

NOTICE OF MEETING

Meeting:	ENVIRONMENT AND SUSTAINABILITY OVERVIEW AND SCRUTINY PANEL
Date and Time:	THURSDAY, 9 SEPTEMBER 2021 AT 2.00 PM*
Place:	COUNCIL CHAMBER - APPLETREE COURT, BEAULIEU ROAD, LYNDHURST, SO43 7PA
Enquiries to:	Email: karen.wardle@nfdc.gov.uk Karen Wardle Tel: 023 8028 5071

PUBLIC PARTICIPATION:

Members of the public may watch this meeting live on the [Council's website](#).

*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 Environment and Sustainability Overview and Scrutiny 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, 6 September 2021.

Colin Read
Interim 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 17 June 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 HOLDER'S REPORTS

An opportunity for the Portfolio Holders to raise any issues in respect of developments within their portfolios.

5. THE CORPORATE PLAN 2020-2024 - 'COMMUNITY MATTERS' (REVISED 2021) (Pages 5 - 6)

To consider the revised Corporate Plan 2020-2024 'Community Matters' to reflect the changes to the Cabinet portfolios and their responsibilities. *Appendix 1 (Corporate Plan 2020-2024 'Community Matters') is to follow.*

6. COASTAL PROTECTION OVERVIEW

To receive an overview of coastal protection.

7. REVIEW OF TRANSPORTATION PROJECTS FUNDED BY DEVELOPER CONTRIBUTIONS (Pages 7 - 18)

To consider a report detailing transportation projects funded through developer contributions.

8. UPDATE ON THE GREEN INFRASTRUCTURE STRATEGY

To receive an update on the progress of the Green Infrastructure Strategy.

9. WASTE STRATEGY UPDATE (Pages 19 - 24)

To receive an update on the Waste Strategy.

10. WORK PROGRAMME (Pages 25 - 26)

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

11. DATES OF MEETINGS 2022/2023

To agree the following dates of meetings for 2022/2023 (all Thursdays commencing at 2.00 pm):

16 June 2022
8 September 2022
12 January 2023
9 March 2023

12. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

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

This page is intentionally left blank

ENVIRONMENT AND SUSTAINABILITY OVERVIEW AND SCRUTINY PANEL – 9 SEPTEMBER 2021

THE CORPORATE PLAN 2020-2024 – ‘COMMUNITY MATTERS’ (REVISED 2021)

1. RECOMMENDATIONS

- 1.1 That the Panel consider the revisions to the Corporate Plan 2020-2024, ‘Community Matters’ following changes in Portfolio responsibilities and taking into account the impact of Covid-19 on priorities.

2. INTRODUCTION & PURPOSE

- 2.1 In March 2020 Cabinet approved the Corporate Plan for 2020 to 2024 entitled ‘Community Matters’.
- 2.2 The Corporate Plan is the single most important strategy that shapes the way the Council works and defines its ambitions. In doing so it brings together strategic and service objectives, helping the organisation to work towards the same vision, values and priorities. It is underpinned by a suitable and proportionate performance management framework that monitors delivery of the plan.
- 2.3 Although the plan sets out the four-year strategic direction, the impact of the pandemic and the change in portfolio responsibilities has given rise to an interim review of the plan to ensure that priorities continue to reflect the needs of the community, to update associated actions and to align responsibilities with the new Cabinet structure that came in to effect in April 2021.
- 2.4 The revised plan is attached at Appendix 1, reflecting the strategic priorities of each portfolio and accompanied by an action plan for delivery that is updated annually.

3. DELIVERING THE PLAN

- 3.1 The Corporate Plan sits alongside the financial plans to ensure the resources are available and appropriately directed to deliver the plan. Its delivery will continue to be supported by a proportionate performance management framework that will ensure priorities and necessary actions filter through to portfolio resource planning and service action plans. Portfolio dashboards will be updated to reflect the changes to the plan and will continue to be presented regularly to the appropriate overview and scrutiny panels.

4. FINANCIAL IMPLICATIONS

- 4.1 A clear focus of the plan continues to be financial responsibility, although there are no direct financial implications arising from this report.

5. CRIME & DISORDER, EQUALITY & DIVERSITY AND ENVIRONMENTAL IMPLICATIONS

- 5.1 Community Matters contributes to positive outcomes in each of these areas, as detailed within the plan itself.

For Further Information Please Contact: Background Papers

Rebecca Drummond
Service Manager – Elections & Business
Improvement
Tel: 023 8028 5080
E Mail: rebecca.drummond@nfdc.gov.uk

[The Corporate Plan 2020-2024 'Community Matters' – Cabinet 4 March 2020](#)

Sheryl Parry
Business Improvement Project Manager
Tel: 023 8028 5081
E Mail: sheryl.parry@nfdc.gov.uk

ENVIRONMENT AND SUSTAINABILITY OVERVIEW AND SCRUTINY PANEL – 9 SEPTEMBER 2021

PORTFOLIO: PLANNING, REGENERATION AND INFRASTRUCTURE

REVIEW OF TRANSPORTATION PROJECTS FUNDED VIA DEVELOPER CONTRIBUTIONS

1. RECOMMENDATIONS

1.1. That the Panel:

- (i) note and support the contents of the report; and
- (ii) agree to the way forward proposed to review the current transportation allocations with a full report to Cabinet.

