

NOTICE OF MEETING

Meeting: ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

Date and Time: THURSDAY, 11 MARCH 2021, AT 2.00 PM*

Place: MICROSOFT TEAMS - ONLINE

Enquiries to: E-mail: karen.wardle@nfdc.gov.uk
Tel: 023 8028 5071

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 no later than 12.00 noon on Monday, 8 March 2021. This will allow the Council to provide public speakers with the necessary joining instructions for the Microsoft Teams Meeting.

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 14 January 2021 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 AND PERFORMANCE DASHBOARDS
(Pages 5 - 6)

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

5. COASTAL DEFENCE RESPONSIBILITY

To receive a presentation regarding the responsibility of the Council and others in relation to coastal defence.

6. MITIGATION FOR RECREATIONAL IMPACTS SUPPLEMENTARY PLANNING DOCUMENT

To receive an update on the initial findings of the public consultation on the Mitigation for Recreational Impacts Strategy Supplementary Planning Document.

7. REVISION OF THE PARKING STANDARDS SUPPLEMENTARY PLANNING GUIDANCE (Pages 7 - 10)

To consider the proposed review and scope of the Parking Standards Supplementary Planning Document.

8. GOVERNMENT CHANGES TO THE PLANNING SYSTEM

To receive an update on the Government changes to the planning system.

9. PROGRESS UPDATE ON THE PROCUREMENT AND USE OF ENERGY EFFICIENT VEHICLES AND INFRASTRUCTURE (Pages 11 - 20)

To consider an update on the procurement and use of energy efficient vehicles and the charging infrastructure in Council car parks.

10. FLY TIPPING UPDATE

To receive an update on fly tipping in the District Council area.

11. WASTE STRATEGY UPDATE

To receive an update on the work of the working group.

12. OFF STREET CAR PARKING REVIEW

To receive an update on the review of off street car parking.

13. WORK PROGRAMME (Pages 21 - 22)

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

14. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

NEW FOREST DISTRICT COUNCIL – VIRTUAL MEETINGS

Background

This meeting is being held virtually with all participants accessing via Microsoft Teams.

A live stream will be available on YouTube to allow the press and public to view meetings in real time and can also be found at the relevant meeting page on the Council's website, with this published agenda.

Principles for all meetings

The Chairman will read out Ground Rules at the start of the meeting for the benefit of all participants. All normal procedures for meetings apply as far as practicable, as the Government Regulations do not amend any of the Council's existing Standing Orders.

The Ground Rules for all virtual meetings will include, but are not limited to, the following:-

- All participants are reminded that virtual public meetings are being broadcast live on YouTube and will be available for repeated viewing. Please be mindful of your camera and microphone setup and the images and sounds that will be broadcast on public record.
- All participants are asked to mute their microphones when not speaking to reduce feedback and background noise. Please only unmute your microphone and speak when invited to do so by the Chairman.
- Councillors in attendance that have not indicated their wish to speak in advance of the meeting can make a request to speak during the meeting by using the "raise hand" feature in Microsoft Teams. Requests will be managed by the Chairman with support from Democratic Services. Please remember to "lower hand" when you have finished speaking.
- The chat facility should not be used unless raising a point of order or providing the wording for a motion.
- All participants are asked to refer to the report number and page number within the agenda and reports pack so that there is a clear understanding of what is being discussed at all times.

Voting

When voting is required on a particular item, each councillor on the committee will be called to vote in turn by name, expressing their vote verbally. The outcome will be announced to the meeting. A recorded vote will not be reflected in the minutes of the meeting unless this is requested in accordance with the Council's Standing Orders.

By casting their vote, councillors do so in the acknowledgement that they were present for the duration of the item in question.

Technology

If individuals experience technical issues, the meeting will continue providing that it is quorate and it is still practical to do so. The Chairman will adjourn the meeting if technical issues cause the meeting to be inquorate, the live stream technology fails, or continuing is not practical.

Public Participation

Contact details to register to speak in accordance with the Council's Public Participation Procedures are on the front page of this agenda.

In order to speak at a virtual meeting, you must have the facility to join a Microsoft Teams Meeting. Joining instructions will be sent to registered speakers in advance of the meeting.

The Council will accept a written copy of a statement from registered speakers that do not wish to join a Microsoft Teams Meeting, or are unable to. The statement will be read out at the meeting and should not exceed three minutes. Please use the contact details on the agenda front sheet for further information.

