

NOTICE OF MEETING

Meeting: ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

Date and Time: THURSDAY, 19 SEPTEMBER 2019, AT 2.00 PM*

Place: BRADBURY ROOM, APPLETREE COURT, LYNDHURST

Telephone enquiries to: Lyndhurst (023) 8028 5000
023 8028 5588 - ask for Karen Wardle
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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

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 13 June 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. CLIMATE CHANGE TASK AND FINISH GROUP - INITIAL REPORT (Pages 1 - 4)

To consider the report of the Climate Change Task and Finish Group.

6. MOTION FROM COUNCIL

To consider the following motion from Council:

That this Council supports wholeheartedly the resumption of a rail link along the Waterside as part of a strategic transport infrastructure in the light of planned development in the south waterside area. Officers will be tasked to work closely with HCC staff to ensure oversight on planning issues and economic and environmental viability are maintained and resolved.

7. ON AND OFF STREET PARKING IN HYTHE - UPDATE (Pages 5 - 8)

To receive an update on the car parking provision within Hythe following the opening of Lidl Supermarket on St John's Street.

8. ELECTRIC VEHICLE CHARGING POINTS (Pages 9 - 12)

To consider the infrastructure for electric charging points in car parks.

9. FOOD SAFETY PLAN (TO FOLLOW)

To consider a report on the Food Safety Plan for 2019/20 and the performance of the previous plan for 2018/19.

10. AIR QUALITY UPDATE PRESENTATION

To receive a presentation which will provide an update on the Lyndhurst air quality action plan, working with partners and the plan for progressing an air quality strategy.

11. WASTE STRATEGY CONSULTATION UPDATE

To receive an oral update on DEFRA's position on the consultation responses from the National Waste Strategy.

12. TREE STRATEGY UPDATE

To receive an oral update on the tree strategy.

13. WORK PROGRAMME (Pages 13 - 14)

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

14. MEETING DATES

To agree the following dates of meetings for 2020/21 (Thursdays at 2.00 pm):

- 11 June 2020
- 10 September 2020
- 14 January 2021
- 11 March 2021

15. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

To:

Councillors:

Councillors:

Steve Rippon-Swaine
(Chairman)
Sue Bennison (Vice-
Chairman)
Ann Bellows
Geoffrey Blunden
Allan Glass

Andrew Gossage
Stephanie Osborne
Tony Ring
Derek Tipp
Malcolm Wade

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ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 19 SEPTEMBER 2019

CLIMATE CHANGE TASK AND FINISH GROUP – INITIAL REPORT

1. PURPOSE

- 1.1 The Climate Change Task and Finish Group has, on behalf of Members, examined the Climate Change motion referred by the Council to the Environment Overview and Scrutiny Panel. This report presents the initial findings of the Group for consideration by the Panel.

2. INTRODUCTION AND CONTEXT

- 2.1 The terms of reference for the Climate Change Task and Finish Group are as follows:-

1. To consider the Climate Change motion referred to the Environment Overview and Scrutiny Panel by the Council and to make recommendations to the Panel on the motion or any proposed alternative.
2. To work in collaboration with the Portfolio Holder for Environment and Regulatory Services and partners in the development of the Council's Corporate Plan from 2020 onwards, with regard to the impact of a changing climate.

- 2.2 In presenting this initial report, the Group considers that it has completed its work in respect of item 1 of the terms of reference, with further work for the Portfolio Holder to engage with relevant Members moving forward.

- 2.3 The membership of the Group is as follows:-

Cllr Sue Bennison
Cllr Geoffrey Blunden
Cllr Stephanie Osborne
Cllr Steve Rippon-Swaine (Chairman)
Cllr Derek Tipp
Cllr Malcolm Wade

Cllr Alison Hoare attends the Task and Finish Group meetings as the Portfolio Holder for Environment and Regulatory Services.

