banks are located across the New Forest. There are 4 charities providing textile collections on the Council's land and only Bag it up (BIU) contributes directly towards local charities. BIU currently make a charitable contribution of £125.00 per tonne to the Council. This is for textile material collected from 19 BIU banks across the District.
- 2.4 All income received from the sale of textile materials via BIU is currently allocated to the Chairman's charity.
- 2.5 The framework contract is managed by Fareham Borough Council (FBC) and is to be renewed for April 2019; giving the Council a fresh opportunity to enter into an

agreement that could standardise our approach to textiles banks on Council-owned land.

- 2.6 The opportunity to tender is now closed and is subject to award beginning of March 2019. All Hampshire Councils including New Forest District Council were named as a potential partner in the tender documentation.

3. CURRENT ARRANGEMENTS

- 3.1 There are a number of organisations that site textiles banks across the District. Some of these are on Council land, some are on private land. The Council lists 20 recycling sites on its web page that offer a range of recycling banks. These sites have our mixed recycling and glass containers that are emptied and managed by the Council on a weekly basis. However not all of these are placed on Council land, and in addition to these 20 sites there are various other car parks and council owned land that have stand-alone textile and shoe banks. Currently there are 22 Council-owned sites hosting 42 banks from 4 different organisations. A full list is available below:

Textile and shoe banks - Council Land					
Location	Salv Army	BIU	SOEX	Oxfam	Total
Ashurst -car park	1	1			2
Applemore Leisure (leased from HCC)		1			1
Bransgore - car park	1		1		2
Dibden - Oak Road car park	1	1	2		4
Fordingbridge – A338 slip road car park	1	1	1		3
Hythe - New Road Car park	1		1		2
Hythe - Jones Lane Car Park	1				1
Lymington - Barfields car park		1	1	1	3
Lymington - Bath road car park			2	1	3
Lymington - St Thomas Street		1			1
Lymington – Cannon Street car park		1			1
Lyndhurst - car park	1	1			2
Milford on Sea - Sea Road		1	1	1	3
New Milton - Elm Avenue		1	1		2
New Milton - Spencer road	1			1	2
New Milton - Osbourne Road		1			1
Ringwood - Furlong car park	1		1		2
Ringwood Leisure (leased from HCC)				1	1
Totton - Civic centre car park	1	1			2
Totton - Winsor Road car park	1	1			2
Totton - Rumbridge street car park		1			1
Totton - Hounsdawn Avenue		1			1
Totals	11	15	11	5	42

- 3.3 As per the January 2018 textile report, the Council only receives a charitable contribution from BIU. There is no agreement in place with any other organisations with regards to profit share, income generation for the Council or charitable contributions for local community grants. This income is from material collected from 19 textile bank locations.
- 3.4 Up until now, the Council has not been through a competitive process to ensure that either the Council or the local community are getting the best deal from the organisations operating the banks located on Council land. The Council has no policy on which charities it will or won't allow on council land, and the number of providers, range of banks etc, does not lend itself to consistent messaging or orderly bring sites and car parks.
- 3.5 The charitable contribution from BIU is based on £125 per tonne of materials/goods sold. The income for the current year is shown below

Month	BIU Charitable contribution
Apr-18	£ 804.25
May-18	£ 596.13
Jun-18	£ 670.50
Jul-18	£ 636.75
Aug-18	£ 783.13
Sep-18	£ 603.75
Oct-18	£ 1,009.25
Nov-18	£ 981.86
Total	£ 6,085.62
Year-end forecast	£ 9,128.12

4. RECYCLING CREDITS

- 4.1 Recycling Credits are paid by the Waste Disposal Authority (WDA), Hampshire County Council, to reflect the fact that the WDA does not have to pay disposal costs for waste which is being re-used or recycled, rather than incinerated or land-filled. Recycling Credits for 2018-19 are paid at £45.94 per tonne.

The Council does not currently receive any recycling credits from Hampshire County Council for the material collected from the textile banks on District Council land. HCC will only pay credits for material that is recycled, not material that is reused. Our current lack of formal agreement with textile bank providers means we have been unable to provide an apportionment figure for the material (i.e. apportionment between tonnage reused and tonnage recycled).