To: **Councillors:**

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

Councillors:

Andrew Gossage
Stephanie Osborne
Tony Ring
Derek Tipp
Malcolm Wade

Planning and Infrastructure - Portfolio Performance Dashboard

Relevant Service Area(s)	Portfolio Holder
Housing Strategy and Development, Planning Policy & Strategy, Development Management, Street Scene, Open Spaces	Clr Edward Heron

Key Priorities	Key Activities	Key Actions		
Portfolio Priorities 2020 - 24	Key Activity 2020 - 24	Key Actions 2020/21	Target Date	Status Update
Delivering the vision of the local plan and encouraging development that meets local needs and delivers positive, economic, social and environmental outcomes.	Enable the delivery of development set out in the Local Plan supported by appropriate infrastructure.	Deliver actions in Housing Delivery Action Plan and monitor through an annual report to Cabinet.	On going	Mar-21 - Ongoing, no further development since Jan-21, anticipated there will be more substantive update for Environment Overview and Scrutiny Panel in Jun-21 - On going actions focus for 2021 infrastructure delivery across split ownership sites - Authority Monitoring Report 2021.
		Review all Supplementary Planning Documents.	Dec-21	Mar-21 - Review of Parking SPDs is in progress and will be an update in Mar-21 Overview and Scrutiny Panel. Review of Mitigation of Recreational Impact SPD is also underway. SPDs to be updated in 2021 - Refuse and Recycling SPD/Parking SPD/Climate Change SPD/Totton Town Centre/Play Strategy SPD/Skills and Employment SPD. Mitigation of Recreational Impact SPD update consulted on in January/February 2021 and comments currently being considered with a view to proceed to adoption in Spring 2021.
		Review the Community Infrastructure Levy Process.	Dec-21	No further development since Jan-21, anticipated there will be more substantive update for Environment Overview and Scrutiny Panel in Jun-21 - CIL process review and review of infrastructure needs to inform the 2021 Infrastructure Funding Statement.
		Design and deliver new ICT system to modernise delivery of the service by 2021.	Project complete July 2022	Mar-21 - Procurement process to run Jan-April 2021. May-Oct 2021 system development with approved supplier (process reviews) Oct-Dec system testing and data cleansing.
		Deliver additional open space, play equipment, sports provision, cycling and walking opportunities and habitat creation areas.	On going	Mar-21 - Sweatford Water project delivered in early 2021, Ringwood Castlemain trail and Avon Valley Ringwood currently on site. Fawley (Gang Warily) and Bartley Park to be delivered later in 2021.
Ensuring building control are engaged at the earliest stage to make future in development projects safe.	Increase the number of developments that use NFDC Building Control Service.	Increase the market share for Building Control to ensure the safety of development.	Ongoing	Mar-21 - Market share remains steady and has increased by 8% since Jan-19. Market share fell to 44% in May-20 but has recovered and risen to 57% as captured in Oct-20. The market share for the Jan-21 has increased to 58% which is extremely good under the current lockdown restrictions. Building control have planned to market the service to architects that currently do not use the service but this has proved difficult due to the pandemic. This is something that we will engage in once the pandemic restrictions are lifted.
Working with partners, applicants and developers to ensure a positive, timely and enabling attitude to development.	Progress work on the Joint Strategy for South Hampshire.	Work with PFSH to create evidence base for employment/housing and transport needs and test alternative development strategies.	On going through 2021	No further development since Jan-21, anticipated there will be more substantive update for Environment Overview and Scrutiny Panel in Jun-21 - Consultants appointed in 2020 and alternative development strategies agreed between partners.
Using contributions to deliver projects that mitigate the impact of development on the natural environment.	Review car parking infrastructure and technology.	Actions and recommendations from car parking review to be reported Environment Overview & Scrutiny Panel by March 2021.	Mar-21	Mar-21 - A update will be given at Environment Review Panel, Mar-21.
	Ensure that all development within the district is resilient to climate change and creates healthy environments for our residents to live in.	Task and Finish Group to be established in Q1 2021.	Apr-21	No further development since Jan-21 - Local Plan Part 1 provides high level policy detailed work in 2021 including construction/air quality/cycling and walking/reducing need to travel/BNG/Nature recovery/carbon off setting.

5

Key Performance Indicators									Financial Information - Budgets £'000				
KPIs	Unit	Freq.	Desired DOT	Target	Last Period	Actual	Actual DOT	Status	No changes have been made since Jan-2021, the next scheduled changes will be included after the Financial Monitoring Report in Apr-21.				
									Budget Description	Original Budget	Emergency Budget Adjustments	December Financial Monitoring	Revised Budget
Increase in the number of houses completed each year (as set out in the Annual Authority Monitoring Report).	Num	Annual	↑	300 units		308	TBC	Green	General Fund Revenue Position				
Increase in the number of mitigation projects delivered each year.	Num	Annual	↑	3		3	TBC	Green	1361				
Total amount of Community Infrastructure Levy (CIL) spent.	%	Annual	↑	35%		6%	TBC	Red	335				
Increase in the total amount of open space play and sports provision, and cycling and walking infrastructure delivered each year.	Projects	Annual	↑	5 projects		4 projects	TBC	Yellow	-25				
Increase in NFDC Building Control Market Share.	%	Monthly	↑	65%	57%	58%	↑	Yellow	24.61%				
									Supporting Narrative Parking and Planning income losses partially offset and covered by the Sales, Fees & Charges Income Support Scheme				
									General Fund Capital Programme				
									1192				
									-688				
									-57.72%				
									Supporting Narrative Review of delivery of Open Space, Transport & Mitigation Schemes				

High Risks			
High Risk Area	Risk	Mitigation actions	New Risk
Competitors in the private sector take more of the Building Control market share.		Install new IT systems to enable enhanced mobile working and give officers on-site access to all Building Control. Forge links with local builders and architects and form working relationships by offering expertise and advice to enable building regulation standards are met. Continue to provide unrivalled service and charge only for the service provided to ensure value for money for the customer.	Yellow
Changes to Government Guidance, Regulations & Legislation.		None - unavoidable.	Red