3. WORK AND FINDINGS OF THE TASK AND FINISH GROUP

- 3.1 At their first meeting, the above terms of reference were agreed and the Portfolio Holder for Environment and Regulatory Services addressed the Group to update on the progress already made by the Council in respect of climate change.
- 3.2 The Group went on to consider the Climate Change motion in detail, over the course of two meetings. A majority view was expressed that the Council should not declare a climate emergency, but instead work to develop an environment action plan, incorporated within the Council's Corporate Plan, which held the overall ambition to become carbon neutral as a District Council by 2050.
- 3.3 Contrary views were expressed that the issue of climate change would not be taken seriously unless the Council made a firm commitment to passing a motion.
- 3.4 The Group considered some benchmark figures in relation to the Council's carbon footprint based on energy usage and vehicle mileage. They were informed of the work

the Council has undertaken to reduce emissions including installing solar panels, energy saving lighting and more recently considering the procurement of some electric fleet vehicles . These figures are incomplete at this stage and it is proposed to consider the baseline data further once it is fully collated by officers.

- 3.5 Following consideration of the data, the Group wish to identify actions in the Environment Action Plan which will reduce emissions over future years and determine how these can be measured to identify their impact.

4. FINANCIAL IMPLICATIONS

- 4.1 There are none directly arising from this report.

5. CRIME & DISORDER IMPLICATIONS

- 5.1 There are none directly arising from this report.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 An agreement to move ahead with an environment action plan would have a positive impact in identifying any steps the Council can take to protect and enhance the local position in respect of environmental issues, including climate change.

7. EQUALITY & DIVERSITY IMPLICATIONS

- 7.1 There are none directly arising from this report.

8. PORTFOLIO HOLDER COMMENTS

- 8.1 I fully support the recommendation made by the Climate Change task and Finish Group and I am looking forward to working with members and partners to develop an Environment Action Plan. I would like to thank officers and the Task and Finish Group, chaired by Cllr Steve Rippon-Swaine, for their work exploring and discussing in depth the subject of Climate Change and the challenges ahead.

9. RECOMMENDATIONS

That the Environment Overview and Scrutiny Panel:-

- (a) Note the initial report of the Climate Change Task and Finish Group; and
- (b) Request that the Portfolio Holder for Environment and Regulatory Services works with partners and relevant Members in the development of an environment action plan.

That the Environment Overview and Scrutiny Panel advise the Council that:-

- (a) The Panel does not support the motion referred to the Panel by the Council; and
- (b) Whilst the Panel recognises that other Councils have declared a climate emergency, this Council can achieve more on a local level through the development of an environment action plan, with the ambition of achieving a carbon neutral position for the New Forest District Council by 2050. Once developed, the action plan should give prominence within the Council's

Corporate Plan to ensure that environmental issues, including climate change, are taken into account in future decision making.

Further information:

Cllr Steve Rippon-Swaine
Task and Finish Group Chairman

Background Papers:

Task and Finish Group working papers

Enquiries:

Joanne McClay – Service Manager,
Environmental and Regulation Services
Matt Wisdom – Democratic Services Manager
Karen Wardle – Committee Administrator

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ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 19 SEPTEMBER 2019 ON AND OFF STREET PARKING IN HYTHE - UPDATE

1. INTRODUCTION

- 1.1 On 6th April 2018 NFDC sold St John Street car park (151 long stay spaces and 9 disabled bays) to Lidl's. This left 2 other pay and display car parks (New Road 40 short stay spaces, 142 long stay spaces, 3 motorcycle bays, 12 disabled bays and 3 Lorry park spaces) and Jones Lane (56 short stay spaces, 122 Long Stay spaces, 9 disabled bays and 1 motorcycle bay).
- 1.2 Prior to the sale, it was calculated that there would be enough spaces to manage current and future demand for Hythe town centre NFDC pay and display parking spaces and a report in October 2018 concluded that there was sufficient parking availability in Hythe, whether the motorist wanted short or long stay pay and display or free short or long stay on-street parking.

2. BACKGROUND

- 2.1 Lidl's opened in February 2019 and their car park provides 100 free parking spaces with no restrictions on use and no time limit on parking. In July 2019 we carried out a daily check of the number of spaces that are available for the public to park in our 2 pay and display car parks in Hythe Jones Lane and New Road.

3. CONCLUSION OF REPORT

- 3.1 These figures (attached to this report) show that at no stage have we run out of car park capacity. Moreover, since the opening of Lidl's own car park on the old St John Street car park site, the number of spaces available in our own car parks has increased. Should Lidl's decide to restrict the time available for customers to park or change their car park to allow some form of private enforcement then there may be a small migration back to our own car parks.
- 3.2 The busiest day of the week is market day on a Tuesday where the peak demand is about mid-morning. This then tapers off after lunch. Saturday's in the premier season may see a small spike in cars using our car parks when Southampton FC are playing home matches where waterside fans make use of the Hythe ferry on match days.
- 3.3 There is sufficient capacity for car parking in Hythe 7 days/week.