5. INCOME POTENTIAL

- 5.1 The market rate for textiles being sold on the open market was reported on the industry website LetsRecycle.com as between £200 and £270 per tonne in December 2018.
- 5.2 Using an estimate of likely tonnage from textile banks on Council-owned land, we can estimate that this material would have a market value of between £34,400 and £46,400.
- 5.3 Recycling credits could be claimed if an apportionment figure could be established between reused and recycled materials. Other organisations have done this under the county framework agreement. Fareham Borough Council are currently claiming recycling credits on 32% of all material collected from the textile banks. Based on the current tonnages collected on Council land, this Council could potentially claim around £2,500 in recycling credits under the framework agreement.

6. OPTIONS FOR CONSIDERATION

6.1 Option 1: The Council enters the County framework

The tender opportunity is offered as “*a Services Concession for the provision and servicing of textile recycling banks in Fareham Borough Council and other neighbouring Councils within Hampshire & IOW Procurement Partnership (HIOWPP) through a framework agreement.*” New Forest District Council has been named as a neighbouring Council in the current tender document. The Council could therefore join the framework contract without going through our own procurement process first.

6.1.1 Option 1: Proposed timeline to completion

- 26 February 2019 – Textile bank task and finish group meeting
- 4 March 2019 – FBC award tender
- 14 March – Working Group feeds back to Environment Overview and Scrutiny Committee, Committee makes recommendation to Portfolio Holder.
- April 2019 – Officers to inform FBC of decision and initiate 12 weeks’ notice of removal of any necessary textile banks. Work with corporate communications to ensure appropriate response
- June 2019 – Implementation of appropriate communications
- July 2019 – New textile banks to be implemented

6.1.2 Option 1: Advantages and disadvantages

Advantages:

- Improved management of sites, dealing with one organisation.
- Uniform approach, same colour banks across all sites, clearly indicating the Council logo and defining the allocation of income. Fareham example shown in appendix 1.
- Opportunity for the Council to decide on the destination on the income, local good causes can be supported.
- Procurement process already carried out, speeding up the process and reducing costs.
- Increased transparency about how sites are allocated, reducing risk.
- Recycling credits available; currently HCC recognise that 32% of all material collected under existing framework contract is being recycled (as opposed to reused) and will pay credits accordingly.
- Greater control over data management.
- Better quality of service for residents.
- Charities have had the opportunity to tender for the contract.
- Arrangement with service provider is flexible, meaning that price received could increase in the event that market value of textiles increases significantly.

Disadvantages:

- Bank removal; any organisation not successful in the framework tender would need to remove their banks from Council owned land. Note – these organisations can continue to have a presence in the NFDC area on privately owned land and all current charities have had the opportunity to tender for the contract.
- Potential for negative publicity resulting from removal of charity banks.
- 3% of income generation will be paid to Fareham Borough Council as a service charge.
- Arrangement with service provider is flexible, meaning that price received could decrease in the event that market value of textiles decreases significantly.

6.2 Option 2: The Council continues with current arrangements

The Council could continue with current arrangements, with multiple charities operating banks across the bring site network.

6.2.1 Option 2: Advantages and disadvantage.

Advantage:

- **No immediate requirement to negotiate with current charity providers.**
- **Current income would continue, providing stability.**

Disadvantages:

- **Loss of potential income to the Council**
- **No recycling credits available**
- **Lack of control in quality of service**
- **Lack of uniformity, see images in appendix 2**
- **Poor response times to over flowing banks**
- **Lack of transparency as to how sites are allocated, potential to be challenged**
- **No clear agreements in place**
- **Limited control over income allocation**
- **Currently only 35% of the textile banks on Council owned land have the potential to benefit local good causes.**

7. CONCLUSIONS OF THE TASK AND FINISH GROUP

7.1 There needs to be a more transparent process for dealing with the collection of textiles and the income received from those collections. Working with multiple organisations is limiting control of Council owned sites both in an operational and financial sense. There is opportunity to increase that control through entering into the Fareham Borough Council framework contract. Therefore the Council should pursue this option from April 2019.

7.2 In entering into the framework there is also opportunity to increase clarity on the allocation of income from the sale of textile material; and benefit local good causes. It is proposed that this would be apportioned as follows:

20% - Allocated to additional recycling initiatives and communications via the Council's waste and recycling team.

20% - Allocated to the community grants fund, to benefit smaller local charities.

60% - Awarded to, and split equally between a minimum of 2 'local' charities. These charities to be selected annually and not the same in consecutive years. They must also directly serve or benefit the District.