Environment and Regulatory Services - Portfolio Performance Dashboard

Relevant Service Area(s)	Portfolio Holder
Waste & Recycling, Street Scene, Open Spaces, Environmental & Regulation, Coastal	Cllr Alison Hoare

Key Priorities	Key Activities	Key Actions			
Portfolio Priorities 2020 - 24	Key Activity 2020 - 24	Key Actions 2021	Target Date	Status Update	
Taking actions that address the impact of climate change locally.	Develop and deliver an overarching Environment Strategy which will set out our actions to protect the local environment and reduce our impact on climate change.	Develop an Environmental Strategy which will identify local actions to address the impact of climate change.	Ongoing	03/2021 - No further development since Jan-21, anticipated there will be more substantive update in Jun-21 - Further work in this area to be undertaken early in 2021.	
	Improve the air quality of the area.	Development of a Clean Air Strategy to identify actions which will improve air quality across the district.	2022	03/2021 - No further progress due to the impact of the coronavirus pandemic on the service.	
Working with others to protect and enhance our natural environment.	Respond to future challenges through the development of a new Tree Strategy.	Delivery of Tree Strategy, in response to future challenges, reporting to Environment Overview and Scrutiny Panel.	Apr-21	03/2021 - A tree strategy 2020-2025 has been approved by the Council. A presentation and an update on ash dieback, followed by a discussion at the Environment Overview and Scrutiny Panel in January 2021; It was recommended to proceed with a 15 year ash replacement strategy on a "2 for 1" basis.	
	Work with partners on initiatives to reduce the levels of littering and fly tipping.	Work with partners on initiatives such as 'Operation Wolf' as part of fly tipping enforcement and continue to promote behavioural change on littering reporting back to Environment Overview and Scrutiny Panel.	Mar-21	03/2021 - Report on Flytipping scheduled for Mar-2021 to Environment Review Panel.	
	Continue to provide more land to meet the demand for burial space.	Open the new cemetery at Calshot as an alternative for the Blackfield Cemetery which is very close to capacity.	Apr-21	03/2021 With the opening of the new Cemetery at Calshot further work needs to be undertaken with the Planning and Estates teams to identify potential sites in Totton and Lymington. Assessments of remaining capacity and associated timescales are underway	
	Develop investment plans to enable identification of partnership funding options and delivery of flood & coastal erosion projects.	Develop of business case for future flood and erosion risk management projects at Barton-on-Sea and Milford-on-Sea.		Jul-22	03/2021 - Funding is in place for a Barton project to undertake drainage trails at the site. However, the works have not been progressed due to other priorities. For Westover, Milford the urgent works have been completed; The development of a business case for Westover phase 2 is in the very early stages of commencement. Consideration is currently being given to the potential of linking this project to the wider Milford Frontage project to enhance efficiencies in project delivery.
		Work with the Environment Agency to develop the business case for the Hurst Spit to Lymington Flood & Coastal Erosion Project.		2027	03/2021 - No new updates since Jan-21 - This project is continuing with stakeholder meetings completed and the first stakeholder advisory group meeting held in Nov-20. This is a long term project that will not be delivered for a number of years and needs to be progressed through a number of business cases within the EA.
Reducing waste and increasing recycling.	Develop a new, modern Waste Strategy for the Council.	Cabinet approval of Waste Strategy by December 2021.	Dec-21	03/2021 - 2/12/2020 - Draft waste strategy presented to Cabinet on 4th Nov. We are now in an engagement period with stakeholders and are also developing a business case. External factors relating to central govt funding and HCC infrastructure may influence whether or not this target may be achieved.	
Ensuring regulatory services are delivered for the benefit of our residents, businesses and visitors.	Maintain a safe environment for our residents and local businesses, by carrying out statutory inspections and following up on complaints.	Carry out investigations and inspections in line with the Food Standards Agency and Health and Safety Executive Strategies for food safety, infectious disease control and health and safety.	Ongoing	03/2021 - No change to status since Jan-21, it is anticipated there will be more substantive update for Environment Overview and Scrutiny Panel in Jun-21 - Inspections completed of highest risk in line with Food Standards Agency Priorities during the pandemic Review and update of Licensing Policy in progress and will be shared with GP&L Members and consulted on during 2021.	
	Deliver the licensing policy responding to legislation and addressing the challenges faced.				

