

# Corporate Strategy

## Green Borough

- Tackling congestion
- Green infrastructure
- Excellent environment for all
- Minimising waste and maximising use of resources





## Summary

This strategy document has been prepared to help the Council develop action plans, agree priorities and make decisions, in order to meet its longer term objectives relating to a Green Borough.

Eastleigh is regarded nationally as a leader in sustainability and is a Beacon Council for tackling climate change.

Alongside the environmental priorities, this strategy has been designed to support the Council's aim of sustaining the Borough's prosperity, and health and wellbeing. This is reflected in the vision that through the environmental activities we can maintain an attractive and sustainable environment that residents value, and which can allow residents and businesses to thrive.

The strategy broadly covers four main priority areas:

- ▶ tackling congestion
- ▶ green infrastructure
- ▶ excellent environment for all
- ▶ minimising waste and maximising use of resources

This strategy document explains in more detail not just what we want to achieve, but how we will achieve this in the context of the environment, including how we will measure success.

The quality of the environment has an impact on health and prosperity within the area. Through excellent planning and building in resilience we can tackle issues such as congestion, green infrastructure and place shaping.

This strategy document is a living document which will be monitored and reviewed as we continually measure our performance. As new insight emerges, alongside new opportunities and different challenges, we will check whether this document is still fit for purpose, and the approach to intervention is helping us meet the local environmental priorities.

## 1. The vision for a green borough

Maintaining an attractive and sustainable environment that resident value, and which can allow the residents and businesses to thrive.

## 2. Where are we now?

Strengths	Disadvantages
<ul style="list-style-type: none"><li>▶ We have has the highest recycling collection rate in Hampshire</li><li>▶ Excellent reputation on maintaining the environment</li><li>▶ Award winning high quality open spaces</li><li>▶ Trade and garden waste services have high take up</li><li>▶ Broad portfolio of renewable energy schemes</li><li>▶ Area-wide green house gas emissions reducing</li><li>▶ Strong policies for environmental performance of development</li></ul>	<ul style="list-style-type: none"><li>▶ Air quality issues in the area (4xAQMAs)</li><li>▶ Reduction in expertise in key areas</li><li>▶ Growing concern regarding congestion</li><li>▶ Total waste produced per household increasing</li><li>▶ User confusion regarding materials which can be recycled.</li></ul>
Opportunities	Challenges
<ul style="list-style-type: none"><li>▶ Greater cross organisation working</li><li>▶ Commercial opportunities for the waste service</li><li>▶ Partnership opportunities (Waste/Air Quality)</li><li>▶ Future Development to deal with existing issues (such as congestion)</li><li>▶ Development generating income to support wider programme</li></ul>	<ul style="list-style-type: none"><li>▶ Pressures due to development</li><li>▶ Conflicting priorities (impact on biodiversity/ human health from development)</li><li>▶ Climate change impacts on both residents and services (impact of flooding)</li><li>▶ Resource availability (staff and funding)</li><li>▶ Increased waste and fly tipping</li><li>▶ Impact of HCC policies on services</li></ul>