2. INTRODUCTION

- 2.1. New Forest District Council (NFDC) historically has collected contributions to mitigate the impacts of new developments on existing communities in the areas impacted by the development, these contributions have been collected through Section 106 Agreements.
- 2.2. Historically, contributions were pooled until there was sufficient money to implement a project. In May 2012 the Council approved a process for the allocation and spending of developers' contributions for inclusion in the Council's capital programme beginning in 2013/14. Each year a number of projects were agreed and implemented in collaboration with Hampshire County Council (HCC). The projects were then delivered under the Traffic Management Agency Agreement between NFDC and HCC. The last Cabinet paper approving projects was in February 2015, following which CIL was adopted and restrictions were introduced regarding the ability to collect pooled contributions.
- 2.3. NFDC now no longer has a Traffic Management Agency Agreement with the Highways Authority (HCC). Whilst HCC will deliver projects, they have to have fully designed schemes that comply with Cycle infrastructure Design LTN1/20. As the Council is still holding over £2.1m of S106 transportation contributions it is now appropriate to review the allocations made in 2015 and consider the deliverability of existing allocations and where appropriate identify new schemes that could be implemented in their place.

3. BACKGROUND

- 3.1. The Transport Contributions Policy (TCP) list of transport schemes was agreed by both NFDC and HCC in the summer of 2010.
- 3.2. The list of schemes included in the New Forest Transport District Statement was largely based on the Transport Contributions Policy (TCP) list of schemes jointly agreed by HCC and the District Council, District and local County Members, Town and Parish Councils, technical officers, and other stakeholder representatives as part of the development of the TCP schemes list:
 - a. The list of transport proposals were identified, as a basis for seeking developer contributions, to provide improvements within the District outside the National Park to promote walking and cycling, to assist public transport and mitigate against the adverse impact of traffic.

b. The implementation of individual proposals was dependent upon on a number of factors including:

- Availability of developers' contributions and other funds for detailed design and implementation
- Other priorities
- Safety audit approval
- Land acquisition etc. and special approvals/related measures (e.g. traffic regulation orders).
- Availability of non-financial resources for design and implementation.

3.3. In 2020 the Council adopted the Local Plan 2016-2036 Part 1: Planning Strategy. The Plan set out an approach to housing in the District setting higher targets than previous Local Plans and on which the TCP list of schemes was originally designed. Therefore, whilst the identified schemes were all relevant at the time there is a need to review these within the current context.

3.4. A summary of the current monies held, and the current allocations, is attached at Appendix 1.

4. CURRENT LEGISLATION

4.1. In July 2020, the Department for Transport (DfT) published Cycle Infrastructure Design LTN 1/20, This local transport note (LTN) provides guidance to local authorities on delivering high quality, cycle infrastructure including:

- planning for cycling
- space for cycling within highways
- transitions between carriageways, cycle lanes and cycle tracks
- junctions and crossings
- cycle parking and other equipment
- planning and designing for commercial cycling
- traffic signs and road markings
- construction and maintenance

The Key Requirements of LTN1/20

4.2. LTN 1/20 is now expected to be used by Local Authorities and Developers when designing cycle schemes and standards for their roads. Five fundamental design principles are identified, which state that networks and routes should be coherent, direct, safe, comfortable, and attractive. The key points are as follows:

- Coherent - people must be able to reach their destinations easily, along routes that connect, are simple to navigate and are of consistent high quality.
- Direct - routes should provide the shortest and fastest way of travelling from place to place.
- Safe - routes must be safe and crucially must also be perceived to be safe.
- Comfortable - routes should be good quality, well-maintained, smooth, have minimal stopping-starting and avoid steep gradients.
- Attractive - environment should be attractive, stimulating and free from litter.