4 FINANCIAL IMPLICATIONS

- 4.1 Since the opening of the free car park at Lidl's, as predicted prior to the sale of St John Street car park to Lidl's, revenue from the Hythe pay and display car parks has reduced. It is expected that at some stage Lidl's will introduce private enforcement and time limits to parking in its car park as they have in most of their other supermarket sites. Should this happen, we would also expect to see displacement back to our car parks with a subsequent increase in revenue.

5. ENVIRONMENTAL IMPLICATIONS

5.1 None

6. CRIME & DISORDER IMPLICATIONS

6.1 None

7. EQUALITY & DIVERSITY IMPLICATIONS

7.1 None

8. RECOMMENDATIONS

8.1 There is no further requirement for a review of parking availability in Hythe at this present time.

For further information contact:

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Enforcement Manager
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Robert Lane
Service manager – Streetscene
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Appendix 1: Table of Car park spaces available in Jones Lane and New Road car parks, Hythe – July 2019

Jul-19	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7
Jones Lane LS	13	4	14	20	36	8	22
Jones Lane SS	23	11	16	46	14	7	45
Jones Lane DB	1	2	5	8	5	0	5
New Road LS	20	12	26	11	21	10	27
New Road SS	41	13	17	30	24	4	46
New Road DB	2	1	2	2	8	1	1

Market

Jul-19	Mon 8	Tue 9	Wed 10	Thu 11	Fri 12	Sat 13	Sun 14
Jones Lane LS	19	16	21	14	24	9	22
Jones Lane SS	57	26	14	21	18	15	12
Jones Lane DB	3	5	3	2	5	2	4
New Road LS	24	18	16	18	18	6	8
New Road SS	28	28	30	19	22	10	14
New Road DB	5	2	3	0	0	3	2

Market

Jul-19	Mon 15	Tue 16	Wed 17	Thu 18	Fri 19	Sat 20	Sun 21
Jones Lane LS	41	5	27	24	4	10	22
Jones Lane SS	20	10	15	56	23	13	40
Jones Lane DB	3	1	6	5	1	2	3
New Road LS	38	18	21	18	24	21	28
New Road SS	26	12	16	34	48	31	28
New Road DB	1	2	7	4	3	5	4

Market

Jul-19	Mon 22	Tue 23	Wed 24	Thu 25	Fri 26	Sat 27	Sun 28
Jones Lane LS	27	12	12	22	19	2	8
Jones Lane SS	33	46	26	59	57	4	18
Jones Lane DB	4	6	2	7	4	1	0
New Road LS	17	16	8	12	13	6	27
New Road SS	49	34	51	21	47	12	8
New Road DB	8	6	5	3	5	1	6

Market

Free parking day in Hythe

Jul-19	Mon 29	Tue 30	Wed 31
Jones Lane LS	19	21	41
Jones Lane SS	17	10	15
Jones Lane DB	1	3	1
New Road LS	35	31	35
New Road SS	46	19	17
New Road DB	6	1	4

Market

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ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 19 SEPTEMBER 2019 ELECTRIC VEHICLE CHARGING POINTS

1. INTRODUCTION – FRAMEWORK AGREEMENT

- 1.1 Hampshire County Council began to progress developing a framework agreement for installation of electric vehicle charging points for car parks and on-street in mid-2017. Officers from New Forest District Council attended the initial presentations and expressed support for the initiative. In late November 2017 the tender process was opened as follows:

“Hampshire County Council (HCC) wishes to establish a Single Supplier Framework Agreement from a suitably experienced and qualified organisation for the Deployment of Electric Vehicle Charging Points, from which any public sector organisation.....can order feasibility assessments, installation & deployment works and charging point management services. The Framework Agreement also provides the opportunity to adopt existing charging point assets to offer consistent service and management activity for all charging points.”

- 1.2 On 6th April 2018 HCC awarded a single provider Framework Agreement for the provision of services associated with the installation and maintenance of electric vehicle Charging points to the Authority and other public bodies within Hampshire to a company called 'JoJu'. They are experts in solar energy, battery storage and electric car charging points.