7.5 Should the decision be made not to enter into the framework agreement, there must be further work done to ensure some of the disadvantages of the current arrangement are rectified.

8. ENVIRONMENTAL IMPLICATIONS

- 8.1 The reuse and recycling of textiles is an important part of the Council's strategy for managing waste and recycling.

9. CRIME & DISORDER IMPLICATIONS

- 9.1 There are no crime or disorder implications associated with this report.

10. EQUALITY & DIVERSITY IMPLICATIONS

- 10.1 Local textile recycling banks assist local residents to recycle close to their own homes.

11. RECOMMENDATIONS

That it be recommended to the Portfolio Holder that:-

- 11.1 With effect from 1 April 2019, the Council enters into the Fareham Borough Council framework contract and officers begin the process necessary to implement new recycling facilities in line with this framework.
- 11.2 The income received by the Council from textile sales under the Fareham Borough Council Framework agreement should be apportioned accordingly:
- **20%** - Allocated to **additional recycling initiatives** and communications via the Councils waste and recycling team.
 - **20%** - Allocated to the **community grants fund**, to benefit smaller local charities.
 - **60%** - Awarded to, and split equally between a minimum of 2 '**local**' **charities**. These charities to be selected annually and not the same in consecutive years. They must also directly serve or benefit the District.

For further information contact:

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Background papers:

Fareham Borough Council
Framework contract

Appendix 1

Example of standardised clothing banks located across all FBC owned sites, since the implementation of the framework.



Appendix 2

Examples of some of the current textiles banks located on NFDC land.





ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 14 MARCH 2019

PROGRESS UPDATE ON ENERGY EFFICIENT VEHICLES AND INFRASTRUCTURE TASK AND FINISH WORKING GROUP

1. INTRODUCTION

1.1. The purpose of this report is to update the panel on the progress of the Energy Efficient Vehicles and Infrastructure Task and Finish Group. The Group has been looking at two separate but related issues, since the first Group meeting in October 2018:

- Charging infrastructure in Council car parks, for electric vehicle charging which is accessible to the public
- Council fleet review and opportunities for reducing emissions.

1.2. Regarding charging infrastructure, the Group has been in discussion with a potential delivery partner, and will report back to the Panel in June 2019 with a recommendation.

1.3. Regarding the fleet review, the Group is keen to recommend to the Portfolio Holder that the Council, initially, purchase Electric Vehicles (EVs) for use in an existing front line service. The remainder of this report concerns the background to this recommendation.

2. BACKGROUND

2.1. The group was set up to explore options for reducing emissions such as CO₂, Hydrocarbons (HC), Nitrogen oxides (NO_x) and Particulate Matter (PM), which are seen as detrimental within the district and the wider environment. More fuel efficient vehicles would produce long-term financial savings, in addition to reducing emissions.

2.2. The group agreed to engage with the Energy Savings Trust (EST), which is funded by the Department for Transport to provide support to public and private sector fleet operators who are keen to reduce emissions. The remit given to the EST was:

- To review CO₂ emitted (carbon footprint) by the Council's fleet activity
- Determine whether the Council's existing fleet provides opportunities for electric vehicles; and
- Assess the costs, both financial and in terms of emissions, if EVs were introduced.

2.3. The EST presented their findings to the Working Group on 22nd February 2019 and the team were questioned to ensure that their findings and recommendations were relevant and applicable to this Council.

3. ENERGY SAVING TRUST RECOMMENDATIONS

- 3.1. The Council provided the EST with information on the vehicle fleet, including vehicle types, numbers, mileages, fuel usage and whether the vehicles are stored overnight at a depot or at the employee's home. In total there were 190 vehicles in the list.
- 3.2. The EST used this information to identify which vehicles may be suitable for replacement with EVs. The two main variables taken into consideration were:
- Whether the average daily mileage was in the range of that provided by EVs based on current technology
 - Whether there are size-equivalent EV vehicles readily available for purchase at reasonable cost.
- 3.3. Marsh Lane Depot in Lymington has existing electric charging points which could be used without additional costs of installation.
- 3.4. An electric vehicle is initially more expensive than its diesel or petrol equivalent. However, the Whole Life Costs (WLC) were considered. These account for the purchase price (and depreciation), the estimated fuel costs for the life of the vehicle, the Service, Maintenance & Repair (SMR) costs and vehicle taxation.
- 3.5. The EST identified 41 vehicles that met the mileage and equivalent vehicle criteria. Twelve of these vehicles are parked overnight at the depots, with 29 returning to employee homes. Operation of EVs which are taken home by employees is more complicated in terms of charging, particularly where those vehicles are not parked on drives overnight.
- 3.6. The potential financial savings were calculated as shown below, for two potential EVs – Renault Kangoo and Nissan e-NV200. Replacing 12 of the existing fleet with EV's would save between £32,000 and £39,000, based over an economic life of 6 years.