Other Key Points Identified in LTN1/20

- Minimum width for cycle tracks and lanes of 1.5m, rising to 3 metres for high flow two-way traffic, is recommended.
- Designers should aim to provide geometry to enable most people to proceed at a comfortable speed, typically around 20mph.
- Aim is to create a densely spaced network (typically with 250m to 1km spacing between routes) depending on the density of land use.
- Minimising effort should be a key consideration in the design of any infrastructure
- New junctions should be designed to provide good conditions for cycling in all permitted directions, regardless of whether they are on a designated route, unless there are clearly defined and suitable alternatives.
- Cycle parking should be provided at the following locations: Places of residence; Interchanges with other modes of transport; Short stay destinations such as shops and cafes; and Long-stay destinations such as for work and education.
- Appropriate cycle facilities should be provided within all new and improved highways in accordance with the guidance contained in this document, regardless of whether the scheme is on a designated cycle route, unless there are clearly defined and suitable alternatives

5. CURRENT ALLOCATIONS

- 5.1. There are currently 47 schemes for which developer contributions have been allocated and were all allocated between 2012 and 2015.
- 5.2. It is proposed that an audit of the schemes is undertaken to identify schemes that are unable to progress for valid reasons or are undeliverable.
- 5.3. Following this review a further paper will be brought back to this Panel with the next steps in the review of the allocations. It is acknowledged that there is on going work on the Local Walking and Cycling Investment Plan for the Waterside and the rest of the New Forest, and this work could be used to identify further projects.

6. FINANCIAL IMPLICATIONS

- 6.1. Developers' transport contributions must only be spent on transport proposals. Any identified proposals will only be funded through these contributions without any requests for capital funds.
- 6.2. Transport schemes funded from developers' contributions will be progressed by HCC or, subject to HCC's agreement, NFDC. Design work can be paid for from contributions.
- 6.3. The proposals in this report to carry out an audit of existing allocations will need to be funded and this can be met from the existing held transportation contributions.

7. CRIME & DISORDER IMPLICATIONS

- 7.1. There are no crime and disorder implications associated with this report.

8. ENVIRONMENTAL IMPLICATIONS

- 8.1. Walking, cycling and the use of public transport offers an alternative to reliance on the private car especially in larger settlements where the local facilities and amenities are within a reasonable distance for walking and cycling and accessible by public transport.
- 8.2. Schemes that mitigate against the adverse impact of traffic can also improve the local environment by reducing congestion and ensuring the transport network runs in a more efficient manner.

9. EQUALITY & DIVERSITY IMPLICATIONS

- 9.1. Improvements to walking routes and some public transport infrastructure improvements will assist those with mobility impairments. Otherwise, there are no equality and diversity Implications associated with this report.

10. DATA PROTECTION IMPLICATIONS

- 10.1. There are no data protection implications

For further information contact:

Claire Upton-Brown
Executive Head for Planning, Regeneration,
and the local economy
023 8028 5345
Claire.upton-brown@nfdc.gov.uk

Dean Brunton
Planning Implementation and Monitoring
Team Leader
023 8028 5454
Dean.brunton@nfdc.gov.uk

Background Papers:

None

Overview of S106 Transportation Projects

Many of the identified projects (those not specifically stated in an agreement were agreed via Portfolio Holder approval on 24/6/2010 in the following reports:

- [Transport Proposals to Promote Walking & Assist Public Transportation in the District Outside the National Park \(24-06-10\)](#)
- [Cycle Route Provision - Local Cycle Networks for Everton Hordle and Milford-on-Sea Outside the National Park \(24-06-10\)](#)
- [Transport Schemes to Reduce the Adverse Impact of Traffic in the District Outside the National Park \(24-06-10\)](#)

Status of Projects:

Specific project identified in Legal Agreement



Project Complete and only residual funds remaining



Schemes being implemented by HCC

Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
Totton						
TE/T/06	Calmore to Water Lane via Hammonds Green: Cycle route.	Not specific to any one agreement. allocated via PFH on 20/10/2014, £14k then reallocated to different project in 17/8/17	Project not proceeding at present. Road humps at Goodwood Gardens not yet installed, TM meeting agreed not to progress at moment.	£24,509.10	£918.79	£23,590.31
TE/T/39	A36 Commercial Rd/Salisbury Rd/Ringwood Rd/Library Rd Junction improvements (World Stores).	Not specific to any one agreement. Allocations made via PFH on 18/2/11, 18/4/11 and 1/8/12 and via Cabinet on 4/2/15	HCC were progressing project. Funds held in 2016 transferred to HCC, however HCC have stated that scheme unlikely to proceed	£163,035.30	£39,000.00	£124,035.30
TE/T/46	Calmore Road including Michigan Way Junction: Speed reduction features where pedestrians/cyclists cross and junction improvement / modification	Not specific to any one agreement. Allocations made via PFH on 1/8/12 and via Cabinet on 5/2/14	Phase 1 complete, Phase 2 works ready to go once detailed spec drawn up.	£65,911.16	£43,276.06	£22,635.10
Hythe						
HY/T/02	Hythe/Dibden - Cycle Improvements	Not specific to any one agreement. allocated via PFH on 01/02/12 and 5/12/12	Project completed in 2012/13, only residual amount remaining	£91,529.33	£89,959.40	£4,800.34
HY/T/52	Langdown Lane Pedestrian Crossing	Not specific to any one agreement. allocated via PFH on 20/9/10,	Project largely completed by HCC without S106 monies, potential to reallocate S106 money	£16,336.28	-	£16,336.28

Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
		18/7/11 and via Cabinet on 5/2/14				
HY/T/65	Hythe - Roman Road Cycle Route	Not specific to any one agreement. allocated via PFH on 01/02/12 and 1/8/12	Project not proceeding any further by HCC. Potential to reallocate monies. Spend includes the £15k to Hythe Ferry	£48,292.49	£19,903.36)	£34,288.55
HY/T/47	Bus / Ferry Interchange	Not specific to any one agreement allocated via PFH on 01/02/12 .	Larger project implemented, small link corridor still outstanding	£1,434.79	-	£1,434.79
HY/T/64	Cumberland Way – traffic calming to replace temporary build outs.	Not specific to any one agreement. Allocated by Cabinet on 5/2/14 and on 4/2/15	No detailed work undertaken.	£20,880.02	-	£20,880.02
-	Butts Bridge Hill - – improved pedestrian facilities incorporating crossings on Butts Bridge Hill	Not specific to any one agreement. Allocated by Cabinet on 4/2/15 and by PFH on 25/3/15	Concept plan produced in 2015 and some lining work was undertaken but no detailed work undertaken.	£40,356.61	-	£40,356.61
-	(a) a new footway/cycleway link including an on-road cycleway from New Road to South Street (b) improvements to existing bus infrastructure on South Street (c) footway improvements on School Road (d) the provision of traffic calming on South Street to include the following:- 1) improvements to the existing crossing point in South Street between Spring Road and the railway bridge 2) improvement of the South Street/Mariners Mews junction (likely to include a raised table and potentially block paving similar to the St John's Street/Shore Road/South Street junction) 3) traffic calming feature (similar to existing) on South Street north of Mariners Mews	Specific to Lidl application at St Johns Street 17/10943	No work undertaken	£100,000	-	£100,000

Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
Fawley						
FA/T/43	Fawley - Church Lane / Marsh Lane	Not specific to any one agreement allocated via PFH on 01/02/12 .	scheme finished, monies can be reallocated	£3,874.51	-	£255.17
FA/T/44	Fawley - Chapel Lane / Fawley Rd	Not specific to any one agreement allocated via PFH on 01/02/12 and 5/12/12.	scheme finished, monies can be reallocated	£12,149.96	-	£199.84
-	Rollestone Road / Long Copse / Newlands Road / Hampton Lane crossroads: addition of pedestrian crossing phase to the signalled junction	Not specific to any one agreement allocated via PFH on 9/12/14	scheme finished, monies can be reallocated	£29,562.40	£21,509.69	£8,052.71
FA/T/33	Uncontrolled crossing on Fawley Road (near Infants School)	Not specific to any one agreement allocated via PFH on 9/12/14	No work undertaken, although may not be the correct location.	£25,808.56	-	£25,808.56
FA/T/5	Whitfield Road / Cadland Primary School crossing	Not specific to any one agreement allocated via PFH on 18/2/11	scheme finished, monies can be reallocated	£2,000.08	-	£2,000.08
Lymington						
-	Ampress Improve Cycle Network	Not specific to any one agreement allocated via PFH on 8/3/07, 20/9/10, 18/7/11, 1/2/12, 1/8/12, 5/12/12 and 20/10/14	Scheme complete. Only residual amounts left.	£255,422.19	£253,724.99	£1,697.20
-	Ampress Enhance Public Transport	Specific allocation in accordance with application 01/70346	Monies should be passed to HCC	£79,329.05	£45,190.07	£34,138.98
LP/T/09	Wainsford Road speed reduction measures/cycle route	Not specific to any one agreement allocated via PFH on 18/4/11 and 18/7/11	Scheme completed. Monies can be reallocated	£18,474.64	£10,466.14	£8,008.50
LP/T/02	Pennington Centre CR	Not specific to any one agreement allocated via PFH on 18/4/11, 1/8/12, 13/6/14, 20/10/14, 9/12/14 and Cabinet of 5/2/14	Scheme completed. Monies can be reallocated	£144,942.49	£81,095.32	£63,847.17
LP/T/25	Milford Rd Pennington Bus Shelter	Not specific to any one agreement allocated via PFH on 18/4/11	Not yet implemented	£1,000	-	£1,000
LP/T/20	Lymington Bus Improvements – including upgrade of existing Bus Departure Information System	Not specific to any one agreement. Allocated by PFH report of 5/12/12	Following bus station closure project not to proceed	£41,301.15	£500.50	£40,800.65

Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
LP/T/07	Lymington Bath Road	Not specific to any one agreement. Allocated by PFH report of 1/8/12	Scheme completed. Monies can be reallocated	£5,031	£2,500	£2,531
LP/T/42	Lymington/Pennington Speed Reduction	Not specific to any one agreement. Allocated by PFH report of 5/12/12 and 9/12/14	Scheme ready to go	£147,710.42	-	£147,710.42
	Webbs Footbridge	Specific to agreement for application 97849		£179,600	-	£179,600
LP/T/43	pedestrian improvements at Captains Row junction pedestrian improvements and speed reducing features	Not specific to any one agreement. Allocated by PFH report of 9/12/14	Pending decision on 1 way trial, postponed by HCC	£50,000	£861.66	£49,138.34
-	Additional Fingerposts - pedestrian enhancements	Not specific to any one agreement. Allocated by PFH report of 9/12/14	Scheme not proceeding following consultation with Town Council	£4,238.81	-	£4,238.81
-	South Street: proposed signalised junction including pedestrian crossing phase	Not specific to any one agreement. Allocated by PFH report of 9/12/14	Scheme not started yet. Further funding required if going to go ahead.	£74,321.92	-	£74,321.92
-	Highfield: footpath extensions	Not specific to any one agreement. Allocated by PFH report of 9/12/14	Scheme completed using TM budget. Monies can be reallocated	£18,166.62	£400.00	£17,766.62
-	Public Footpath within site of 92/50213 (off Ridgeway Land, Woodside)	Specific project in agreement for 92/50213	No works undertaken	£2,154.69	-	£2,154.69
	Unallocated contributions from 14/10770 and 14/10934	-	No specific project identified in agreements	£11,210.93	-	£11,210.93
	Public footpath improvements between Paddock Gardens and Alexandra Road	Specific project in agreement for 97/61166	Possibly link to works already undertaken by Mitigation strategy	£4,607.80	-	£4,607.80
Hordle						
HO/T/07	Bus stop improvement, near WI Hall, Ashley Lane, Hordle including a bus lay-by, raised kerbs and bus shelter	Not specific to any one agreement. Allocated by Cabinet of 4/2/15	Works completed	£37,489.30	£35,319.92	£2,169.38

Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
	Unallocated contribution from 14/11160	No specific schemes identified in agreement.	Proposed scheme needed – could potentially be added to Milford scheme budget.	£11,007.21	-	£11,007.21
Milford						
HO/T/A&B	A337/B3058 X Everton. Traffic signals incorporating controlled crossing facilities for pedestrians and cyclists on the eastern side of the junction	Not specific to any one agreement. Allocated by PFH of 18/11/11, 1/8/14, 25/3/15 and Allocated by Cabinet of 4/2/15	Further funds needed to progress	£54,942.05	-	£54,942.05
MF/T/16	High St Zebra Crossing	Not specific to any one agreement. Allocated by Cabinets of 5/2/14 and 4/2/15	Scheme completed using TM budget	£15,558.44	-	£15,558.44
New Milton						
NM/T/04	A337/Church Lane (Old Milton) to Naish Holiday Park via A337 Christchurch Road service road - Bramshaw Way to Naish Farm. On and off road cycle Route.	Not specific to any one agreement. Allocated by Cabinet of 5/2/14	Scheme complete. Monies to be reallocated	£1,787.80	£1,775.86	£11.94
NM/T/05	Gore Road West of Milton Mead Pedestrian / Cycle - This proposal has not been implemented but has been part designed by Hampshire County Council (HCC). Potential link to Christchurch	Not specific to any one agreement. Allocated by PFH on 20/9/10, 18/4/11, 5/12/12, 13/6/14, 20/10/14 and via Cabinets of 5/2/14 and 4/2/15	Allocation greatly reduced as original Caird Avenue application expired. Scheme part complete	£54,566.84	£40,745.89	£13,820.95
NM/T/18	Station Road / Manor Road Junction Improvements including junction realignment	Not specific to any one agreement. Allocated by PFH on 17/11/10, 1/2/12, 20/10/14 and via Cabinets of 5/2/14 and 4/2/15	HCC not progressing with scheme following safety audit.	£192,185.14	£62.96	£192,122.18
NM/T/41 and NM/T/45	Uncontrolled crossing improvements at junction of A337 and Old Milton Road. Junction improvement (possibly including provision of a roundabout) at A337 and Old Milton Road junction together with improved pedestrian crossing facilities.	Not specific to any one agreement. Allocated by PFH on 20/9/10 and 1/8/12 and via Cabinet on 4/2/15	Decision awaited from HCC on whether to proceed	£77,735.66	-	£77,735.66
	Unallocated contributions from schemes 14/11405, 14/10115 and 11/98101	No specific schemes identified in agreements.	Proposed scheme needed.	£56,094.90	-	£56,094.90
Bransgore						

Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
BR/T/01	Ringwood Rd Bransgore	Not specific to any one agreement. Allocated by PFH on 17/2/11	Design ideas were developed in 2016 but not wanted by Parish Council			£3,245.71
Ringwood						
RI/T/40	The Bickerley, footpath improvements	Not specific to any one agreement. Allocated by PFH on 19/6/07	No work undertaken on scheme at present	£10,000	-	£10,000
PC11	Ringwood - Castleman Way Cycle Route	Not specific to any one agreement. Allocated by PFH on 1/8/12, 5/12/12 and Cabinet on 5/2/14	Scheme Complete	£15,447.02	£13,635.31	£1,811.71
PC14	Ringwood - Carvers	Not specific to any one agreement. Allocated by PFH on 1/8/12, 13/6/14, 20/10/14 and Cabinet on 5/2/14	Scheme being progressed by HCC for implementation shortly	£62,418.62	£1,058.82	£61,359.80
-	(1) Junction improvements at Christchurch Road/Castleman Way/Bickerley Road roundabout; (2) Improve signage of pedestrian and cycle routes within Ringwood; (3) Uncontrolled Crossing at junction of Christchurch Road and access to Millstream Trading Estate; and (4) Improvement to existing pedestrian crossing facilities at Christchurch Road/Castleman Way/Bickerley Road roundabout.	Specific to Lidl application 15/11745	Scheme being progressed by HCC for implementation shortly for uncontrolled crossing at CC Rd and Millstream Trading Estate	£152,000.00	£100,000.00	£52,000.00
PC4/ PC15/ PC11	Cycle Route and Pedestrian improvements	Not specific to any one agreement. Allocated by Cabinet on 5/2/14 and PFH 13/6/14	Scheme complete. Monies to be reallocated	£254,975	£231,250.43	£23,724.57
	Cycle Route schemes around Ringwood	Not specific to any one agreement. Allocations made via Cabinet on 4/2/15	No work undertaken	£11,137.01	-	£11,137.01
PC1, 4, 6, 8, 10, 13,	Various schemes around Ringwood	Specific to RING3 application (outline 13/11450). However,	2nd transportation contribution has just been received for RING3.	£664,326.84	£50,000	£614,326.84

Ref	Description	Allocation Method	Summary of position	Total Allocation made	Spend to Date	Amount held by NFDC
15, 20		flexibility in S106 to spend on other projects if agreed.	£50,000 passed to HCC for pedestrian link at top of RING3 site.			
Fordingbridge						
-	Public Transport improvements around Burgate School	Not specific to any one agreement. Allocations made via PFH on 13/6/14 and via Cabinet on 4/2/15	Scheme complete in 2014/15	£67,401.65	£27,556.49	£39,845.16

This page is intentionally left blank

ENVIRONMENT AND SUSTAINABILITY OVERVIEW AND SCRUTINY PANEL – 9 SEPTEMBER 2021

PORTFOLIO – ENVIRONMENT & COASTAL SERVICES

WASTE STRATEGY UPDATE

1. RECOMMENDATIONS

- 1.1 That the Panel note the progress on the Council's Waste Strategy.
- 1.2 That the Panel comment upon the key principles and priorities within the draft Joint Municipal Waste Management Strategy (JMWMS).
- 1.3 That the Panel agree to hold a special meeting of the Panel on 11 November 2021.

2. INTRODUCTION

- 2.1 In response to national and regional changes in waste management strategy and approach, as well as a desire to ensure that local goals are met, the Council is developing a new Waste Strategy.
- 2.2 A Draft Waste Strategy for NFDC was published in November 2020, with a period of engagement with residents and other stakeholders following on. Since then, the Government has released four new waste consultations, and work is progressing on a Joint Municipal Waste Management Strategy which will set overall aims and objectives for all Hampshire local authorities.
- 2.3 This report provides an update on the key issues affecting development of a new Waste Strategy for the New Forest.

3. BACKGROUND

- 3.1 The Government's National Waste Strategy (NWS), "Our Waste, Our Resources: A Strategy for England" was published in December 2018. It contained new objectives for dealing with the nation's waste and suggested how these objectives can be achieved. In the future, the waste streams that the Council collects and the way they are collected will be heavily influenced by the NWS.
- 3.2 The key measures within the NWS were subject to consultation, and the Council responded to the four consultations between February and May 2019. The results of the consultation indicated strong support for many of the objectives suggested in the NWS and this informed the content of the draft Environment Bill 2020.
- 3.3 Shortly after this original consultation period, NFDC convened a Member Working Group to consider the national, regional, and local factors that were likely to shape the development of a new Waste Strategy for the New Forest. This group has carried out research, reviewed case studies and worked with partners to assess options for the future frontline service. This group is now known as the Sustainable Waste Management Member Task and Finish Group.
- 3.4 The Council released a Draft Waste Strategy in November 2020. There followed a period of engagement, where residents and other stakeholders were invited to provide feedback on how some of the changes in the Council's "preferred option" would affect them. The "preferred option" consists of:

- A weekly separate collection of food waste
 - Dry recycling collected in a reusable bag (paper and card) and a wheeled bin (glass, plastic, metal), both of which are collected on the alternate week to general waste
 - General waste collected in a wheeled bin on the alternate week to dry recycling
 - Collection of garden waste every two weeks in a reusable bag or wheeled bin
- 3.5 Under the sponsorship of the Hampshire and IOW Local Authorities (HLOWLA) group, all Council partners in Hampshire have been considering the future of collections, recycling, and disposal infrastructure in the County, and how the District Councils will work with the County Council in the future, in an operational and financial sense.
- 3.6 Central Government consultations on Deposit Return Schemes, Extended Producer Responsibility, Waste Prevention and Consistency in Collections closed in July, and NFDC responded to all 4 (see report from July's Environment and Sustainability Overview & Scrutiny Panel for further information). It is believed that there may not be a response from Government until early 2022.

4. REGIONAL DEVELOPMENTS

- 4.1 Project Integra (PI) is a waste partnership, comprising all 11 Waste Collection Authorities, 2 unitary authorities and Hampshire County Council, who have responsibility for the disposal of waste collected by NFDC. The partnership arose in the 1990s as a result of the need to have a co-ordinated response to waste and recycling collections, processing and infrastructure. The partnership meets 3 times a year as the "Project Integra Strategic Board" which consists of one voting Member, usually that authority's Portfolio Holder.
- 4.2 Under the sponsorship of the Hampshire and IOW Local Authorities (HLOWLA) group, all Councils in the PI partnership (including NFDC) have been working together to consider the future of collections, recycling, and disposal infrastructure in the County. This is in the context of the National policy and legislation developments, and desires within all partners to increase recycling and reduce overall waste generation.
- 4.3 This future will be underpinned by three main pieces of work:
- A revised Joint Municipal Waste Management Strategy (JMWMS)
 - A new Partnering Agreement
 - A new financial model, which will define the financial relationship between HCC and all district councils.
- 4.4 *Joint Municipal Waste Management Strategy (JMWMS)*
- 4.4.1 The PI partnership has an existing JMWMS, but it has not been revised since 2012. It is therefore overdue a review, and needs to be fit for the future of waste management in Hampshire.
- 4.4.2 Lead PI Officers, and Portfolio Holders from all partners, have taken part in a series of workshop to identify future priorities. These were then presented to the PISB in July 2021. The JMWMS is still in draft form and a final version will be distributed to all Hampshire Councils in mid-September, for each partner to take through a decision-making process in September and October in order that all partners will have approved the strategy by the date of the next PISB on 26th October. NFDC will take the JMWMS to its Cabinet meeting on 6th October.

4.4.3 Key elements of the JMWMS are included below. These are high level principles, with further detail to follow in the form of an implementation plan in 2022:

Partnership Working
<ul style="list-style-type: none"> ➤ Whole system thinking at PI level – this is a key principle which requires all parties to consider the impact of local decision making and service configuration, on other parties and Hampshire residents.
<ul style="list-style-type: none"> ➤ An implementation plan with clear actions will be developed by a joint PI working group, along with responsibilities assigned to stakeholders to ensure objectives can be met.
<ul style="list-style-type: none"> ➤ Setting agreed performance indicators and targets - A performance monitoring regime will be developed and agreed by all PI partners to track improvements made against each performance indicator.
<ul style="list-style-type: none"> ➤ Revision to PI Funding Arrangements - Funding arrangements need to drive the right performance behaviours and the right approach with whole system thinking and be reflective of the performance of partners as well as the local challenges encountered across the county. The arrangement will fund consistent initiatives and be structured to incentivise and support positive waste management practices.
Recyclable Material Management
<ul style="list-style-type: none"> ➤ Introduction of two stream collections – this will consist of fibres (paper and card) in one container receptacle, and containers (glass bottles and jars, plastic bottles, plastic pots, tubs and trays, metal tins and cans) in another. Note – this aligns with the Council’s current “preferred option” as well as the Government’s direction of travel. The JMWMS is not specific in terms of how such collections should be carried out – i.e., which receptacles or vehicles should be used, or what collection frequencies should be.
<ul style="list-style-type: none"> ➤ Reduced contamination - Improving recycling performance through reducing contamination is a key operational focus for PI. Contamination of Dry Mixed Recycling is currently at around 16%. Partners will use communications, monitoring and sampling and improve consistency of approach across all partners.
Waste Reduction
<ul style="list-style-type: none"> ➤ Development and delivery of waste prevention initiatives - PI partners will encourage and support residents to drive down the volume of waste that is produced through the development of appropriate initiatives.
<ul style="list-style-type: none"> ➤ Increased reuse of bulky waste and promotion of home composting – to maximise the diversion of bulky waste (furniture etc) out of the waste stream and into reuse, and maximise composting within gardens.
Best Practice
<ul style="list-style-type: none"> ➤ Zero waste to landfill - PI partners will seek treatment of remaining, non-recyclable waste as well as reuse options to achieve our aim for zero waste to landfill and continuously monitor and measure their progress towards it.
<ul style="list-style-type: none"> ➤ Evaluation and introduction of alternative fuels for vehicles - PI partners will evaluate and discuss the introduction of low carbon transport options, whilst being mindful of the budgetary and contractual constraints that exist across the partnership
Service Delivery
<ul style="list-style-type: none"> ➤ Consistent, best practice approach to service provision – PI partners will aspire to implement consistent policies and approaches, whilst being mindful of local decisions and circumstances