2. FEASIBILITY STUDY

- 2.1 NFDC signed up to access the Framework agreement and in August 2018 JoJu were added to our list of approved contractors and under the framework agreement they were tasked with carrying out a feasibility study in relation to installation of electric vehicle charging points (EVCP's) in our car parks. The feasibility study cost to NFDC was £1.00 as per the framework terms and conditions.
- 2.2 The Task and Finish Group received a presentation on the feasibility study undertaken by JoJu in respect of the installation of electric charging points in Council owned public car parks. JoJu were proposing that charging points could be introduced on a phased basis across the District. Their analysis of use levels in each car park had established that 34 of the Council's car parks were suitable for the installation of electric charging points, 10 had potential, while 3 were not feasible (size/capacity/technical issues). They proposed that 2 standardised fast charging points should be installed at each site and use levels monitored to ensure that demand was growing as awareness of the availability of the service increased. If demand grew sufficiently then further charging points could be installed. JoJu proposed 3 phases, with the first suggested group of 13 car parks selected on the basis of potential use levels and the availability of other charging points in the vicinity. JoJu offered two basic funding models. Either the Council own the equipment, in which case there was no follow on updating as the technology evolved; or JoJu retained ownership until the end of the order term whereupon the assets become NFDC property
- 2.3 The Task and Finish Group considered that additional factors, not necessarily known to the contractor, should be taken into account, and that the list of preferred sites for Phase1 may need to be adjusted. The question of potential loss of parking revenue by re-designating spaces was addressed and unless the occupancy level of a car

park is 100% all the time the likelihood of a loss of parking revenue is minimal. Moreover, the charging bays produce a small income for NFDC when in use.

- 2.4 The list produced by JoJu was then reviewed and amended by Vattenfall, the financial backers for the scheme. Vattenfall are a 130 year old Swedish utility company who over the last 10 years have supported projects to allow people to live without fossil fuels. Within the UK Vattenfall now generates enough electricity to power 3.5 million households. In Europe they operated an extensive network of electric charging points for vehicles, whenever possible, powered by solar or wind generation. Vattenfall reduced the number of potential sites suitable for funding (based on predicted cost of installation against predicted return on investment (ROI) and eventually a final list of sites suitable to NFDC, JoJu and Vattenfall was produced.
- 2.5 The car parks suggested as suitable for installation of EVCP's are detailed below:
Barfields (Lymington)
Bath Road (Lymington)
St Thomas Street (Lymington)
Brookley Road (Brockenhurst)
Elm Avenue(New Milton)
Roundhill (Fordingbridge)
Furlong(Ringwood)
Jones Lane (Hythe)
New Road (Hythe)
Lyndhurst

And, if agreement can be reached with JoJu on installation in a free car park:
Westfield (Totton)

3. FORDINGBRIDGE PILOT SCHEME

- 3.1 We are currently progressing a 'pilot' scheme with JoJu under the framework agreement to install 3 EVCP's in Fordingbridge car park using the supplier funded model. Once the complexities of the order form and lease terms are agreed by our legal team, the EVCP's will be installed and completion is anticipated by the end of September this year. The aim of the pilot will be to assess usage and get feedback but, as importantly, if the decision is to use the supplier funded model for installing EVCP's in other car parks we know what to do, the legal documentation is already verified and scaling up the project to complete Phase 1 should be relatively easy.

4. ORDER FORM AND LEASE

- 4.1 The proposed order form term as per the framework is 15 years or until the supplier notifies it has achieved its return on investment (currently estimated at 7 years), whichever is earliest. The lease would entail NFDC leasing the bays to be used for EVCP's to the supplier for the duration of the order. As such, they would be responsible for the operation and condition of the bays, including lining, signage and surfaces etc. On the expiry of the order period, the bays and charging equipment in its entirety will become NFDC property and the supplier will have no legal title or responsibility for our land.

5. CHANGE TO OFF STREET PARKING ORDER

- 5.1 The off-street parking order (which is the legal document that covers enforcement in our car parks) will need to be changed to allow for electric vehicle charging bays in

our car parks. Misuse of an electric vehicle parking bay by either a vehicle that is not an electric vehicle or by an electric vehicle using the bays but not charging their car can be dealt with by way of a Penalty Charge Notice (PCN). The Portfolio holder has given his consent for the order to be amended and a formal portfolio holder decision is pending. The proposed changes to the order are currently with NFDC legal department for approval.