Key Performance Indicators									Financial Information - Budgets £'000				
KPIs	Unit	Freq.	Desired DOT	Target	Last Period	Actual	Actual DOT	Status	No changes have been made since Jan-2021, the next scheduled changes will be included after the Financial Monitoring Report in Apr-21.				
									Budget Description	Original Budget	Emergency Budget Adjustments	December Financial Monitoring	Revised Budget
Reduced carbon footprint for the New Forest area and District Council.	Work is ongoing to establish a baseline for the next financial year.												
Household waste sent for reuse, recycling and composting.	%	Quarterly	↑	35%	35%	35%	↑		General Fund Revenue Position				
Reduction in the number of flytipping incidents.	Num	Monthly	↓	900	188	882	↑		Variation Percentage				
Increase in food establishments which have a satisfactory or good food hygiene rating.	Since March '20 less than 10% of inspections have been completed due to a change in priorities and the service offering support to businesses during the Covid 19 pandemic								Expenditure pressures in relation to COVID including the necessary hire of additional vehicles to ensure Social Distancing and enhanced cleaning of the Council's Public Conveniences. Income losses in reduced trade waste collections, reduced pest control call-outs, and an initial reduction in Garden Waste Income, later recovered through additional service subscribers.				
Increase in coastal funding to achieve the specific actions.	This can only be measured against specific projects and needs further consideration on how to be done. Limited revenue maintenance budget will mean that not all maintenance requirements can be delivered.								General Fund Capital Programme				
									Variation Percentage				
									Public Convenience Refurbishment Programme postponed for 2021/22 (reduction of £375k) Emergency Works - Milford Sea Wall (addition of up to £2.125M)				

High Risks			
High Risk Area	Risk	Mitigation actions	New Risk
Coronavirus pandemic - Reallocation of resources to high priority areas results in regulatory activity not being undertaken i.e. food hygiene inspections		Recruiting to vacant posts in all critical areas of the service, increased hours of part time officer to full time, review of current resources following release of Government roadmap.	
Insufficient resources to provide frontline services to the same staffing levels.		Completion of business cases and recruiting to vacant posts.	
Insufficient resources and key skills within coastal team to respond to the impacts of storm damage on coastal defences.		Consider partnership working.	
Fluctuations in market values of mixed recycling and DMR.	12	Monitoring of tonnages and market values, to ensure that income forecasts are as accurate as possible. Regular revision of forecasts throughout year.	9

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 11 MARCH 2021

REVISION OF THE PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT

1. INTRODUCTION

- 1.1 The current Parking Standards Supplementary Planning Document (SPD) was adopted in October 2012. The SPD covers residential and non-residential uses, and all forms of vehicle. It sets out guidance to developers and others in respect of both residential and non-residential developments, including:
- a) Car parking standards
 - b) Minimum cycle parking standards
 - c) Advice on the need for Transport Assessments
 - d) Thresholds for Site Travel Plans
 - e) Guidance for provision of Disabled Persons' Parking Spaces
- 1.2 The parking standards set out in the document apply to the New Forest District area (outside of the National Park), and are a 'one size fits all' regardless of location.
- 1.3 The aims of the SPD are to ensure that an appropriate level of vehicle and cycle parking is provided in all new developments to avoid the various problems created by both over- and under-provision of parking.

2. BACKGROUND

- 2.1 Since adoption in 2012 the National Planning Policy Framework (NPPF)¹ and National Planning Policy Guidance have been updated, the Local Plan Part 2: Sites and Development Management was adopted in 2014 and Local Plan 2016-2036 Part 1: Planning Strategy have been adopted. Parking has increasingly been seen as part of the Climate Change, Air Quality and Health and Well Being agenda. The parking standards set by Council's will also impact on the pattern of movement and are integral to the design of schemes and contribute to making high quality places.

The National Planning Policy Framework (paragraph 105) states that local parking standards should take account of:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and

¹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

In paragraph 106 the NPPF states:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

- 2.2 A refresh is required to ensure that the Parking Standards remain appropriate to the area, supports the updated Local Plan and has appropriate regard to relevant policy documents. Parking standards set out by other Hampshire authorities will also be appraised to see if there is divergence from the present standards in New Forest district.
- 2.3 The new National Model Design Code (2021) states that standards for all uses will be set in local plans, and acknowledges that the ways in which the standards are accommodated will vary².

3. SCOPE OF THE REVISION

- 3.1 The review could address some or all of the following. The preparation timetable and input/resources required would depend in part on the agreed scope. The issues we need to address include:
- a) Should the SPD relate to residential parking only or residential and other uses?
 - b) To what extent should we allow flexibility for parking provision (requirements) in town centre sites?
 - c) Are different standards appropriate in different locations, and what should the relevant criteria for assessment be? (including local accessibility by other transport means)
 - d) Whether and how to assess / take into account the availability of on-street parking and public car park provision?
 - e) What guidance should the SPD set out on the provision of electric vehicle charging points? (private and communal) - should the SPD defer to the National Model Design Code on this element or set a local code?
 - f) How should air quality issues be addressed?
 - g) Should there be a relationship between parking standards and investment in walking and cycling infrastructure?
- 3.2 It is proposed that a Councillor Task & Finish Group is set up to consider these questions and steer the drafting of the SPD by Planning , with input from other directorates where appropriate.

