

MINUTES OF THE MEETING OF THE PLANNING, TOWN & ENVIRONMENT COMMITTEE

The meeting took place in a virtual environment using “Zoom” video conferencing technology and members of the public and press were given the opportunity to observe or participate in the meeting.

Held on Friday 4th September 2020 at 10am

PRESENT: Cllr Philip Day (Chairman)
Cllr Rae Frederick (Vice Chairman)
Cllr Gareth Deboos
Cllr Hilary Edge
Cllr Peter Kelleher
Cllr Gloria O'Reilly
Cllr Tony Ring
Cllr Glenys Turner

IN ATTENDANCE: Jo Hurd, Deputy Town Clerk
Nicola Vodden, Meetings Administrator

ABSENT: Cllr Andy Briers

P/5733 PUBLIC PARTICIPATION

There was one member of the public present for an item on the agenda.

P/5734 APOLOGIES FOR ABSENCE

The Deputy Town Clerk reported that apologies for absence had been received from Cllr Briers.

P/5735 DECLARATIONS OF INTEREST

Whilst it was not a declarable pecuniary interest, Cllr Day indicated in respect of application 20/10729 that the applicant was the brother of Cllr Heron. He knows the applicant as a passing acquaintance, but has no financial interest nor is it close enough a personal interest to be prejudice or biased.

Whilst it was not a declarable pecuniary interest, Cllr Ring indicated in respect of 20/10882, that the applicant was a personal friend.

Whilst it was not a declarable pecuniary interest, Cllr Frederick indicated in respect of 20/00552, the applicant was a personal friend.

P/5736 MINUTES OF PREVIOUS MEETING



RESOLVED: That the Minutes of the Meeting held on 7th August 2010, having been circulated, be approved and signed as a correct record.

P/5737
PLANNING APPLICATIONS

Members agreed that application 20/10865 be brought forward for the benefit of the member of the public present. The remaining list was dealt with in list order, save for 20/00552 which was dealt with last.

20/10735 – It was noted that the applicant provides premises to Ringwood Events Team for town events and several Committee members were also members of RET.

RESOLVED: That the observations summarised in *Annex A* be submitted and the decisions made under delegated powers be noted.

ACTION Nicola Vodden

P/5738
NEIGHBOURHOOD PLAN

The Deputy Town Clerk reported that following the last Committee meeting, consultants O'Neill Homer had been engaged. A grant application had been submitted to Locality for £3,450, to cover the consultancy fees, which had been successful.

The Consultants will facilitate a meeting with the Steering Group on 21st September to discuss aspects of the Terms of Reference which will include project governance; options for the Neighbourhood Plan boundary; the existing evidence base; financial implications and how to engage with stakeholders.

RESOLVED: That the update in respect of the Neighbourhood Plan be received.

ACTION Jo Hurd

P/5739
RINGWOOD ENVIRONMENTAL ACTION LEADERSHIP WORKING PARTY

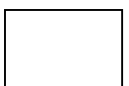
Members wished to thank Cllr Deboos and all those involved in the work of REAL Working Party.

RESOLVED: That the notes of the REAL Working Party meeting (*Annex B*) on 13th August 2020 be received.

ACTION Jo Hurd

P/5740
SAFER CYCLING ROUTES

Members were asked to support proposals put forward by REAL Working Party for safer cycling routes (*Annex C*) around Ringwood, prior to formal submission to HCC.



Proposals included dedicated cycleways, 20mph speed limits in certain areas and a one-way-system to prevent roads being used as rat-runs.

There was some concern with the Council supporting the proposals, at this stage, as many residents impacted by the proposals would not be aware of them and not have had the opportunity to comment. Some measures might be seen as controversial and it was felt important to properly consult to canvas local opinion in advance.

In relation to the one-way system, it was noted that the roads impacted were on a bus route and when West Street is permanently closed the main town roundabout would be busier. Any additional traffic using it as a result of a one-way system in Poulner would have a significant impact on traffic flow in that area.

Cllr Turner had met with HCC and reported that as a matter of Policy they did not allow designation lines for pedestrians and cyclists on shared routes.

RESOLVED: That support be provided, in principle, to measures which encourage cycling and greater safety for road users in general, however, there were reservations in particular with the proposed one-way scheme, its effect on bus routes and there was a need for greater consultation with the residents in the area.

ACTION Jo Hurd

P/5741

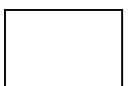
ALLOCATED SITES

Members received an update from New Forest District Council's Site Monitoring Officer regarding development of allocated sites (*Annex D*). In addition, the Deputy Town Clerk reported the following:-

Castleman Trailway - Linden Homes (LH) have paid HCC a commuted sum (secured by the s.106 agreement) to implement the works and form a definitive right of way along the Castleman Trail. It will link the section of trail implemented by LH to the works recently carried out on the Embankment Way side of the Crow Arch Lane bridge. The onus is now on HCC to complete the works.

Footpath Link - NFDC will release £50,000 from developers' contributions for construction of a footpath to join Beaumont Park (north east corner) to Hightown Road (on west side of road). This work will be undertaken by HCC and entail the culverting of a short stretch of the Crow Lane ditch, in order to link up with the end of the footway leading from Hightown Gardens into Crow Lane. They will link with the footway provided by LH within the Public Open Space in Phase 1 and provide a contiguous means of pedestrian access to the site from the Hightown area, without having to cross Crow Lane.

Proposals for care home – Frontier Estates are currently preparing proposals for a 72-bedroom care home with associated landscaping and parking on the site. They pride themselves on working collaboratively with local authorities and communities in advance of progressing planning application and would like to set up a meeting with Ringwood Town Councillors to have the opportunity to introduce themselves and discuss initial



plans. They also intend engaging the wider community by holding a remote public consultation.

RESOLVED: That the update on allocated sites be received.

ACTION Jo Hurd

**P/5742
FLOOD EMERGENCY PLAN**

Members thanked Cllrs Deboos and O'Reilly and all those involved for their hard work and contributions to the Flood Emergency Plan (*Annex E*).

Cllr Deboos highlighted the ability of Ringwood Coronavirus Assistance to organise volunteers and make things happen quickly. RCA volunteers have put themselves forward and enough have been identified for the Flood Emergency Plan. Whilst it is difficult to predict the need, this plan has fluidity to respond to flooding circumstances encountered, but equally, the plan could be brought into effect and measures applied to any other emergency situation.

RESOLVED: That the Flood Emergency Plan be adopted.

ACTION Jo Hurd

**P/5743
CIL RECEIPTS**

The Deputy Town Clerk confirmed that some CIL receipts are uncommitted and remain available for suitable projects.

RESOLVED: That the Finance Manager's report on CIL receipts (*Annex F*) be noted.

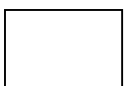
ACTION Jo Hurd

**P/5744
PROJECTS**

A2 - Crow Stream Maintenance – The annual flail has been carried out. A record number of volunteers have come forward to assist with clearing the stream. This is scheduled for 10th September.

C2 - A31 Improvement Scheme – South East Water are looking into diversion of the water main and contractors will be carrying out investigations along its route. Work will be carried out before the main roadworks and is likely to cause disruption.

Barriers at either end of shared path across Castleman Estate – Cllr Turner met with engineers from HCC who explained why the barriers had to be removed (new government guidance and route needs to be accessible to all users including recumbent bikes, bikes with trailers and bikes for people with a disability) and looked at options to highlight the road – these will be passed on to the independent safety engineers for consideration. Once the scheme has fully bedded in, there will be a stage 3 Road Safety



Audit undertaken by an independent safety team and any recommendations that they come up with will be considered and implemented as appropriate.

A4 - Cycle Stands – Stands have been installed at the local shops in Poulner.

RESOLVED: That the update in respect of projects be noted (*Annex F*).

ACTION Jo Hurd

There being no further business, the Chairman closed the meeting at 12.26pm.

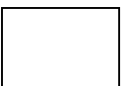
RECEIVED
26th September 2020

APPROVED
2nd October 2020

TOWN MAYOR

COMMITTEE CHAIRMAN

Note: The text in the Action Boxes above does not form part of these minutes.