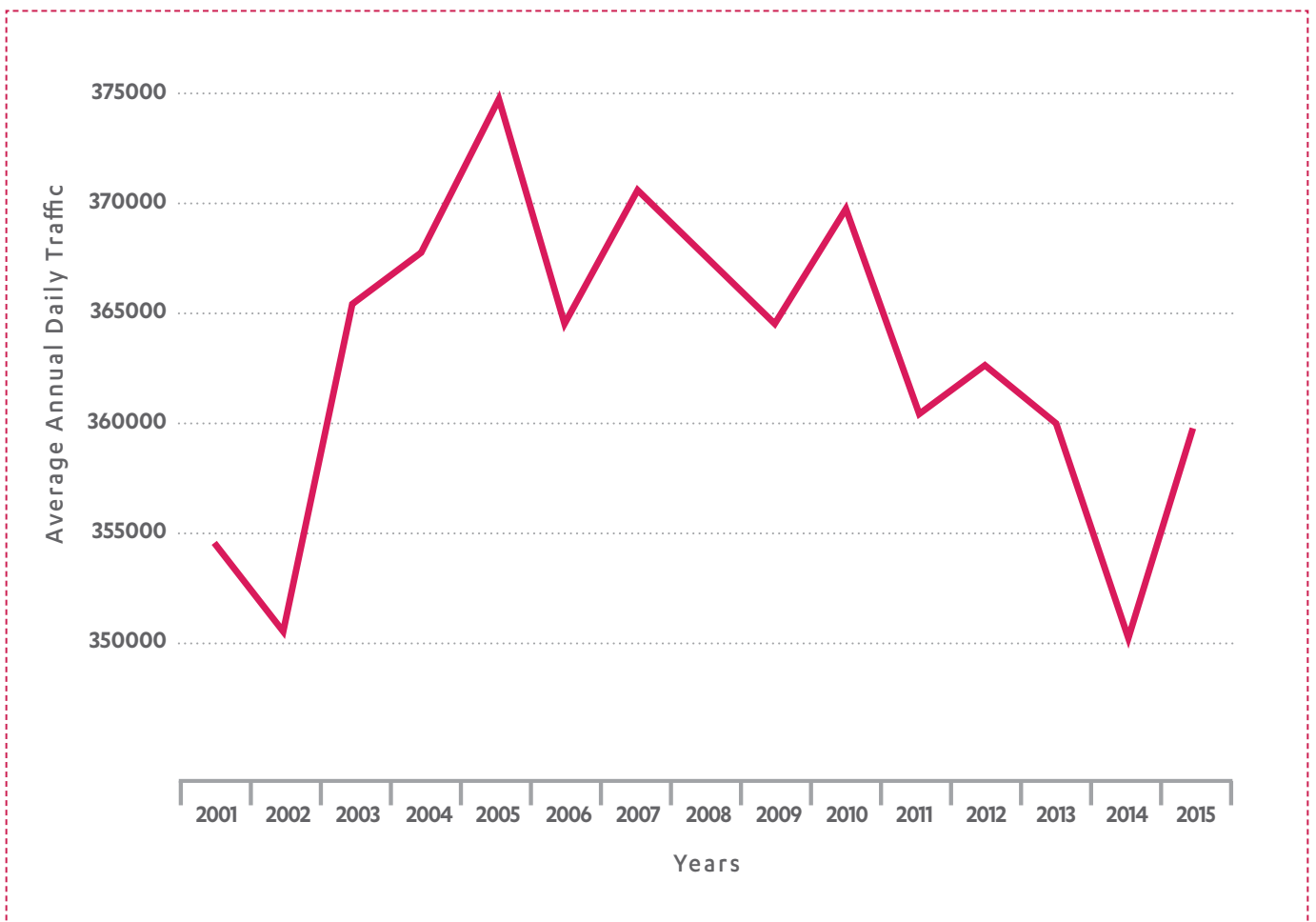
### 3. Where do we want to be?

#### Tackling congestion

Congestion within the Borough impacts residents, visitors and business in the area. These impacts can range from nuisance due to loss of time, through to impacting on viability of businesses and health issues. With the development in the Borough over the coming years it is critical that there is action to minimise the impact and maximise opportunities as they arise. There are currently four Air Quality Management Areas (AQMAs) in the Borough and a wide range of areas such as Bishopstoke Road which experience congestion at peak times on a daily basis.

Congestion will need to be dealt with through a mixed package of modal shift, dealing with critical physical barriers and well planned development.

Figure 1 Changes average annual traffic levels on A roads between 2001 and 2015 (Source: HCC)



## Green infrastructure

The vision for green infrastructure is:

- ▶ to increase residents' and visitors' access, usage and connection with natural space
- ▶ to maximise benefits such as physical and mental wellbeing
- ▶ to enhance biodiversity.