²https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf (page 17)

4. CONCLUSIONS

4.1 The views of the panel on the scope of the review of parking standards is sought.

5. FINANCIAL IMPLICATIONS

5.1 No direct financial implications for NFDC.

6. CRIME & DISORDER IMPLICATIONS

6.1 There are none.

7. ENVIRONMENTAL IMPLICATIONS

7.1 No programme-specific implications.

8. EQUALITY & DIVERSITY IMPLICATION

8.1 There are none.

9. DATA PROTECTION IMPLICATIONS

9.1 No programme-specific implications.

10. RECOMMENDATIONS

10.1 To seek comments from the Environment Overview and Scrutiny Panel.

FURTHER INFORMATION

Please contact:

Claire Upton-Brown
Chief Planning Officer
Tel: 023 8028 5345
Email: claire.upton-brown@nfdc.gov.uk

Background Papers:

[Parking Standards SPD \(2012\)](#)
[National Model Design Code](#)

Andrew Herring
Planning Policy Officer
Tel: 023 8028 5471
Email: Andrew.herring@nfdc.gov.uk

This page is intentionally left blank

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 11 MARCH 2021

PROGRESS UPDATE ON THE PROCUREMENT AND USE OF ENERGY EFFICIENT VEHICLES AND INFRASTRUCTURE

1. INTRODUCTION

- 1.1 The purpose of this report is to update the Panel on the progress of two separate but linked projects, which are:
- Use of EVs in NFDC's fleet and the impact on emissions reduction
 - Expanding the charging infrastructure in Council car parks, for electric vehicle (EV) charging which has been accessible to the public
- 1.2 Four EVs were procured and put into service on 5th December 2019 and the Council has been monitoring the feasibility of these types of vehicles. It is suggested that in future the Council purchase EVs, for its smaller panel vans, as the default option for vehicles which park at Council depots, with a business case required for not having an electric vehicle.
- 1.3 Regarding charging infrastructure, the Council appointed a partner, JoJu, under the Hampshire electric vehicle charging point (EVCP) framework. JoJu have installed 25 fast chargers distributed in 9 of our NFDC pay and display car parks that ensures all the major towns are covered within the district. It is suggested that we continue to monitor usage before deciding on the type and location of further EVCP infrastructure.
- 1.4 The remainder of this report concerns the background to these recommendations.

2. ELECTRIC VEHICLES IN THE NFDC FLEET

Background

- 2.1 In 2018 the Energy Efficient Vehicles and Infrastructure Task and Finish 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. The procurement of more fuel-efficient vehicles was seen as good for the reductions of both emissions, and running costs.
- 2.2 Work was carried out by the Energy Savings Trust (EST), which is funded by the Department for Transport, who provided data on:
- CO² emitted (carbon footprint) by the Council's fleet activity
 - Whether the Council's existing fleet provides opportunities for EV use; and
 - The baseline costs, both financial and in terms of emissions, if EVs were introduced.
- 2.3 Data provided by the EST findings allowed the Working Group to explore the options for replacing existing frontline service diesel vehicles with low emission EVs. An electric vehicle is initially more expensive (i.e. to purchase) than its diesel or petrol

equivalent, but overall Whole Life Costs (WLC) were expected to be less. WLCs 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. The EST identified 41 Council vehicles that might be suitable for EV replacement, 12 of which were parked overnight at the depots and which could be charged.

- 2.4 The potential financial savings were calculated by the EST, using two EV models that were available on the market. 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.
- 2.5 It was recommended by the Environment Overview and Scrutiny Panel on 14 March 2019, that four Council vehicles should be replaced with electric equivalents.
- 2.6 Before any decisions were made the daily mileages were analysed to ensure that there would not be any range issues. On this basis, the four vans were allocated to the Council's Parking Enforcement team (2) and toilet cleaners (2).

Procurement

- 2.7 The invitation to tender (ITT) was issued in July 2019 via the Council's e-Tendering tool. The ITT closed on 6th August 2019. The evaluation process reviewed the cost of the vehicles and the cost of servicing the vehicles to understand the expected running expenses in future years. The make and model procured was the Renault Kangoo LL21 ZE.
- 2.8 The EVs were £17,827 per unit, which is a higher capital outlay than a standard internal combustion engine (ICE) of similar type, which is £11,250, based on a recent procurement exercise. The increase in the capital budget should be measured against the expected reduction in the revenue budget resulting from fuel and maintenance savings.

Results and performance information

- 2.9 EVs do not require MOTs and therefore take less time to service, as collection and delivery to the testing station is not necessary. To compare the WLC of the Renault Kangoo ZE (EV) and a Fiat Doblo (Diesel), a combination of the Council's asset write-down for depreciation, and industry datasets (from CommercialFleet.org) data was used. It showed, over the vehicles 6 year cycle the WLC is less for an EV (Table 1).

Table 1 – Comparing Electric to Diesel vans

Renault Kangoo

LL21 ZE (EV)	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6
Purchase Price	17,827	0	0	0	0	0
Fuel	878	878	878	878	878	878
Depreciation	2,971	2,971	2,971	2,971	2,971	2,971
SMR	745	745	745	745	745	745
RV	0	0	0	0	0	-4,848
	<u>22,421</u>	<u>4,594</u>	<u>4,594</u>	<u>4,594</u>	<u>4,594</u>	<u>-254</u>

WLC

40,541

Fiat Doblo Maxi

1.6 (Diesel)	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6
Purchase Price	11,250	0	0	0	0	0
Fuel	2,640	2,640	2,640	2,640	2,640	2,640
Depreciation	1,875	1,875	1,875	1,875	1,875	1,875
SMR	1,205	1,205	1,205	1,205	1,205	1,205
RV	0	0	0	0	0	-2,142
	<u>16,970</u>	<u>5,720</u>	<u>5,720</u>	<u>5,720</u>	<u>5,720</u>	<u>3,578</u>

WLC

43,428

Key: SMR - Service, Maintenance & Repair
RV - Residual Value (Expected sale at auction)

The estimated financial saving, using WLC of procuring an EV over a diesel equivalent, is £2,887 per vehicle.