Annex A to Planning, Town Environment Committee Minutes 4th September 2020
Ringwood Town Council - Planning Observations - NFDC

Number	Site Address	Proposal	Observation	Comments
20/10675	Land adjacent Willow Nook, Parkers Close, Ringwod. BH24 1SD	Dwelling; garage	Permission (1)	
20/10729	Land rear of 26-28 Christchurch Road, Ringwood. BH24 1DN	Demolish single-storey garage; sever land; erect a block of 6 one bedroom flats with associated parking	Refusal (2)	The Committee had no objection in principle to development of this site and would welcome proposals for this type of accommodation in the Town Centre. However, there was concern with the mass, height and appearance of the proposal and Members supported the Conservation Officer's comment, in this regard.
20/10735	2, Star Lane, Ringwood. BH24 1AL	Change of use of restaurant/cafe to self contained 3 bedroom flat with parking	Refusal (2)	The proposal was contrary to Policy DM14 of the Local Plan Part 2, which states that development will not be permitted at ground floor level in an area of Primary Shopping Frontage.
20/10748	Land adjacent 32, Kingsfield, Ringwood. BH24 1PH	Erect two 3 bedroom semi detached houses with parking	Refusal (2)	The Committee agreed this would be overdevelopment of the site and provide little amenity space for the proposed new properties. In addition, this would result in the loss of open space amenity for other properties in the vicinity.
20/10771	Ringwood Service Station, The Bridges, Ringwood. BH24 2AA	Free standing road side flag type sign (Application for Advertisement Consent)	Permission (1)	

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal
5 - Will accept officer's decision

Number	Site Address	Proposal	Observation	Comments
20/10797	17, Hightown Gardens, Ringwood. BH24 3EG	Single-storey front and rear extensions	Permission (1)	
20/10801	1A, Hampton Drive, Ringwood. BH24 1SL	Games room in garden (retrospective)	Refusal (2)	The Committee agreed that the proposal was too large and too close to the boundary. It would have a detrimental impact on the neighbours amenity, being overbearing and causing loss of light.
20/10826	18, Chaffey Close, Ringwood. BH24 3EU	Sever plot; erect an attached 3 bedroom dwelling	Refusal (2)	The Committee considered the proposal overdevelopment of the space available. Parking provision is contrary to the New Forest Parking Standards SPD. Members were also concerned about the impact on parking in the area, where it is already an issue.
20/10828	3, Merlin Close, Hightown, Ringwood. BH24 3RB	First floor side extension and two-storey rear extension	Permission (1)	
20/10857	10 High Street, Ringwood. BH24 1AF	Display 1 non illuminated hand painted fascia sign; 1 illuminated hanging sign; 1 illuminated menu board sign; window vynls (Application for Advertisement Consent)	Permission (1)	
20/10860	36a, Southampton Road, Ringwood. BH24 1JD	Variation of conditions 2,3,6 of Planning Permission 19/10507 to allow amended landscaping details & window details	Refusal (2)	The Committee supported the Conservation Officer's comments in respect of the materials to be used.

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal
5 - Will accept officer's decision

Number	Site Address	Proposal	Observation	Comments
20/10864	The Meads, 18, Salisbury Road, Ringwood. BH24 1AS	Proposed summer house	Permission (1)	
20/10865	11, Broadshard Lane, Ringwood. BH24 1RW	Proposed two storey extension at rear, Demolish garage and erect new double garage, Change roof over dressing room from flat to gable New boundary wall	Refusal (4)	The Committee did not object to the proposals for the house, in principle. Refusal is recommended for the proposed boundary treatment, with removal of the hedge and replacement with brick posts and fencing. This is a prominent corner and the proposal would have a detrimental impact on the character of the area, particularly Broadshard Lane which is detailed in the Local Distinctiveness SPD for its hedges and green boundaries. It was noted that part of the hedge had recently been removed in order to facilitate tree removal, and a planting scheme is required in order to ensure the replacement and retention of the hedge.
20/10882	Henderson Bearings, Crow Arch Lane, Ringwood. BH24 1NZ	Construct new B1,B2,B8 facility, with associated car parking	Permission (1)	
TPO/20/0383	155, Southampton Road, Ringwood. BH24 1HU	1 x Cherry prune 1 x Pine prune	Permission (1)	
TPO/20/0388	Autumn Cottage, Gorley Road, Ringwood. BH24 1TJ	Oak x 1 Reduce	Permission (1)	
TPO/20/0403	30, Salisbury Road, Ringwood. BH24 1AS	Yew x 5 Reduce	Permission (1)	

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal
5 - Will accept officer's decision

Annex A to Planning, Town Environment Committee Minutes 4th September 2020

Ringwood Town Council - Planning Observations - NFNPA

Number	Site Address	Proposal	Observation	Comments
20/00552	Bluebell Chase, Forest Edge Road, Crow, Ringwood. BH24 3DF	Swimming pool with paving; plant house	Permission (1)	
CONS/20/0442	Oak Tree House, Hangersley Hill, Hangersley, Ringwood. BH24 3JN	Fell 7 x Ash trees Prune 2 x Oak trees	Permission (1)	

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal
5 - Will accept officer's decision

Ringwood Environmental Action Leadership (REAL) Working Party

Notes of meeting held on Thursday 13th August at 4pm on Zoom

Present: Cllr Gareth DeBoos (GD)
Cllr Gloria O'Reilly (GO)
Cllr Glenys Turner (GT)
Cllr Tony Ring (TR)
Mary DeBoos (MD)
Milinda Harding (MH)
Chantelle Monck (CM)

Absent: Cllr Rae Frederick (RF)
Toby Dendrick (TD)
Ruth Port (RP)
Lindsay Andrews (LA)
Colin Andrews (CA)
Leon Thompson (LT)
Chris Wilkins (CW)

1. Apologies for absence

Apologies for absence had been tendered by Chris Wilkins, Leon Thompson, Lindsay Andrews and Colin Andrews and were accepted.

2. Declarations of interest

No disclosable pecuniary interests were declared.

3. To agree notes of last meeting and proposed protocol for virtual meeting

Previous minutes were agreed with amendment: Chris Wilkins was present; Toby Dendrick was absent.

4. Feedback from Ringwood Town Council Committees

GD reported that there was nothing to report.

5. Workstream updates and proposals

To receive verbal reports from members on recent developments in the various workstreams and to consider what directions (if any) to give in respect of these and what recommendations (if any) to make to any Council officer or committee:

a. Trees for the Future

MD stated that there was nothing new since the previous meeting, although it was noted that there were actions carried over from the 13th July REAL WP meeting.

b. Transition Ringwood

An updated document on wildflower planting from CM had been circulated prior to this meeting and was noted (Annex A). Some sites proposed aren't controlled by RTC, although this is not entirely clear on the parish maps. CM suggested a meeting with Kelvin Wentworth to discuss options.

TR stated that it was likely that defences being proposed on RTC land to inhibit unauthorised vehicle access will generate opportunities for wildflower planting, based on progress in a separate WP. A method employed by the National Trust involves digging a trench and using the extracted soil as a bund, which would

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provide a good basis for wildflower planting. A recommendation from the other WP will likely be made to RL&OS in September. MH agreed that it would be a tremendous opportunity and would allow Transition Ringwood to focus on fundraising. GO said that the Bickerley has some unique issues, such as complicated covenant coverage, so care would be required there.

ACTION: GD to arrange a meeting with Kelvin Wentworth and CM & MH mid September to discuss wildflower planting site options

CM asked about the Jubilee Gardens, particularly the possibility of planting flood resistant species. GD said he had talked with Kelvin about there and that, as it was a designed garden area, any changes could be complicated.

CM gave an update on the RTC double plot allotment that was secured at Long Lane. GT suggested that CM contact 'owners' of adjacent allotments for tips about growing there. CM said this was already happening.

c. RTC Tree Policy

GT reported no progress – she is waiting to hear from Mark Bursey (NFDC Corporate Tree Officer).

d. Make, Do and Mend

MD said there was nothing new to report, although some funds from donations had been raised from provision of reusable cloth masks to passing townfolk outside the Meeting House.

e. Doing Our Bit

GD said that the audit by LT of Greenways (the old RTC town hall) will happen now second week in September with the blessing of Quantuma and Community First.

On the circulated document on Community Energy Schemes (Annex B), GD said that siting solar panels on RTC owned buildings would not be without issues, although having a charging point for any future electric council vehicles would be advantageous. Carvers Clubhouse enjoys the attention of roof dwelling youngsters, Greenways is in the conservation area and any new building for Kelvin and team has yet to be approved. GD suggested that commercial property in town could be a potential option, such as the Waitrose flat roof. GD and TR will investigate this further.

ACTION: GD/TR to pursue siting options for community solar panels, such as the flat roof on Waitrose.

As an extension to looking at RTC's carbon footprint, GD has been looking at household carbon footprint calculators. He stated that the online carbon footprint calculators were often flawed in some way, such as being linked to vested interests or in using out of date information, so he has drafted a bespoke spreadsheet-based calculator. It was agreed that this would be circulated to the REAL WP to play with and comment on. The idea is to get local information about Ringwood households (collated anonymously) as a starting point. TR said this

would be a great way to find out what you don't know and make changes to improve. It could even become competitive. MD said RACE would be very interested in this and that some link into the EcoFair next May would be good. Perhaps a competition – 'who's managed to reduce theirs the most'. GD also noted that there is a student doing a dissertation on attitudes to climate change in the Ringwood area and had contacted RTC. GD and MD are assisting with this, so that could be helpful too.