This will be delivered by ensuring that future development contributes to the Borough's sustainability and resilience through:

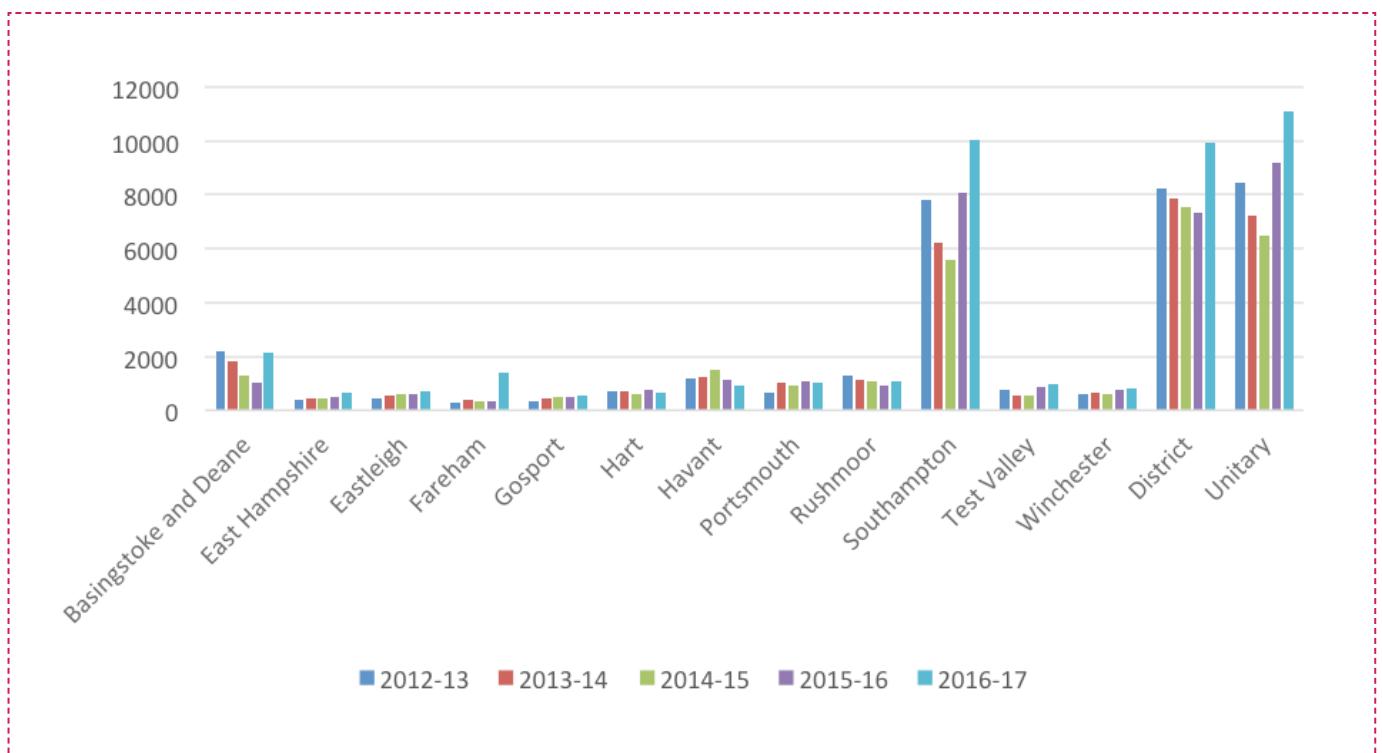
- ▶ effective low carbon planning and design
- ▶ incorporating access to and between local facilities
- ▶ joined up open space
- ▶ safeguarding and enhancement of wildlife and natural resources.

## Excellent environment for all

A clean and attractive environment is critical to provide for people's social, occupational and recreational needs, and it is important that it is desirable for all, including residents, businesses, visitors and investors.