2.10 To calculate savings in emissions, both EV and Diesel emissions were considered, between December 2019 and November 2020:

- Electric Vans are promoted as 'Zero tailpipe emissions', however the charging of the batteries is the calculation for the emissions produced. Based on vehicle mileages, the average CO² emissions were 368 KG per vehicle.
- CO² emissions for diesel vehicles are best calculated by litres. The fuel efficiency of four randomly selected diesel vans in the fleet was used to calculate the emissions that would have occurred if the four EVs were instead diesel-fuelled. This calculation indicates that the average CO² emissions would have been 2,900 KG.

2.11 The real emissions saving per vehicle by using electric, over the period December 2019 to November 2020, was 2,533kg per van, per annum (Table 2). This equates to a 10 tonne reduction in CO² per annum as a result of changing these 4 vans from diesel to electric.

Table 2 – EV comparison with diesel, Dec 2019 to Dec 2020

EV Registration Number	Miles	CO2 Emissions (Kg, resulting from charging)	Diesel equivalent emissions (KG) at 0.28 kg/mile	Emissions saving (KG)
RE69OXF	12,706	451	3,558	3,107
RE69OXH	9,525	338	2,667	2,329
RE69OXJ	11,345	402	3,177	2,774
RE69UMU	7,858	279	2,200	1,921
Grand Total	41,433	1,471	11,601	10,130
Per Vehicle	10,358	368	2,900	2,533

Infrastructure and policy

- 2.12 Before the EVs were ordered, three additional charging points were installed at the Marsh Lane depot in Lymington, in addition to the two that were already in place. The objective was to create spare charging capacity to mitigate the risk of a charging point failing, resulting in an undercharged vehicle that could not complete its daily duties.
- 2.13 It is worth noting that the Marsh Lane depot is nearing its maximum load on all three phases on the current electricity distribution board. Any additional charging points, due to the expansion in EV use, would need to consider the current power infrastructure at the Council's properties.
- 2.14 Since making the decision and procuring the EVs, the Council released its latest Corporate Plan for 2020 - 2024, which has as one of its main priorities "Take action to reduce the impact of climate change locally" and one of its main actions being "improve the air quality of the area."
- 2.15 An internal policy has been developed to ensure that environmental issues are considered when procuring vehicles and plant, with alternative fuels and electric vehicles being the default for procuring smaller vans and some plant and small tools. It refers to improvements to battery life and reduction in size that could extend this desire for EVs to larger vans. The policy, which is an excerpt from a Vehicle & Plant Procurement Procedure, is shown in appendix I.
- 2.16 Some of the small panel vans, predominantly Fiat Doblos, are taken home, with the remainder parked on NFDC property. The vehicles parked on NFDC property can be changed, when they are due in the replacement programme, to their EV equivalent. There are four additional small panel vans that are parked overnight at the Marsh Lane depot that can be changed to an electric equivalent as the highest daily distance was 84 miles, with an average of 36 mile per day.
- 2.17 Additional charging points may be required, subject to considering the electrical load of the depots.
- 2.18 There are 35 other small vehicles with a maximum daily mileage under 100 miles that are currently taken home.
- 2.19 Larger vehicles such as refuse collection vehicles (RCV's) are not currently economically viable due to the cost, circa £420,000 compared to a normal RCV of

£150,000. In addition, the weight of the batteries will reduce the payload and therefore increase the number of trips to the tip, resulting in operational issues. As technology and take up increase the cost and weight will reduce. It is the intention to keep track on costs and, evaluate using WLCs, to take advantage of the potential reductions in emissions and costs when appropriate.

Conclusions

- 2.20 The advantages of changing to EV's for the smaller fleet are a reduction in costs and 2.5 tonnes of CO² per vehicle each year. Having a policy of EVs, for smaller vehicles, as default, will ensure that there is a reduction in emissions, which is currently 2.5 tonnes per vehicle per annum.
- 2.21 NFDC property infrastructure, in relation to electrical loads, should be considered with any EV expansion. Wholesale conversion of the van fleet to EVs will require a review of home charging options.
- 2.22 The market for larger vehicles is still cost and product prohibitive, however, manufacturers are beginning to offer more hybrid and electric models that have a greater range. Any larger EVs (which naturally have a lower range) would need to consider arranging work around the vehicle range rather than the vehicle around the work, which may be operationally inefficient.
- 2.23 Small plant and tools are being replaced with Electric, with the advantage of reducing Hand Arm Vibration and emissions.
- 2.24 Technology is improving range and power output, and will need to be regularly reviewed.