ACTION: GD to circulate carbon footprint calculator spreadsheet to REAL WP members.

f. Putting Plastic in its Place

LA circulated an email update (Annex C). The group has decided not to reopen the recycling shed at Tesco in Poulner. This was due to a lack of volunteer time and recently implemented limitations on where and when waste can be taken to, such as the inability of Ringwood residents to access Christchurch tip.

g. Transport

MD had circulated three documents prior to this meeting. The first one (Annex D) was related to safety of cyclists and pedestrians in the Ringwood area. Four routes in the Poulner area were considered to be most impactful, where a one-way system would increase pedestrian and cyclist space and it could be related to the A31 improvement scheme. On Gorley Road, there was a lot of concern about cyclists, pedestrians and horse riders and so a speed limit and quiet lane type signage is proposed. Encouraging less sedentary behaviours and implications on school traffic and safety were also noted. It was recognised that RTC have limited powers here and that HCC/Highways England would need to be fully engaged, but support from the appropriate RTC Committee would be helpful. TR said that the interfaces between HCC and Highways were sometimes difficult, but that Highways are obliged to look at the impact of any schemes on neighbouring and feeder roads. He said that issues raised here would be communicated to Highways at the next meeting he has with them in September. GO agreed that a convincing argument supported by RTC would have some limited sway on Highways.

ACTION: MD to work up a formal proposal for submission to PT&E Committee

The second document outlined a car sharing scheme (Annex E). Obviously, this sort of scheme in a Covid environment is not feasible right now but is being put out for comment and suggestions. The scheme was supported by the WP in principle.

The third document concerns bus services, RG1 and RG2 (Annex F). Again, the RACE team are looking here for support in principle before contacting the bus company formally about options. GO was concerned that the current company running the service may be struggling financially and asked who was paying for the concession scheme. MD said it is believed to be the English National Concessionary bus scheme, paid for by HCC in this case. GO said that Cllr Jeremy Heron may be useful to talk to about the current status of funding. GD said that the role of RTC here would be to support the principle of reducing the town's carbon footprint by encouraging people out of cars and onto public

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transport. MD said there could be an additional bonus for NFDC if less local car use allowed more spaces for paying tourists in the Furlong carpark. If the idea has support, then funds for a pilot scheme would likely be required. TR said that any initiative to increase use of bus services would be welcomed by the bus operators and he offered to help via his contacts at Yellow Buses.

h. Flood Emergency Plan

GD circulated the latest '3 pager', based on a 'call to arms' for volunteers rather than a detailed plan (Annex G). The annexes in the plan need confirming, but otherwise it should be good for presenting to the next PT&E meeting.

<p>ACTION: GD/GO to finalise the detail in the annexes of the Flood Emergency Plan and then submit to PT&E Committee</p>

6. Any other business

MD said that progress is being made on the tree nursery on Crow Hill. Ringwood and Verwood Round Table had built the raised beds and tomorrow these will be filled with soil on top of a weed suppressing cardboard layer. There will probably be an Open Day in September for people to take a look, hopefully hosted by the Mayor, who has generously offered some of his NFDC allowance towards funding the project. TR smiled.

7. Upcoming meetings – to note the following dates

Friday 11th September 2020 at 4pm (Zoom)
Tuesday 13th October 2020 at 4pm (Zoom)
Friday 13th November 2020 at 4pm (Zoom)
Monday 14th December 2020 at 4pm (Zoom)

There being no further business, the meeting closed at 5.03pm.

1. Introduction and reason for the report

- 1.1 Our first site at the Bickerley for wildflower planting was approved last year. We were able to scarify roughly a 500m² area and sow wildflower seeds to begin the process of creating a wildflower meadow. This year we have also introduced plug plants to create a visual impact for the community to see what the final outcome will be.
- 1.2 Additional sites were then approved, or are in the process of being looked at alongside the tree planting workstream of the RACE group. These are located at Poulner lakes, the Mount, the sloped banks of Southampton Road and the green just off of Christchurch Road.
- 1.3 This proposal to the REAL Working Party outlines the proposed sites for additional wildflower areas in Ringwood.
- 1.4 Similar projects conducted by other councils has shown that the reduction in grass cutting due to the creation of wildflower areas will save the council money as well as give the maintenance teams more time to focus on other aspects of their work.
- 1.5 The re-introduction of wildflower areas will also lead to the increase of biodiversity within our local environment and provide the necessary food and shelter for our local wildlife.
- 1.6 Evidence shows that the creation of wildflower areas will encourage the community to spend more time in nature and enjoy the environment around them, thus improving mental and physical wellbeing. Another outcome of this project due to the community coming together, especially during the current circumstances is the request for communal garden areas as more residents want to become involved and learn how to look after the areas and grown their own wildflower spaces.
- 1.7 Our aim is to get local schools and residents' involvement with projects closer to them, slowly building a network within the community to help plant and maintain the areas, as well as working closely with the RACE trees group to create a more complete planing a maintenance plan including the trees and flowers.

2. Proposed sites / options

- 2.1 It is proposed that a further 9 sites are identified and approved. Please see table below for the list of proposed sites. These areas have been chosen as they are not used by dog walkers or as footpaths and are unlikely to have local residents cutting them back or impacting any line of sight.
- 2.2 On average the sites will cost roughly £400 for all materials required to prepare the area and cost of the seeds.
 - 2.2.1 Once the current situation has lessened and we are able to hold events again we will be fundraising and looking into any further grants that will help us secure the required funding.
 - 2.2.2 If we are not able to generate the full amount for each site, we can start by initially scarifying the ground and sowing the yellow rattle to help suppress the grass and see what flowers are already within the natural seed bank

B 3. Preparation and Management

- 3.1 Most of the work is in the preparation as wildflowers thrive better in poor soil where they are not overrun with grasses, after that they need minimal attention. Ideally to prepare the ground the grass should be removed and the soil raked, however if this is not feasible the ground will be scarified to ensure seed contact with the soil and a grass suppressant will be spread (we will use Yellow Rattle a semi parasite on grass). The seed will be sowed at roughly 1.5gm per square metre.
- 3.2 We will seed in October so there should be very little need for watering. There are many different types of seed mix available commercially so the seeding can be tailored to the soil type, aspect etc of the specific area. The areas should be high mowed in early spring and then again in late summer after the seed has set. Ideally the cuttings should be left for roughly a week to allow and seed to drop out of the cuttings back into the soil, then removed to stop nutrients feeding back into the ground and increasing soil fertility. Germination will be slow initially with annuals such as cornflower and poppy appearing in the first year followed by perennials later. Other than this twice-yearly mowing there should be little to no need for further maintenance. We will create small groups to see to the 'weeding' and keeping the area tidy until the meadows have established.

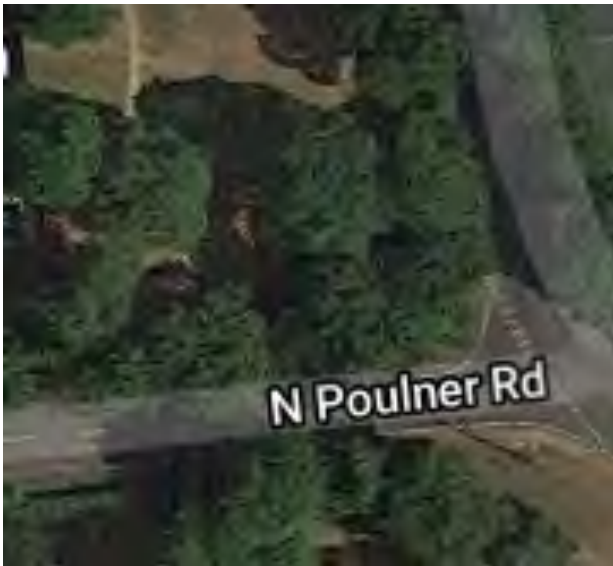
Site number	Location of site	Any other comments	Work to be undertaken by
1	The piece of land next to the A31 after you exit the underpass and cross the road toward linden gardens. To be planted to attract wildlife and to tidy up the area to create a more welcoming site as you enter Ringwood	Roughly 150 m2	Chantelle, Milinda, Bob and any volunteers we are able to get through Facebook events or companies volunteering schemes
2	Toad Corner in poulner	Ask Lin Brook Drive residents if they want to get involved	Chantelle, Milinda, Bob and any volunteers we are able to get through Facebook events or companies volunteering schemes
3	The two mounds located on the filed in the centre of kingfisher Way.	A lot of the residents are very keen for this to happen and are happy to help support the project	Chantelle, Milinda, Bob and any volunteers we are able to get through Facebook events or companies volunteering schemes
4	Carvers field – the strip of land between the path and fencing the runs along the side of the field, and the patch of land between the residents and the playground	Will work alongside the rotary club	Chantelle, Milinda, Bob and any volunteers we are able to get through Facebook events or companies volunteering schemes
5	Jubilee Gardens		Chantelle, Milinda, Bob and any volunteers we are able to get through Facebook events or companies volunteering schemes
6	Piece of land next the Christchurch Road near Mooretown		Chantelle, Milinda, Bob and any volunteers we are able to get through Facebook events or companies volunteering schemes
7	The two pieces of land opposite Hightown Road as you drive toward the Railway Pub	Ask if the Railway might be able to sponsor the project	Chantelle, Milinda, Bob and any volunteers we are able to get through Facebook events or companies volunteering schemes
8	The memorial park	commemorative poppies Ask the salvation Army if they might be able to help	Chantelle, Milinda, Bob and any volunteers we are able to get through Facebook events or companies volunteering schemes
9	The area surrounding the church in Ringwood on the A31 side where all the daffodils are	Check with church and see what their plans are	Chantelle, Milinda, Bob and any volunteers we are able to get through Facebook events or companies volunteering schemes
10	Hightown area	Ask residents if they want to get involved	Chantelle, Milinda, Bob and any volunteers we are able to get through Facebook events or companies volunteering schemes