6. FINANCIAL IMPLICATIONS

6.1 There are essentially 2 funding options available to NFDC under the framework agreement: either we fund the project and take the revenue or JoJu fund everything and we then receive a 10% usage rebate on the cost of the supplied electricity (12p/kWh) to the meters. The electricity supplied to the meter is paid for by the supplier who then takes the revenue from the charge the customer pays to charge their vehicles (30p/kWh). When the supplier assesses that it has made its return on investment (ROI) the ownership of the EVCP's is transferred to NFDC and we then receive all the revenue from the meters with the only costs being the back office and maintenance charges. A breakdown of both options is provided below for illustrative purposes and is an estimate based on the current market trends. With the predicted increase in ownership of electric vehicles, these figures for revenue are predicted to increase according to all models currently in circulation

Table 1: Predicted profit for NFDC if we use the supplier funded (JoJu) option (allowing for the supplier reaching its return on investment in Year 7) is £54,335.90 over the proposed 15 year order period.

Cost to NFDC for installation and operation of 30 EVCP's (1 double and 1 single)-10 car parks	Supplier (JoJu) funded – cost to NFDC
Cost of 30 x 22 kW EVCP	£0
Total installation costs	£0
Total Cost of District Network Operator (DNO) connections	£0
Total DNO management fee	£0
Annual back office costs	£0
Annual maintenance costs	£0
Total costs	£0
Predicted annual profit for NFDC before supplier notifies return on investment ROI) reached	£432.90/year
Estimated number of years before supplier estimates it will achieve its return on investment (ROI)	7 years
Predicted Annual profit for NFDC once ROI reached	£6,413.20/year
Predicted profit for NFDC over 15 years order period	£54,335.90

Table 2: Predicted loss for NFDC if we fund the project is-£60,381.40 over the proposed 15 year order period.

Cost to NFDC for installation and operation of 30 EVCP's (1 double and 1 single)-10 car parks	Cost to NFDC if we fund project (under framework costings)
Cost of 30 x 22 kW EVCP	£36,450.00
Total installation costs	£86,177.30

Total Cost of District Network Operator (DNO) connections	£22,311.00
Total DNO management fee	£7,231.10
Annual back office costs	£2,160.00
Annual maintenance costs	£2,250.00
Total start up project costs	£156,579.40
Predicted revenue from EVCP's for NFDC	£10,823.20/year
Back office/maintenance costs	£4,410.00/year
Predicted profit for NFDC	£6,413.20/year
Number of years before all start-up costs are recovered	24.4 years
Predicted loss for NFDC over 15 years order period	£60,381.40

7. CRIME AND DISORDER IMPLICATIONS

7.1 There are none.

8. ENVIRONMENTAL IMPLICATIONS

8.1 The installation and use of electric vehicle charging points supports NFDC's policies to improve the environment and reduce air pollution.

9. RECOMMENDATIONS

9.1 That the Panel note that the Portfolio Holder for Planning and Infrastructure has formally approved that the off-street parking places order will be amended to allow for the use and, where necessary, enforcement of electric vehicle charging places and charging points.

9.2 That the Panel recommend to the Portfolio Holder for Planning and Infrastructure:-

- (a) that the Council should proceed with Phase 1 of the installation of electric vehicle charging points at the car parks detailed in this report using the supplier funded option; and
- (b) that a review of Phase 1 be undertaken prior to consideration of implementation of Phase 2 of the electric vehicle charging point project.

Cllr Sue Bennison
Chair, Energy Efficient Vehicles Task and Finish Group
15th August 2019

For further information contact:

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ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

WORK PROGRAMME 2019/20

ITEM	OBJECTIVE	METHOD	LEAD OFFICER
9 JANUARY 2020			
Review of Street Cleansing Activities and Standards	To consider the review of street cleansing activities and standards.	Officer report	Rob Lane
Review of the new arrangements for textile recycling arrangements.	To review the operation of the contract hosted by Fareham Borough Council for the collection of textiles for recycling, using bins in council-owned car parks.	Officer report	Chris Noble
For later consideration			
Environmental Strategy	To consider the draft environmental strategy that will develop an overarching framework for the Council's environmental activities	Officer report	Colin Read
Fuel/Emission Efficient Vehicles	To be updated on the trial of small electric vans within the Council's fleet of vehicles	Officer Report	Colin Read, Chris Noble/ Rob Lane

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