WLC Findings

Kangoo ZE v Fiat Diesel		Number Replaced	
Model	WLC	41	12
Fiat Diesel	£3,791	£155,431	£45,492
Renault Kangoo ZE	<u>£2,672</u>	<u>£109,552</u>	<u>£32,064</u>
Annual Saving	£1,119	£45,879	£13,428

Nissan e-NV200 v Fiat Diesel		Number Replaced	
Model	WLC	41	12
Fiat Diesel	£3,791	£155,431	£45,492
e-NV200	<u>£3,233</u>	<u>£132,553</u>	<u>£38,796</u>
Annual Saving	£558	£22,878	£6,696

- 3.7. The EST review did not consider issues around load carrying. The load carrying capacity of e-vehicles is considerably less than that of diesel equivalents. This may make e-vehicles unsuitable for some Council functions.

4. CONCLUSIONS OF THE TASK AND FINISH GROUP

- 4.1. After considering the EST presentation, the Group suggested that a trial should ensue. This technology is rapidly improving and the battery range is increasing, and the range of vehicles on the market is expanding. These changes could create further savings in weight and range in future years.
- 4.2. It is proposed that two EVs are purchased for use by the Council's Car Parking Wardens. These vehicles rarely carry a significant load, and their mileages are within acceptable limits. They are also based at the Marsh Lane Depot overnight and therefore have access to the existing charging points.
- 4.3. In addition, two further EVs should be purchased for testing with different services and functions, to assess load bearing capability, mileage range and suitability.
- 4.4. The Group was also keen that, going forward, any small vans to be purchased should be EVs, unless not practicable (e.g. because of range, access to charging points).

5. FINANCIAL IMPLICATIONS

- 5.1. Whilst they have a higher initial purchase price, the purchase of trial of 2 EVs is estimated to save between £5,300 and £6,500 over the life of the vehicles.

6. CRIME & DISORDER IMPLICATIONS

- 6.1. There are none

7. ENVIRONMENTAL IMPLICATIONS

- 7.1. Reduction in CO₂, HC's, NO_x and PM's, which have a negative impact within the District and the greater environment.
- 7.2. Promotion of a greener agenda and leading by example.

8. RECOMMENDATIONS

- 8.1. The based on the conclusions of the Task and Finish Group, the Panel recommends to the Portfolio Holder:
 - That 2 car park warden vehicles are replaced with an electric equivalent from the existing replacement programme.

- That two further vehicles be purchased for testing with different services
- That a vehicle purchasing policy is drawn up to prioritise EVs unless not practicable according to set criteria.

For further information contact:

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Background Papers:

None

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 14 MARCH 2019.

WORK PROGRAMME

ITEM	OBJECTIVE	METHOD	LEAD OFFICER
14 MARCH 2019			
Fuel/Emission Efficient Vehicles	To be updated on options for the Council's Fleet and the establishment of the necessary support infrastructure (Rapid Charging Points)	Task and Finish Group Report	Colin Read, Chris Noble/ Rob Lane
Strategy for Coastal Funding	To consider the findings and recommendations of the task and finish group	Task and Finish Group Report	Peter Ferguson

For later consideration			
Textile Bank Task and Finish Group	To consider future arrangements for the collection of textiles through collection bins on council-owned car parks, to include the potential income generation and use of that income	Task and Finish Group Report	Chris Noble
Environmental Strategy	To consider the draft environmental strategy that will develop an overarching framework for the Council's environmental activities	Officer report	Colin Read

Car Parking in Hythe	To consider the car parking provision within Hythe to see if additional capacity is required once the demand generated by the Lidl Supermarket on St John's Street has been established through further monitoring.	Officer report	David Hurd/Robert Lane
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