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1 – Underpass leading to Linden Gardens



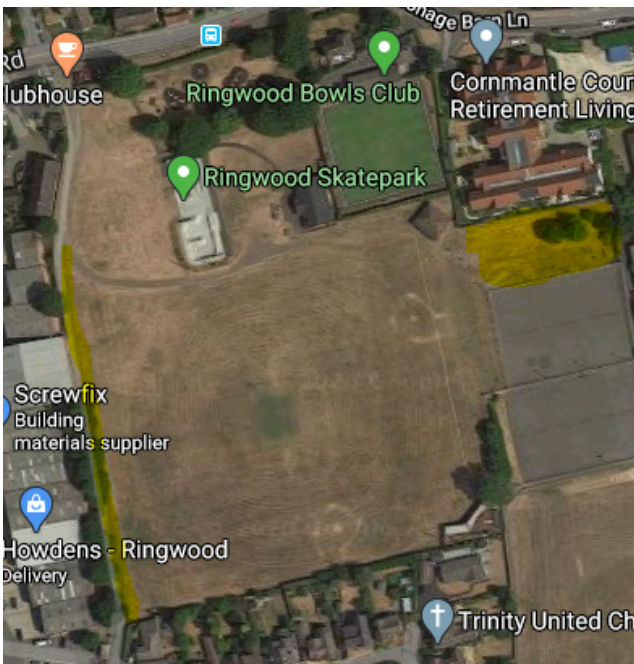
2 – Toad Corner



3 – Kingfisher Way



4 – Strip next to path through Carvers and possible patch between residents and playground



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5 – Jubilee Gardens



6 – Christchurch Road

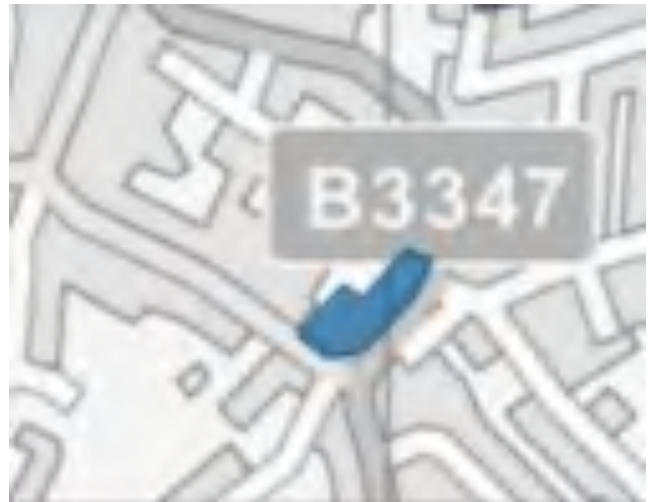


7 – Railway Pub

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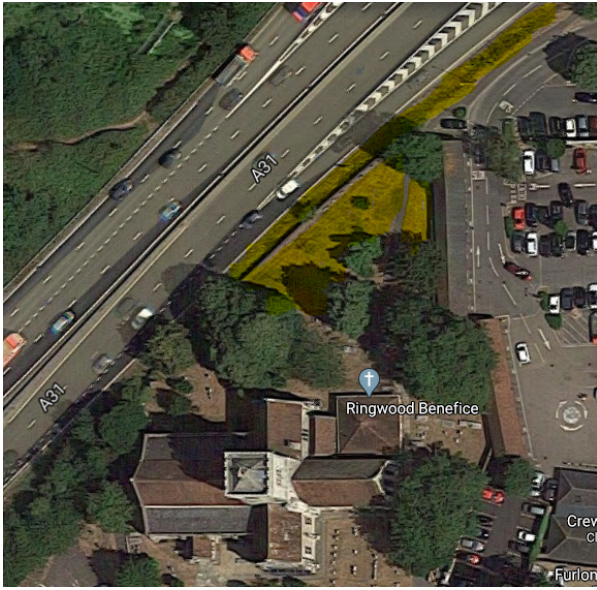


8 – Memorial Park



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9 – Near the Church



10 – Hightown Lake area



Discussion Paper for REAL WP, Thursday 13th August 2020

Community Energy Schemes (CESs)

Disclaimer

The following paper is for stimulating discussion, with information provided based on my research only. I am not an expert in this area, so I cannot warrant accuracy and any suggestions are my own. References are listed at the end.

Definition

Community Energy Schemes generally relate to the generation of electricity by use of community funded solar panels, but the name can be used to describe any small-scale energy generation scheme. Small-scale hydroelectric, wind turbines and even anaerobic digestors (that generate biomethane as a natural gas substitute) can all sit within the same umbrella. As intriguing as a small hydroelectric generator on the Bickerley or covering the main carpark with solar panel awning might be, I believe the obvious and most accessible starting point for a Ringwood scheme would be roof based photovoltaic (or solar) panels.

Legal position

Until the Local Energy Bill passes through Government, it is not feasible for small community-based electricity generation schemes to financially benefit from supply into the national grid. It seems likely to progress as an unprecedented 150 MPs supported its introduction under the Ten Minute Bill mechanism in June this year, but it is a process that could take years.

National organisations

There are a number of national organisations that have expertise in community energy schemes. Community Energy England, for example, is similar to a trade body, providing advice and assistance to its members. At the 'doing' end of the spectrum are organisations such as The Schools' Energy Co-operative Limited, which helps local solar panel schemes involving schools in the most part. A local example is Salisbury Energy Trust. By the end of 2018, the company supported installation of 2,277 kilowatts peak (kWp) of capacity. As a comparator, a standard 10 panel domestic installation would be rated at about 3 kWp.

Local organisation set up

Almost any standard company set up can work for a community-based scheme. Helpfully, Ymddiriedolaeth Adfywio'r Meysydd Glo (the Coalfields Regeneration Trust) have a handy presentation in English as well as Welsh. If we use a Company Limited by Guarantee that is a charity, such as RACE, as an example, the generation and sale of electricity could likely be viewed as not a charitable enterprise and could therefore attract Corporation Tax on its profits even though the advancement of environmental protection/advancement may be present in the company's Articles of Association, etc. In these circumstances, organisations

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may set up a trading subsidiary which would then pay post-tax profits up to the charity for its purposes.

Councils

Hampshire County Council is starting some initiatives related to community energy. An example is shown in the box ->.

These sorts of initiatives appear to sit within the 2050 vision set out by HCC leader, Cllr Keith Mans, earlier this year.

Also of interest, if a CES scheme is pursued, would be their iChoosr reverse-auction solar panel buying scheme, as described ->.

New Forest District Council doesn't appear to have any specific information about CES's on its website, but NFDC did sponsor an event in February this year in Lyndhurst on the Rural Community Energy Fund, which was attended by two WP members. This fund appears to support only feasibility and project development costs, not any capital outlay.

Way ahead

I think the way ahead is to investigate the feasibility of a small-scale solar panel installation on a building in Ringwood. Given a domestic solar panel array in a good position (ie near south facing and not shadowed) pays back investment in 10 to 12 years, looking for financial support for the capital outlay would help greatly. It would also be useful to survey potential investors for interest. Given that the Local Energy Bill will not become law imminently, a preferred venue would be one where the generated electricity is mostly used at site (rather than fed into the national grid for little or no benefit).

References

<https://services.parliament.uk/bills/2019-21/localelectricity.html>

<https://communityenergyengland.org/pages/what-is-community-energy>

<https://schools-energy-coop.co.uk>

<https://www.coalfields-regen.org.uk/wp-content/uploads/2020/06/Legal-Structures-for-Community-Owned-Renewable-Energy-Projects-English.pdf>

<https://www.newforest.gov.uk/article/1306/-140k-funding-from-the-Rural-Community-Energy-Fund-RCEF->

Creating a Community Energy Network across Hampshire Community Energy South

Supporting and enabling local communities to build their own capacity for renewable energy and energy efficiency by establishing a Community Energy Network across Hampshire.

This will achieve on-going reductions in emissions.