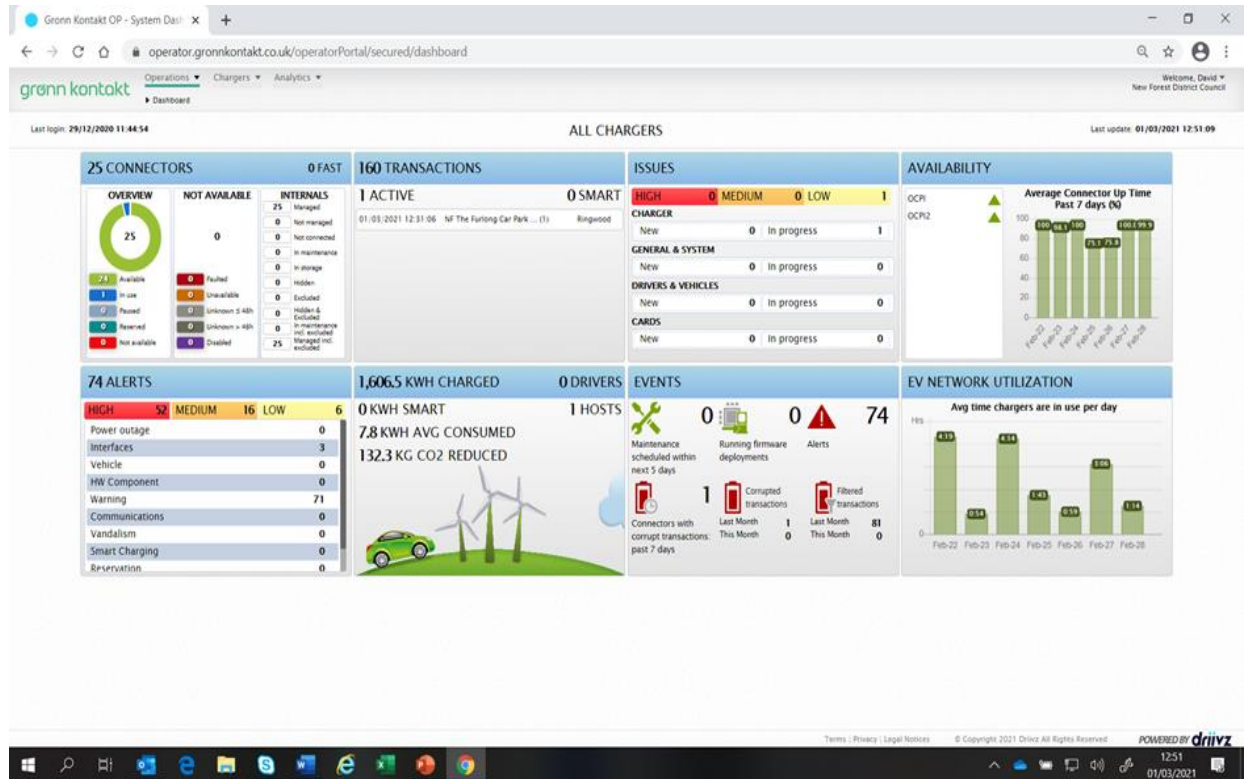
3 Charging Infrastructure in Council car parks

Background

- 3.1 The Energy Efficient Vehicles and Infrastructure Task and Finish Group looked at all options for a rollout of electric vehicle charging points for public use, and their recommendation was to select a supplier-funded option using the Hampshire EVCP (electric vehicle charging point) framework.
- 3.2 This was viewed as the best option with no cost or risk to the council whilst enjoying the benefits of having a third party (JoJu) managing EVCPs in our car parks. The funder was initially a Swedish electricity company called Vattenfall who supply green electricity to the national grid.
- 3.3 Phase 1 began with a 'Pilot' installation of a single and double EVCP's at Fordingbridge main car park in December 2019. This deployment was deemed successful. There was then a delay in early 2020 caused by the funder - Vattenfall - selling their interest to Norwegian green electricity company Gross Kronstadt who took over the funding of the project with JoJu.
- 3.4 There are now 25 fast (22Kw) electric vehicle charging points operational in the district in 9 car parks. They are all supplied with green electricity supplied to the grid by Gross Kronstadt. A further 4 EVCP's are due to be installed in Lyndhurst car park in late spring this year.
- 3.5 The installation, management, servicing and repair is all the done by JoJu at no cost to NFDC for period of the term which is set at 15 years or when they reach a point where

they are in profit (currently estimated at 26 years in current usage), whichever is sooner. Once this happens the EVCPs are passed to NFDC who will run them and take all the revenue and pay for the back-office support and maintenance out of the income.

- 3.6 The back-office system allows us to see how the EVCPs are performing, whether they are in use or not and shows how much CO₂ has been reduced since they were put in. It also shows how many Kwh are used. An example below shows the 'dashboard' we can access, and it shows that as of the 1st March 2021 the EVCP's have led to a reduction of 132.3Kg's of CO₂. The whole project has cost NFDC £1.00.