<ul style="list-style-type: none"> ➤ Improved and consistent communications campaigns – for example, consistent PI level messaging utilising ‘Hampshire Recycles’ initiatives; responsible messages will be presented at the local level to increase accountability, tailored to individual partner needs where necessary
<ul style="list-style-type: none"> ➤ Increased cross boundary working - PI partners will look to increase cross boundary working through greater collaboration and sharing of services across partners, to make efficiencies and savings within the service and across the partnership.

4.5 Partnering Agreement and Financial Model

4.5.1 Hampshire County Council (HCC) are now working with their long-term waste disposal contractor, Veolia, on the impacts of changes to collections on current and future infrastructure, including a new Materials Recovery Facility (MRF) which would be capable of sorting the expanded range of dry recyclables described earlier. These changes will have both operational and financial implications on all PI partners. To facilitate the transition, two new documents are being prepared –

- A “Partnering Agreement” – this will set out roles and responsibilities of waste collection authorities and waste disposal authorities, and how HCC will work with Districts.
- A Financial Model – this will set the financial arrangements between partners, in relation to how waste and recycling is handled and processed by Districts and HCC. It is likely to cover, for example, waste/recycling processing costs and income from sale of recyclable material.

Both items are still being developed, they will be an important part of the Council’s future Waste Strategy.

5. NFDC STRATEGY DEVELOPMENT

5.1 Development of the JMWMS has given further context for the development of NFDC’s own Waste Strategy. The Council continues to develop its final strategy, and is currently working on the following areas, with the waste officer project team and Sustainable Waste Management Task and Finish Group:

- Continuing to work on financial and resource considerations around the future collection service.
- An assessment of how much of the recycling we collect is in scope Extended Producer Responsibility funding, and what that could equate to in terms of future income from packaging producers.
- A review of what the impact of a Deposit Return Scheme may be on our collection resources, vehicle and container choice and recycling rate.
- Drafting an initial implementation plan for rollout of new services, considering factors such as lead times for vehicles and receptacles, with risks and mitigations included.
- Communication and Resident engagement plan
- A review of options for garden waste collection – including an assessment of possible receptacles for a future service, and an estimate of the impact on the finance and operation of the service should the Government choose to legislate for compulsory free collections of garden waste, as per the recent consultations.
- Staff communication and resources plan

5.2 Our provisional timeline is for Cabinet to consider the NFDC Waste Strategy in December 2021, therefore it is proposed a Special Panel meeting is scheduled for 11 November 2021.

6. CONCLUSIONS

6.1 The JMWMS will be considered by the Cabinet at its meeting on 6th October 2021.

6.2 Officers and the Sustainable Waste Management Task and Finish Group will continue to work on NFDC's new Waste Strategy.

7. FINANCIAL IMPLICATIONS

7.1 In future there will be changes in expenditure and income resulting from necessary service changes, and these will be further detailed in a final waste strategy.

8. CRIME & DISORDER IMPLICATIONS

8.1 There are none.

9. ENVIRONMENTAL IMPLICATIONS

9.1 The Council's final waste strategy will be aiming to increase recycling levels and reduce greenhouse gas emissions.

10. EQUALITY & DIVERSITY IMPLICATIONS

10.1 There are no direct implications resulting from the content of this report. However, the Council's final waste strategy will be subject to an Equalities Impact Assessment.

For further information contact:

Chris Noble
Waste and Transport Service Manager
023 8028 5389
chris.noble@nfdc.gov.uk

Manjit Sandhu
Executive Head – Partnership and
Operations
023 8028 5479
Manjit.sandhu@nfdc.gov.uk

Background Papers:

[NFDC's Draft Waste Strategy](#)

[The Environment and Sustainability Overview
and Scrutiny Panel report, July 2021](#)

[The existing Project Integra JMWMS](#)

This page is intentionally left blank

ENVIRONMENT AND SUSTAINABILITY OVERVIEW AND SCRUTINY PANEL

WORK PROGRAMME 2021/22

ITEM	OBJECTIVE	METHOD	LEAD OFFICER
13 JANUARY 2022			
Waste Strategy update	To receive an update on the work of the Task and Finish group	Report to Panel	Chris Noble
10 MARCH 2022			
Waste Strategy update	To receive an update on the work of the Task and Finish group	Report to Panel	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	

This page is intentionally left blank