A pilot project will find start-up projects for community groups.

Targeted Solar Group Buying Scheme for Hampshire iChoosr

Providing the opportunity for selected homeowners to buy high quality solar panels at a highly competitive price.

Homeowners will be able to register for the Solar Together group-buying scheme, where groups of individuals get a better deal together.

A reverse-auction for pre-vetted suppliers is held, meaning that the supplier with the lowest price wins. No cowboys! The scheme usually favours local suppliers.

Annex C – LA email

Dear Members of REAL working party

Huge apologies for the delay, but here is my report for the meeting this afternoon for item 5f – Plastic Free Ringwood/ Putting Plastic in its Place.

I am sorry that I am unable to attend but look forward to the notes following the meeting.

Kind regards

Lindsay
Plastic Free Ringwood Community Leader
Putting Plastic in its Place

REAL Working party meeting 13.8.20 – Item 5 f Putting Plastic in its Place – Plastic Free Ringwood

1. **Litter Pick Events** – Along with many others in the Ringwood Community, we have been appalled by the amount of litter left lying around in Lockdown and beyond. In conjunction with Clean Up Ringwood and Keep Britain Tidy, there will be a community Litter Pick between 11 – 27 September. A few amazing individuals are litter picking regularly, and we will shortly be launching a ‘sponsored’ litter pick to raise money for Surfers Against Sewage (many thanks Mary de Boos for the idea) and raise awareness of this problem behaviour.
2. **Single Use PPE** - Members of RACE organised a stall on 2 separate days outside the Meeting House, selling homemade washable fabric masks, for a small donation, to try and persuade people not to use disposable ones with the resulting litter problem
3. **Bin your Butts** – Posters will shortly be displayed around Ringwood
4. **Tetra Pak bin** – Further investigation with NFDC and others have left us conflicted as to whether this is the right course of action in terms of recycling or whether we should just ‘throw them away’ – there are two schools of thought. Tetra paks are certainly recycled, but there is degradation in the recycling process ie it is not a circular system, and there is some thought that in Hampshire, we have an incinerator whereby Tetra Paks can produce energy during the disposal process – see the alternative sources of information here

https://mashable.com/article/tetra-pak-recycle/?europe=true&fbclid=IwAR0X0cXxnwtk9_aOzmGQkoDMpQZFenbzscQKSAEi60uIopI W81N3Mxc3Aig

<https://www.tetrapak.com/uk/sustainability/carton-recycling-in-the-uk>

NFDC were unable to confirm whether Ringwood would be home to another Tetra Pak bin site in the future, although they “will be considering further carton/Tetra pak recycling as part of our new waste strategy development for the whole of the district and will not currently be able to fund banks for individual towns, villages or organisations” – seems like we will just have to wait?

Deposit Return Scheme - “HCC are developing a new recycling processing infrastructure which will feed into a new Waste Strategy document which should be put through a cabinet approval process before March 2021”. Everyone is waiting for National Government’s

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decisions on the Local Environment Bill 2020 before putting any other plans in place – so again, not much we can do locally to get a Deposit Return Scheme in place.

5. **NFDC Waste strategy consultation in January 2020** – Here are the key findings detailed by Nicola Plummer, NFDC Performance and Projects Officer, Waste and Recycling, that will be considered as part of wider review of the service:
 - Overall claimed usage of kerbside services was high, with most residents using collections at the required frequency including recycling and glass.
 - The range of materials collected seems to be a limitation. Residents would foremost like to be able to recycle a wider range of plastics (tubs/trays/film/bags), closely followed by tin foil and foil trays; and then cartons and batteries. [This is very important to Plastic Free Ringwood / Putting Plastic in its Place as Hampshire currently has a very poor record in recycling these products – probably again because they have invested in an energy producing incinerator.](#)
 - The provision of alternative containers was contentious, although of those that thought the service would benefit from further containers, bins were the most popular.
 - Food waste collections were welcomed by residents. [More food waste collections are needed](#)
 - There are high levels of satisfaction with elements of the current service, though there is a need for a balanced approach and the Council recognises the need for improvement.

Nicola re-iterated that we should be assured that our questions / issues raised are being considered as part of NFDC's work

6. **Virtual Film Event – 2040 The Regeneration** – Thursday 23 July 6.30 pm – This was a great event, attended by some 80 people with an interesting Q & A session afterwards – a great message of hope, if we utilise some of the existing technologies to mitigate climate and nature degradation. A copy of the DVD is available to borrow – contact Lindsay
7. **Mini Recycle Shed at Poulner** This was closed during Lockdown, and there have been quite a few issues during this time, including a methadone user who was sleeping in it. Lindsay and Ruth have extensively canvassed previous volunteers and other members of the group to decide what to do. Sadly it has been decided to close permanently, and sell the shed and bins on ebay, to raise money for Surfers Against Sewage. Several factors were taken into consideration which include people's reluctance to deal with other peoples' recycling and the lack of willing volunteers to do regular emptying and recycling trips.

It is generally felt that we now, more than ever, need to focus our energies on encouraging more zero waste products, minimising / banning the use of single use plastics and lobbying to make the producer of these products, pay for their disposal.

We will be signposting people who want to recycle products not currently dealt with by NFDC, to extensive Terracycle, Tetra Pak, and other recycle areas in Ringwood, Verwood, Ferndown and Fordingbridge.

Ideas to create 'safe(r) routes' to access areas in and around Poulner and Ringwood by cycle and foot

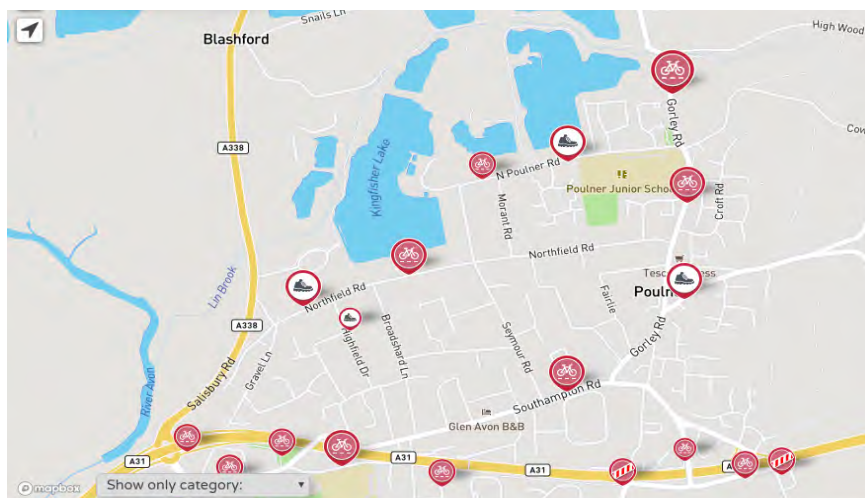
It would be great if...

- There were recognisable and convenient 'safe(r) routes' to get around Poulner and Ringwood by bike or foot.
- There were recognisable and convenient 'safe(r) routes' to commute to major places of work in and around Ringwood.
- There were recognisable and convenient 'safe(r) routes' to access the forest, countryside and neighbouring villages and towns.

Public opinion

The routes below were flagged on-line and in our follow up survey we found that 93% of the respondents said that they would cycle more if there were safer routes available. They highlighted the need for:

- Segregated cycle lanes and signage – especially for children and school routes. Segregated both from pedestrians and from other road users
- Improving existing routes – especially Castleman Trailway
- More facilities for storing bikes safely in the town centre
- Improved road conditions i.e. reduction in potholes and uneven surfaces
- Reducing traffic, closing parts of the town centre to traffic
- Lower speed limits



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Assumptions

- There are two types of cyclist and they will require different types of route:
 - Competent: adult, adult commuter, young adults
 - Vulnerable: older people, school age children, families
- Planned clearance of the Castleman Trail would create a safer route for part of the way from Ringwood to Brockenhurst this could:
 - reduce road traffic in the Summer
 - open up access to that side of the forest (Bransgore, Burley etc.)
 - enable students of the college to commute safely.

General routes

There needs to be a way for cyclists and pedestrians to safely travel the within Poulner and Ringwood

The following routes have been suggested for consideration, for more details please see Appendix A.