Safe, clean, accessible, well maintained streets and open spaces that encourage every day physical activity and promote social cohesion enables communities to have a sense of pride, place and identity, shaped by the local environment: public spaces, built environment, facilities and services, the local character, culture and heritage.

**Figure 2 Number of fly tipping incidents in Hampshire 2012-2017 (Source: DEFRA)**





## Waste and resources

We have ambitions to continue to be a leading local authority in dealing with environmental issues such as climate change mitigation and waste management.

The carbon intensity of both council and Borough activities has dramatically reduced over the last two decades. Despite this work, global average temperatures have now exceeded 1C above pre-industrial levels and there is further impetus to continue this work and ensure that the area is resilient to the impact of climate change issues.

We collect more forms of waste than any other Hampshire authority and we have been effective in encouraging recycling and other measures to divert

waste from landfill. This successful approach is reflected in the higher recycling rate than any other local authority area in Hampshire, further innovation is critical to continue this improvement. As well as dealing with waste at the end of the process it is critical to deal with creation of waste. In partnership with HCC we follow that waste hierarchy, with activities dealing with prevention first.

## 4. How will we achieve our aims

The activities set out below will be delivered through the newly structured organisation, with the specialists working closely with officers throughout the organisation such as case management and the customer services to efficiently meet the objectives.

Tackling Congestion	Green Infrastructure
<ul style="list-style-type: none"> <li>▶ Active role with Hampshire County Council and other partners such as the Department for Transport, Southampton City Council and the Solent LEP to identify funding and support targeted delivery</li> <li>▶ Strong planning policy to safeguard land for potential future routes and identify key road and other infrastructure and services that can mitigate congestion impacts of development</li> <li>▶ Comprehensive review of parking, consideration of alternative technologies, charging structures and the potential for park and ride</li> <li>▶ Strong development management to mitigate impact of individual developments</li> <li>▶ Progress key regeneration projects which are likely to impacts upon congestion (Station Hill OPE project)</li> <li>▶ Continued positive partnership with Three Rivers Community Rail Partnership</li> <li>▶ Resources set aside for sustainable transport/ travel planning and bus subsidies</li> <li>▶ Modal shift via campaigns (possibly linked to the issue of pollution) and awareness raising.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Delivering Green Infrastructure strategy as part of the Local Plan</li> <li>▶ Maintaining and where possible enhancing biodiversity</li> <li>▶ Expand the network of multifunctional GI across the Borough</li> <li>▶ Site management and engagement activities that encourage broad visitor participation in the natural environment</li> <li>▶ Effective inclusion of green infrastructure in and around developments, through proactive development management and design.</li> </ul> <p>Key Projects</p> <ul style="list-style-type: none"> <li>▶ Creation of a new Country Park in Bursledon</li> <li>▶ Improvements at Itchen Valley and Lakeside Country Parks</li> <li>▶ Comprehensive projects list to enhance local green infrastructure</li> <li>▶ Co-ordinated campaign to promote cycling and walking and encourage use of green infrastructure.</li> </ul>
Excellent Environment for All	Minimising Waste and Maximising Resources
<ul style="list-style-type: none"> <li>▶ Take a proactive approach through Direct Services to maintain streets and open spaces to a high quality, and to deal with issues swiftly</li> <li>▶ Maximise the use of the Local Response Team, who will ensure that problems are reported quickly and evidence of environmental crime is gathered to support enforcement</li> <li>▶ Take a more robust approach to enforcement and communicate this to residents</li> <li>▶ Better publicity about how we are improving local spaces so that residents take opportunities for everyday physical activity.</li> <li>▶ Community involvement in improving local spaces.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Carry out a comprehensive review of the waste service to identify opportunities and further improve the recycling rate</li> <li>▶ Work with partners to continually review of waste infrastructure in Hampshire</li> <li>▶ Regularly carry out route optimisation and driver training to improve efficiency</li> <li>▶ Ensure that our rental estate meets the minimum efficiency levels</li> <li>▶ Seek opportunities to further improve the efficiency of the estate and expand renewable generation systems</li> <li>▶ Work with partners to develop pro-active engagement on environmental issues (such as Green Redeem).</li> </ul>