- 3.7 JoJu operate and manage the EVCP's and rebate 10% of the supply cost monthly to NFDC. All other income is retained by them. As an example, in the current lockdown we received £5.00 rebate for a month. Over time this will increase substantially, and as electric vehicle ownership increases so will our income. The trend is still for internal combustion ownership to stay high for the next few years, a trend fuelled by suspicion of EV range and re-sale values and questions over battery life and costs.

Conclusion

- 3.8 Income generation from this will be slow (more so due to Covid lockdowns) so it is not possible at this stage to get a true picture of usage or future revenue. The aim will be to install more EVCP's in our car parks to eventually achieve points in all car parks but the type and number of these needs careful consideration. The sale and use of Electric Vehicles will increase exponentially with the UK government stating it will legislate to stop the sale of internal combustion engine cars by 2030 (Plug-in Hybrids up to 2035). In time, all vehicles will use alternative power sources and the Council will need to adapt to these changes.

4 FINANCIAL IMPLICATIONS

- 4.1 Taking account for WLC's for the smaller vehicles – Purchase price; fuel, repair & maintenance, taxing, write down, and residual value – The EV's have less of a financial impact to the Council than diesel.
- 4.2 The current set up for supplier-funded EVCP's provides a small amount of revenue whilst not costing the Council money. In time the council may want to invest their own money in EVCP's and take more income, but the overheads make this financially unacceptable and high risk at this stage.

5 CRIME & DISORDER IMPLICATIONS

- 5.1 There are none.

6 ENVIRONMENTAL IMPLICATIONS

- 6.1 Reduction in CO², HC's, NO_x and PM's, which have a negative impact within the District and the greater environment.
- 6.2 Each small vehicle changed from diesel to electric could save 2.5 tonnes per year in CO² emissions.
- 6.3 The EVCP's are already having a positive impact on reducing CO₂ and are supplied solely from green energy sources.

7 EQUALITY & DIVERSITY IMPLICATION

- 7.1 There are none.

8 DATA PROTECTION IMPLICATIONS

- 8.1 None.

9 RECOMMENDATIONS

9.1.1 That the Panel review the key conclusions of this report which are:

- That EVs can continue to be purchased as part of the Council's small van replacement programme where appropriate. Large scale introduction of vehicles with EVs will be dependent on continued assessment of technology and cost, and a review of home charging options.
- To continue to monitor the usage and revenue from the car park charging points once the public's car travel patterns return to normal, before considering the scale of further expansion across more car parks.

And present this report and it's findings to the Portfolio Holder and the Council's Executive Management Team.

For further information contact:

Simon Cooper
Transport & Depot Manager
02380 285395
Simon.cooper@nfdc.gov.uk

David Hurd
Enforcement Manager
02380 285885
David.hurd@nfdc.gov.uk

Background Papers:

None

APPENDIX ONE – Excerpt from Vehicle & Plant Procurement Procedure

Fuels & Alternative Options

A key factor in determining the asset replacement and acquisitions is the Council's commitment to reducing their emissions impact. Alternative fuels, along with other technical enhancements are reviewed as opportunities arise. This results in fuels savings, which in turn reduce the environmental impact. However, alternative fuels should not have a detrimental impact on the service delivery.

It is intended to standardise the fleet as far as possible on diesel over the short term whilst keeping hybrid development under review particularly for heavier vehicles which currently operate at very low levels of fuel efficiency. If opportunities arise to pilot such technology at reasonable comparable cost these will be explored, and decisions made on a case by case basis.

For the smaller van's, battery powered, electric vans (EV's) is the preferred option. However, this is contingent on where the vehicle is parked overnight. Many van users are required to drive their vans home, which is the point of their 'start of work'. This means that the charge points are not available. A vehicle parked on Council property, with the required charging points should be changed to an EV as default, after considering the daily mileage. A business case for not having an electric vehicle should be written for all small vehicles that are not to be electric.

For Plant, battery powered assets should be costed and WLC's compared with its diesel equivalent.

As battery life improves and the size reduces, larger vehicles should be included as default electric, which will be monitored.

Note: Modern diesel-engine vehicles are very efficient, generally clean and are capable of running on more eco-friendly biofuels.

This page is intentionally left blank

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

WORK PROGRAMME 2021/22

ITEM	OBJECTIVE	METHOD	LEAD OFFICER
17 JUNE 2021			
Annual performance and provisional budget outturn	To consider the annual performance of services under the review of this Panel and the provisional budget outturn figures	Report to Panel	Rebecca Drummond
Design Guidance for Play Spaces	To consider the proposed design guidance for play spaces	Officer report	Louise Evans / Claire Upton-Brown
Food and Safety Service Update	To update the panel on the work of the Food and Safety Team during 2020/21, and to consider the proposed work for the forthcoming year.	Report to Panel	Joanne McClay / Ben Stockley
Waste Strategy update	To receive an update on the work of the working group	Oral update	Chris Noble
9 SEPTEMBER 2021			
Waste Strategy update	To receive an update on the work of the working group	Oral update	Chris Noble
13 JANUARY 2022			
Waste Strategy update	To receive an update on the work of the working group	Oral update	Chris Noble
10 MARCH 2022			

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
Review of Street Cleansing Activities and Standards	To receive an update on the review of street cleaning activities and standards	Officer report or oral update	Colin Read