- 1. Segregated cycle lane and one-way system for vehicles along Northfield Road and North Poulner road.**
 - This enables safer access from the Mount to the A31 underpass and hence to Ringwood school as well as better access to the Poulner schools
 - During the widening of the A31 it is anticipated that Northfield Road will be used by even more traffic than normal to avoid the A31 / A338 roundabout and therefore this route is a priority for improvements to safety for pedestrians and cyclists
- 2. 20mph Gorley Road from Poulner to Moyles Court plus “Quiet Lane” signage**
 - This route is used by cyclists, some pedestrians and for horse riding to reach the forest, it is narrow and dangerous currently. Alternatives such as making the route 'Access Only' would not reduce local traffic we believe that making the route one-way or cycle only would not be acceptable to locals
- 3. 20mph and Home Zone on Gorley Road from North Poulner Road to Southampton Road**
 - To create a safe(r) route along past the school, shops and pharmacy and to reduce the convenience factor of driving through Poulner
 - This speed limit would include cyclists also which would affect the large groups of cyclists that use this route to access the forest.
- 4. Dedicated cycle path on Southampton road**
 - There are two options for this, either a dedicated path for the whole length of Southampton Road or a path as far as Winston Way, allowing cyclists from the Mount to cut through Winston Way to reach Ringwood and in particular Ringwood School

Commuter routes

Longer term improvements to commuter routes would have a beneficial impact on the carbon footprint and wellness of Ringwood and Poulner residents:

- This is a very rough guide as to how long it would take to cycle from Ringwood/Poulner

- As a guide, Google Maps indicates that using existing road network it would take the following times to cycle from Poulner:
 - to Brockenhurst College would take 1 hour 15 mins
 - to Hurn airport would take 40mins
 - to Downton takes 40mins
 - to Ferndown industrial estate would take 40mins
 - to Salisbury would take 1 hours 30 mins

40mins cycle

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Appendix A

1. One way Northfield Road -> North Poulner Road

Thoughts:

- Make Northfield Road one-way up to North Poulner Road with a segregated cycle lane, then follow one-way all the way along North Poulner road
- Will enable part of the Northfield Road to be used for safer distance between cyclists, pedestrians and traffic

2. 20mph Gorley Road to Moyles Court

Enforce 20mph speed restriction of Highwood Lane between Poulner and Moyles Court and include "Quiet lane" signs



3. 20mph Gorley Road to Southampton Road

Thoughts:

- To create a safe(r) route along past the school, shops and pharmacy and to reduce the convenience factor of driving through Poulner
- This speed limit would include cyclists also which would affect the large groups of cyclists that use this route to access the forest.

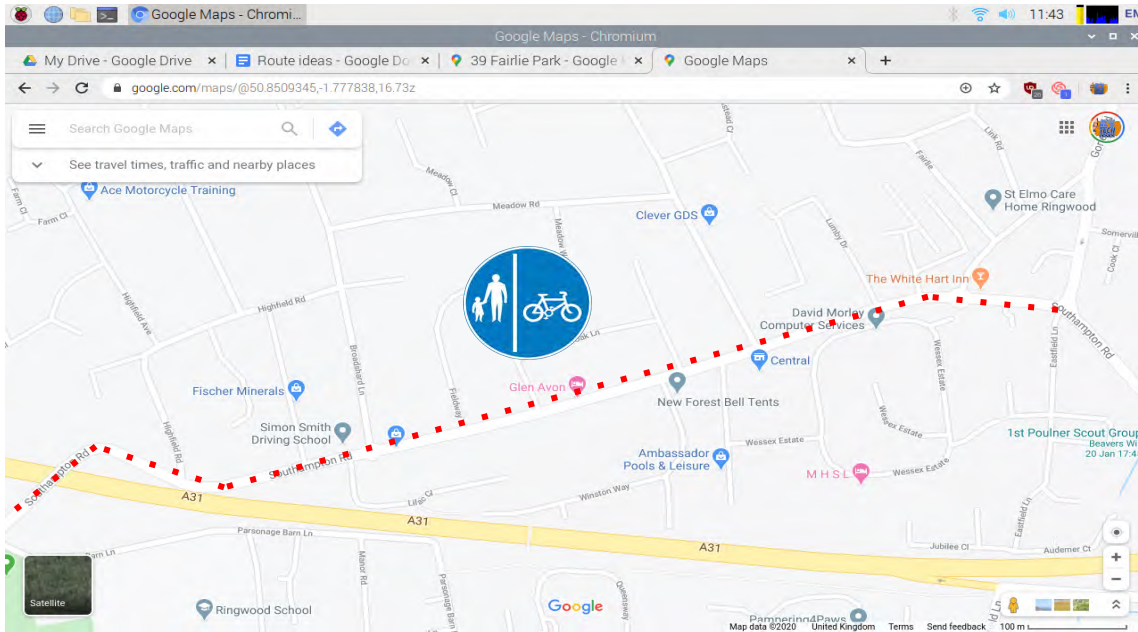


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4a. Dedicated cycle path along Southampton Road

Thoughts:

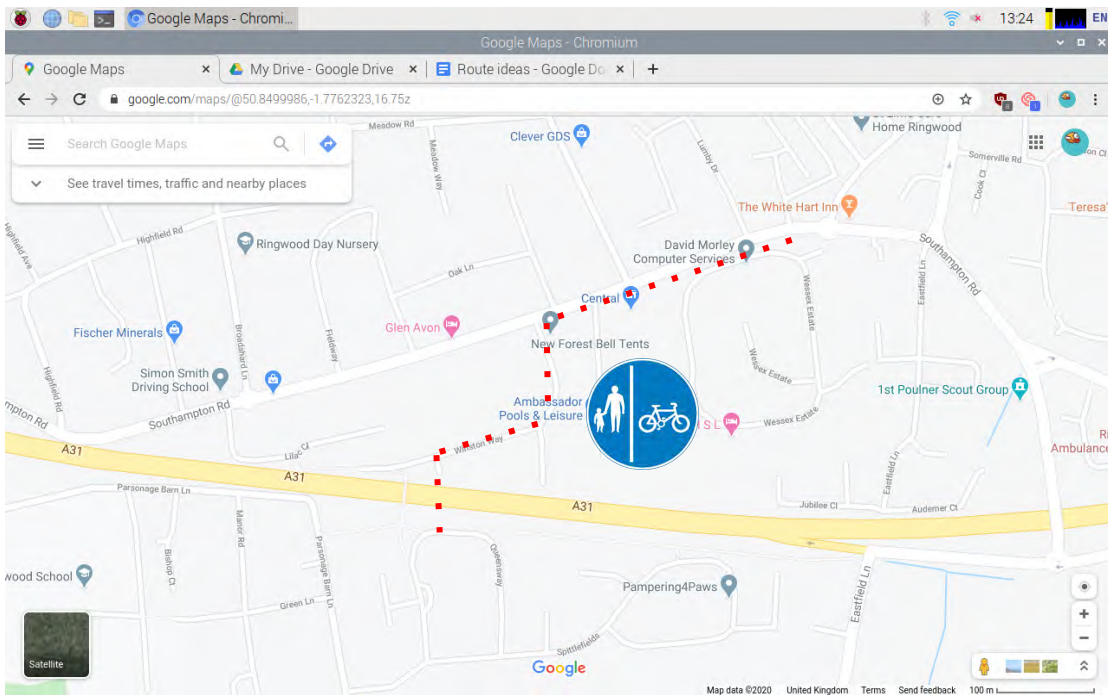
- A safer route for competent cyclists to go from Poulner to Ringwood.
- This route would have to meet up with a safer route into Ringwood, possibly across Carvers.
- This safer route would be developed into the very wide path that exists along the road to keep it separate from pedestrians and traffic.



4b. Dedicated cycle path on Southampton road designed for vulnerable cyclists to access Ringwood

Thoughts:

- Instead of using the whole of Southampton Road, more vulnerable cyclists should be encouraged to use the pedestrian bridge from Winston Way.
- So those travelling from Poulner could use the Southampton Road cycle path until Winston Way then come away from the traffic and access Ringwood School.
- This route is already in use so what is needed is clearer signage to increase knowledge of the route.



Commuter routes

Thoughts:

- This is a very rough guide as to how long it would take to cycle from Ringwood/Poulner
- As a guide, Google Maps indicates that using existing road network it would take the following times to cycle from Poulner:
 - to Brockenhurst College would take 1 hour 15 mins
 - to Hurn airport would take 40mins
 - to Downton takes 40mins
 - to Ferndown industrial estate would take 40mins
 - to Salisbury would take 1 hours 30 mins

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RACE Car Sharing Scheme - Plant the Trees Saved Through Car Sharing A Business Plan on a Page

Introduction

Ringwood Action for Climate Emergency (RACE) acknowledge that transport is a major contributor to greenhouse gas emissions, resulting in poor air quality, adversely impacting the health of those with respiratory medical conditions. To encourage a greater take up of car sharing RACE wish to link up with Liftshare.com the UK's largest car sharing site to promote car sharing in the Ringwood and St Leonards/ St Ives areas.

Promoting car sharing links with RACE's existing commitment to plant 20,000 trees during 2020. Through liftshare's web site it is possible to identify how many trees have been saved through journeys made by car sharing. RACE intend to exploit this linkage by seeking sponsorship for additional trees through converting the savings achieved by those choosing to car sharing, to/from or through Ringwood into new trees to be planted.

Liftshare.com options

Option 1 – Free option – simply promote www.liftshare.com or Southampton or Dorset liftshare public groups

Option 2 - £500 set up fee an £1k per annum licence fee allows RACE to have its own branded car share site on the liftshare.com platform.