## 5. How will we know if we are successful?

Priority Area	Metrics	Detail	Performance	Target
Tackling congestion	1.0: Number of sites exceeding NOx limits from monitoring data around the Borough	The Southampton Road monitoring data for 2017 indicates that the area has dropped below EU exceedance with the highest hour 144 and average 37NOx in that recording area. The same period for 2016 the average was 40.14 (over 40 exceedance level and a maximum of 217, with four hours exceeding 200 (below the 18 incidents level). The NOx tube data indicates a reduction on Southampton Road, but projects an exceedance for 2017 in one Location. Botley has higher levels alongside Hamble Lane. There is a possibility that Oak Hill (A27 in Bursledon) could become an AQMA.	Poor – data appears to show positive trend in some areas, but poor in others	Proposed: No AQMAs in the Borough by 2025.
	1.2: Flows on A roads counts (AADT)	Traffic flow is not a direct measure of congestion but indicates wider issues around the Borough. Vehicle movement counts on key Eastleigh A-Roads were lower in 2014 than the 2006 peak (4.2% reduction). Data is currently unavailable for B-Roads and there are specific areas (such as Hamble with high levels).	Good – data appears positive, but no data for B-Roads	Proposed: Congestion increase lower than non-planned baseline.
	1.3: Localised traffic congestion monitoring	A localised monitoring system is currently being tested which will be able to provide data on traffic delays. Should the pilot be successful it can be used to monitor hotspots and create a target.	Unknown at present (data to be available shortly)	TBC
	1.4 Infrastructure Delivery	Congestion increase lower than non-planned baseline through infrastructure delivery in line with the Local Plan.	Data available once the Local Plan has been adopted.	Delivery plan against the targets.
	1.4: Rail usage statistics	The Office of Rail and Road produce estimates of patronage at all stations in the UK1. In 2015-16 it was estimated as 1,677,878 entry and exits or 838,939 journeys to Eastleigh a year approx. 2300 people per day, that's 250 people more than 5 years earlier.	Excellent – positive improvement	Proposed: increase in patronage per year.
	1.5: Cycling and walking as mode of travel	Census data has shown that modal share for non-car has decreased from 26.9% in 2001 to 23.8% in 2011. Cycling has also slightly decreased but there has been an increase in walking 6.9% to 7.5%.	Good – survey data has shown an overall decrease, similar to neighbouring areas.	
	1.6: Public perception	Congestion was identified as a top priority in the 2017 community engagement exercise "shaping your community".	Poor – congestion appears to be a major concern to residents	Proposed: annual tracking survey perception improvement.
Green infrastructure	2.0: Increase in area of accessible GI	The 2016 assessment found that 41% of the Borough has some accessible function; this is considerably high when compared to other areas in the Solent area. Further assessments will need to be carried out to access in future.	Good – high level of accessible space.	Increase the level of accessible space
	2.1: Planning applications granted contrary to EA advice on flooding and water quality grounds	In 15/16 there were nine development sites where the Environment Agency raised an objection. Three of these sites were overcome due to additional information being submitted. <sup>2</sup>	Good	Proposed: zero developments against policy per year.
	2.2: Tree and woodland areas in the Borough	The Borough has good tree coverage. Over 1000 trees are to be planted as part of the Stoneham Lane development.	Good	Increase the number of trees in the Borough.
	2.3: Electric Vehicle charging points in all local centres.	Small number of publically available charging points in the Borough (Hamble and Eastleigh town areas)	Poor – no further installations expected in 17/18	Proposed: target for EV charging point in Each Local Area
Excellent environment for all	3.0: Land Audit Management Assessment of sites	In 2016/17 69.4% of open spaces were considered Grade A and 29.6% Grade B with only 0.9% Grade C.	Excellent – ongoing high quality open spaces	Proposed: no areas below Grade B.
	3.1: Number of fly tipping incidents in Eastleigh	In 2016/17 there were 700 reported incidents of fly-tipping, a rise from 614 the year before, a steady increase from 428 in 2012/13. Data appears to show that there could be over 800 incidents reported in 2017/18.	Poor – increasing incidents in line with region	Proposed: similar level of incidents in 2020 to 2015/16.