Car share signage (£4k)

To promote the scheme signage would be needed and this is where the major expense comes from. It is proposed that to make this work we would need to install two car sharing signs on the A338 leading into Ringwood encouraging drivers to share with others Circa £2k and two signs between Ringwood car park roundabout and the A338 roundabout circa £2k

Possible Grant funding sources

- St Leonards and St Ives community fund www.communityfriends.org.uk
- Ringwood Town Council
- New Forest National Parks Authority - sustainable development fund - grant for tree purchase
- Dorset County Council - possible free if DCC would offer a free space on their existing platform- Contact Cllr Ray Bryan - St Leonard and St Ives Cllr Dorset Council
- Hampshire County Council
- Highways England (possible road sign funding option as it cuts congestion on the strategic network)
- JP Morgan and other large businesses – sponsorship to purchase trees for every tree car sharer's journeys have saved as identified through the car share site

Business case period – it is advised that a three year, up front licence fee is paid to liftshare.com should grant funding permit

COVID19 – impacts

Consideration needs to be given to the impacts of COVID19 on the impacts of promoting car sharing as car drivers may be extra wary to share vehicles with people outside of their immediate family groups, therefore the launch needs to be timed to overcome concerns over COVID19.

Communications Plan**Securing Stakeholder Support**

- Letters sent to the major employers in the Ringwood area especially those on business parks that suffer with overparking issues seeing if they would be supportive of promoting or contributing to a car share matching scheme to encourage their staff to car share to work or to sponsor the road signs
- Apply for grant funding to
- Email Cllr Ray Bryan - St Leonard and St Ives Cllr Dorset Council with the view of asking him to engage with Officers to see if one of the existing but not used private car share groups could be changed to the St Leonards, St Ives and Ringwood car share group
- Write to JP Morgan, Churchills Retirement, Colten Care and other large businesses to engage in sponsorship to purchase trees for every tree car sharers' journeys save as identified through the car share site

Implementation stage

- Address any planning permission issues re road signs with NFDC and RTC
- Prepare and issue press release to launch the car sharing scheme (include case study stories of existing car shares to promote the benefits of car sharing)
- Post the launch of the car share site on the RACE FaceBook page
- Photo opportunity with key RACE members and key sponsors in front of Car share sign

Ongoing communications

- Regular press releases when tree planting occurs based upon the savings achieved by the car share members to provide sponsors of trees some good press coverage
- Regular RACE face book posts 2021 5-9 press release to promote the scheme
- Press release to promote the scheme at key milestones and for valentine's day, and as part of a new year resolution, promote the monetary savings that can be achieved through car sharing as well as the tree savings.
- Promote the scheme if / when the new series of the BBC car share comedy is next aired.

Example Letter

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Corporate Social Responsibility Manager
JP Morgan
Chaseside
Bournemouth

Date:

Dear Sir/ Madam

As JP Morgan for many years have had a connection with Ringwood through its sustainable transport and shuttle bus operation hub, collecting and dropping off staff from Meeting House lane. I would like to bring your attention to Ringwood Action for Climate Emergency (RACE) commitment to plant 20,000 trees in 2020, to date the group have planted [] trees.

The purpose of writing is to ask if JP Morgan would consider working with RACE by donating saplings on a linked project that aims to convert car shared journeys that start from end in Ringwood, St Leonards and St Ives areas (reported and verified using a dedicated car sharing site) into trees that could be planted in the Ringwood, St Leonards and St Ives area.

RACE believe that this project would complement JP Morgan's existing CSR activities and demonstrates that the bank can enhance the areas that it impacts. Thank you for your consideration

Yours Sincerely

XXXXXXXXXX

RACE – Maximising use of the Ringo Bus service to reduce car usage and decrease CO2 emissions.

When looking to change behaviours, barriers erected to prevent such change need to be removed or overcome. There is significant evidence over recent years that through removing the barrier of payment for travel increases bus patronage. The greatest example of this is the English National Concessionary bus travel scheme for the over 65's and which increased bus patronage significantly. The UK Parliament's bus fare briefing paper identified that "In 2017-18 there were 884 million concessionary bus journeys taken" (**UK Government; Butcher; Hurst 2019**).

This paper establishes a draft business case to make the Ringwood circular bus routes numbers RG1 and RG2 free services at the point of use. Although on first consideration, this concept may not appear to make economic sense, it's reassuring that this model is being operated in over 100 cities around the world. The IN Movement 2020 report identified some of these as being 'Tallinn Estonia, Porto Real Portugal, 30 French towns with Paris expecting to follow Tallinn, in offering free public travel to everyone this year' (**IN Movement 2020**).

Current Situation

During 2019 there were 55K passengers using the 2 services. This equates to around 20 passengers on each trip that the buses make for this report the assumption that 10 passengers are travelling to Ringwood and 10 passengers are travelling from Ringwood per circular Journey has been made. Therefore, the bus is operating well below its maximum passenger operating seating capacity on every journey and has capacity to increase its passenger numbers significantly.

	RG2	RG1	RG2	RG1	RG2	RG1	RG2	RG1	RG2
<u>Ringwood, Meeting House Lane</u>	09:25	09:45	10:15	10:45	11:15	11:45	13:15	13:45	14:15
<u>Northfield Road, Broadshard Lane</u>	09:28	09:48	10:18	10:48	11:18	11:48	13:18	13:48	14:18
<u>North Poulner Road</u>	09:30	09:50	10:20	10:50	11:20	11:50	13:20	13:50	14:20
<u>Poulner, White Hart</u>	09:33	09:53	10:23	10:53	11:23	11:53	13:23	13:53	14:23
<u>Eastfield Lane, Ash Grove</u>	09:35	09:55	10:25	10:55	11:25	11:55	13:25	13:55	14:25
<u>Parsonage Barn Lane</u>	-	09:57	-	10:57	-	11:57	-	13:57	-
<u>Castleman Way</u>	09:37	-	10:27	-	11:27	-	13:27	-	14:27
<u>Lidl, Christchurch Road</u>	09:39	-	10:29	-	11:29	-	13:29	-	14:29
<u>Ringwood, Meeting House Lane</u>	09:43	10:01	10:33	11:01	11:33	12:01	13:33	14:01	14:33

For the benefits of this paper we have used 6250 return fares as the fee-paying delta (based upon current return fare price of £2.40) as a representation of total revenue (23%). This accounts for 12.5k single journeys per annum or just under 5 passengers per trip. The remaining 42.5k (77%) of passenger fares is estimated as being paid for by Hampshire Council through the English National Concessionary bus travel scheme.

There are currently in the region of 1647 households within 5 minutes' walk of a RG1 and RG2 bus stop, the current total usage equates to 1 person from 33% of these households taking 2 trips (or 1 return trip) per week. With fare paying passengers being equivalent to 1 person from 7.5% of these households taking one return trip per week.

Even accepting that the hours of operation mean that the service is unlikely to be used by those in employment (unless it is to get to their place of work) there appears to be both capacity and potential for additional use.

The Morebus journey calculator identifies that a single passenger bus journey from North Poulner Road to Meeting House Lane will save 870g of carbon per passenger opposed to making the same journey by car. This is equivalent to making 377 cups of tea. Just increasing one passenger per journey for every trip would save

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around 5 tonnes of carbon per annum and by increasing passenger numbers by 15 per journey would save 146 tonnes per annum equivalent to 736 trees offset per annum.

The benefits to Ringwood of increased bus usage

A perceived lack of parking can often put off people visiting Ringwood especially when they see vehicles queuing to access spaces in both the Furlong car park and Ringwood main car park.

Making the Ringwood RG1 and RG2 bus services free, will increase the number of vacant spaces for visitors to the town, encouraging more people to visit and spend time and money in the towns retail, leisure and professional businesses. Using the Mean of 297 spaces freed up as identified in the table in Annex C which identifies potential increased revenues and parking spaces freed for fee-paying visitors

A car parking space in the main Ringwood car park can generate between £2.50 and £3.00 for a three hours period between 8 am and 6 pm from visitors to the town, who are not in possession of a parking clock. Using the mean of Annex C and assuming the 297 spaces were filled by additional fee-paying vehicles to the town a potential additional car park revenue of £ 742.50 per week (or up to £37K per annum based upon all 297 spaces filled for 50 weeks per year). An added assumption has been made that each additional vehicle will also spend a minimum of £5 on top of their parking charge per visit, the mean benefit if realised to Ringwood traders as a total would be in excess of £1,485 per week (or up to £75K per annum).

Barriers to increased use

Barriers to use are not limited to the payment of fares, however, there is significant evidence over recent years that through removing the barrier of payment for travel increases bus patronage. The greatest example of this is the English National Concessionary bus travel scheme for the over 65's and which increased bus patronage significantly. The UK Parliament's bus fare briefing paper identified that "In 2017-18 there were 884 million concessionary bus journeys taken" (**UK Government; Butcher; Hurst 2019**).