Priority Area	Metrics	Detail	Performance	Target
Minimising waste and maximising resources	4.0: Total Tonnage per Household	In 2016/17 the total tonnage of waste produced by households in Eastleigh (excluding HWRCs) was 42,140tn, this equates to around 0.77tn per household, a rise from 0.76tn the year before. It is projected to increase to 43,698tn or 0.79tn in 2017/18.	Good – following national trends in the wrong direction.	Proposed: no net increase per Household by 2020.
	4.1: Recycling Rate	In 2016/17 the recycling rate was 42.37%, this was an increase of 1.19% from the year before, the third year of improvement. It is projected that performance may increase by approximately 1% in 2017/18. Households in the Borough disposed of 323kg of recyclable material in 2015/16 rising to 328kg in 2016/17, it is projected to rise in 2017/18 to 347kg.	Good – bucking national trends, but below national target.	Proposed: local target of 47% by 2020.
	4.2: Household(Residual) Waste	In 2016/17 24,061tn of household waste was collected, an increase from 23,414 in 2015/16. It is expected to rise to 24,444tn in 2017/18. Per household this equates to a rise from 418kg in 2015/17 to 434kg in 2016/17, it is projected to rise to 443kg in 2017/18.	Good – in line with national figures.	Proposed: no net increase Residual waste per household by 2020.
	4.3: Garden Waste	In 2016 the garden waste service collected 5,133tn of material, a dramatic increase from 4,523tn in 2015. This looks set to increase to around 5,700tn in 2017. Per household there was an increase from 83kg in 2015 to 93kg in 2016 with a projection to rise to 108kg in 2017.	Excellent – year on year increase in service by 10% per household.	Proposed: increase in garden waste disposed of per year.
	4.4: Food(kitchen) Waste	In 2016 1,851tn of kitchen waste was collected, this was an increase from 1,751tn the previous year. It is projected to exceed 1,920tn in 2017. Per household this was an increase from 32kg in 2015 to 34kg in 2016. It is expected to increase to 35kg in 2017.	Excellent – year on year 3% increase in service per household.	Proposed: 38kg per household by 2020.
	4.5: Area wide green house gas emissions	Area-wide emissions remained at 4.9tnCO <sub>2</sub> e (Carbon Dioxide Equivalent) per capita in 2015, the continued decline in domestic consumption was counterbalanced by an increase in transport emissions. This is a continuation of the steady decline from 7.1 in 2005.	Excellent – long term positive trend	National target for a 30% reduction by 2020 has already been met.
	4.6: Energy consumption from Council services	Net emissions from Council activities rose from 2,089CO <sub>2</sub> e in 2015/16 to 2,113CO <sub>2</sub> e in 2016/17. Some of this related to increase in fleet fuel consumption. The current performance is 27% below 2009 baseline year.	Good – slight drop in performance	30% reduction in GHG by 2020. Likely to be met through estates efficiency.
	4.7: Renewable energy portfolio	In 2016/17 over 309k kWh of electricity was generated by the Council's solar PV, a reduction from 320k in 2015/16 & 2014/15, in part due to temporary issue at the leisure centre.	Good – performance expected to shift back to higher level.	Maintain existing portfolio and potentially expand CHP