Therefore, we would like to consider options to make the service free for Ringwood resident for a trial period in order to test the increase in usage (as well as testing whether this also frees up car parking spaces and increases revenue from those using the car park who do not have a parking clock)

Impacts of reduction in parking clock revenue

New Forest District Council currently sell five thousand short stay parking clocks and four hundred quarterly long stay parking clocks in Ringwood, generating revenues in the region of £181k per annum. Whilst it is accepted that there could be some Ringwood and Poulner residents who will withdraw from the Parking clock scheme and take all their journeys into Ringwood by bus, it's anticipated that the majority of residents will continue with the parking clock for those occasions when there is a need to drive into town or for the wider benefits of free parking in other New Forest District Council controlled car parks covered by the scheme.

To ensure parking clock revenues don't reduce, we suggest that the clock is an integral part of the scheme. Allowing free access to the bus services for up to 2 adults (plus children) on production of a valid stickered parking clock. Thus, guaranteeing that those making use of the free service would free up parking spaces for out of town visitors to use and would in turn generate income for the council and traders as identified earlier. This might also increase the purchase of parking clocks for those wishing to use the bus who do not have a car (600 additional parking clock sales would fund the free service)

There is the potential of loss of long stay parking clock revenue from Ringwood residents living on the bus route who currently work in Ringwood Town centre or park and commute from Ringwood who may choose to take advantage of the free town service. However, due to the current limitations on the RG1 and RG2 timetable it is unlikely that there would be a significant drop in long stay parking clock revenues.

Other Considerations

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Perceived Double funding- Currently all Hampshire residents contribute to the concessionary fare scheme, however only those with a bus pass are eligible to use the scheme with the majority of residents paying for a benefit/ service that they are not entitled to use – this proposal ensures that every resident in Ringwood would be able to use the service free at point of use.

Ensuring the operator maintains funding through the Concessionary fare scheme – This proposal is only viable if the operator is able to claim against the concessionary fare scheme - this can be achieved through the scheme rules – those who have a bus pass must show it , those who do not have access to a free bus pass for instance be able to collect (or pay a one off token fee) from/to the Town Council for a sticker that can be placed on their yearly parking clock that entitles them to the free travel.

Such a scheme could be replicated in other towns in the New Forest.

If the buses are free HCC may not be obliged to fund the concessionary fares – Since free usage would be dependent of the production of a valid bus pass or a stickered parking clock, any other passengers would still have to pay for the journey.

Marketing of Ringwood

This paper acknowledges that unless the freed-up car parking spaces are converted into new fee-paying vehicles and occupants ready to spend in the town all this proposal will do is to create the additional parking space. Therefore, once the free service has taken off and car parking spaces become regularly available a marketing campaign that encourages more people Ringwood should be considered to maximise the overall benefits achieved by providing free R1 and R2 bus services

Alternative funding sources

- Increase the cost of parking clocks by £1 per year
- Ringfenced additional revenues from increased parking revenues
- Secure additional grant funding
- Consider creating a business improvement District for Ringwood

Next Steps

- Engage Officers and Cllrs of Ringwood TC and New Forest District Council
- Survey of Businesses in the town centre of the impact a free bus service might have
- Survey residents of Ringwood

Referencing

IN Movement [2018] The Seductive appeal of free public transport. viewed online at <https://www.inmvt.com/en/insight/seductive-appeal-free-public-transport/> on the 14/05/2020 (UK Government); L.Butcher; D.Hirst; [2019] Concessionary Bus fares Briefing Paper, UK Parliament. Viewed online at <http://commonslibrary.parliament.uk/research-briefings/sn01499/> on the 14/05/2020.

Annex A: Action Plan

Action	Timeframe	Action Owner/lead
Submit the completed report to RACE board and REAL WP along with car-sharing proposal	August 2020	Mary De Boos
If endorsed meet with Officers, cllrs of NFDC, HCC to seek buy-in and support.	Autumn 2020	Darren Hall and Mary De Boos / RACE / REAL nominated person
Draft a travel survey for Ringwood residents to gauge take-up of ideas using survey monkey	Autumn 2020	Darren Hall
Launch Survey	Q4 2020	RACE
Based on the survey results further develop business cases which the public would support	Q4 2020	RACE and REAL
Engage with Stakeholders to secure agreement to implement free bus service for time to be agreed e.g April 2021	Q4 2020	

Annex B: Households within 5 minutes walk of a R1 or R2 Bus stop

Bus stops	Approx. households
Highfield Road	114
Northfield Road	126
North Poulner Road	232
Morant Road	92
Poulner Schools	180
Poulner Tesco's	221
Poulner White Hart	236
Ash Grove	215
Parsonage barn Road	120
Castleman Way	69
Lidl Christchurch Road	42

Annex C:

Converted Passengers per journey per day	Total expected passengers per day	Car parking spaces freed up per week	Weekly Potential Additional Car Park Revenue*	Potential spend from additional visitors to Ringwood per Week**
1	9	54	£135	£270
2	18	108	£270	£540
3	27	162	£405	£810
4	36	216	£540	£1,080
5	45	270	£675	£1,350
6	54	324	£810	£1,620
7	63	378	£945	£1,890
8	72	432	£1080	£2,160
9	81	486	£1215	£2,430
10	90	540	£1350	£2,700

*based upon each freed up car parking space being occupied for a 3-hour period by a fee -paying vehicle and generating £2.50 for this period

B

** Based on an assumption that each new fee-paying vehicle occupant will spend an additional £5 per visit in Ringwood.

Annex D

Annual potential Income Projections

Additional Passengers per day	Car parking spaces vacated for a fee paying visitor per year	Total projected car park revenue per annum	Total projected in town spend per annum	Total projected combined parking and town spend per annum
9	2808	£7k	£14k	£21k
18	5616	£14k	£28k	£42k
27	8424	£21k	£42k	£63k
36	11,232	£28k	£56k	£84k
45	14,040	£35k	£70k	£105k
54	16,848	£42k	£84k	£126k
63	19,656	£49k	£98k	£147k
72	22,464	£56k	£112k	£168k
81	25,252	£63k	£126k	£189k
90	28,080	£70k	£140k	£210k

Safer cycling and pedestrian routes connecting Ringwood, Poulner and the New Forest

1. Introduction and reason for the report

- 1.1 The Government is promoting walking and cycling in preference to travelling by cars as a way of improving people's health and reducing fossil-fuel use;
- 1.2 There was an increase in cycling during Covid lockdown, which has waned as restrictions have lifted, road traffic and the perceived collision risks to cyclists has returned;
- 1.3 This report suggests changes to traffic routes and signage that would encourage safer travel by pedestrians, cyclists and road users;
- 1.4 This report from RACE, supported by the REAL WP, recognises that RTC is not a decision-making authority for making the changes suggested. However, it seeks RTC support for an initial scheme that would be presented to Hampshire County Council in due course.

2. Background

- 2.1 Government funding has increased recently to support walking and cycling in urban areas <https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking>;
- 2.2 Physical exercise decreases obesity, increases fitness and generally improves life outcomes;
- 2.3 Less traffic decreases localised pollution, such as particulates which harm people and wildlife;
- 2.4 In a survey of about 200 local Ringwood residents 93% of the respondents said that they would cycle more if there were safer routes available, pointing to a need for a way for cyclists and pedestrians to safely travel within Poulner and Ringwood. The survey highlighted a lack of:
 - 2.4.1 Segregated cycle lanes from both pedestrians and other road users, including signage particularly in the vicinity of schools;
 - 2.4.2 Appropriate speed limits and signage for access routes to the New Forest and schools from residential areas.
- 2.5 This report proposes four changes to the road networks, subject to appropriate risk assessments by Hampshire County Council specialists:
 - 2.5.1 Making Northfield Road between the A338 and North Poulner Road junction and the whole of North Poulner Road one way (in either

C

direction), with provision for cyclists, such as cycle lanes, and provision for pedestrians, such as crossing points;

- 2.5.2 Implementation of a 20mph speed restriction (including cyclists) and 'Quiet Lane' or similar signage north along Gorley Road between the North Poulner Road junction towards Moyles Court School, which would allow safer cycling access to the New Forest;
- 2.5.3 Implementation of a 20mph speed restriction and 'Home Zone' or similar signage on Gorley Road between the North Poulner Road junction and past the Poulner schools down to Southampton Road;
- 2.5.4 Creation of a segregated cycle route with appropriate signage along Southampton Road from Gorley Road into Ringwood School, which may involve two route options. For experienced cyclists, a route down towards Carvers, with signage to separate cyclists from pedestrians and other road users. For less experienced cyclists, the route could diverge at Winston Way, with cyclists dismounting at and crossing over the pedestrian bridge between Winston Way and Queensway.

2.6 The Annex includes a map and possible signage for all the suggested changes.

3. Issues for decision and any recommendations

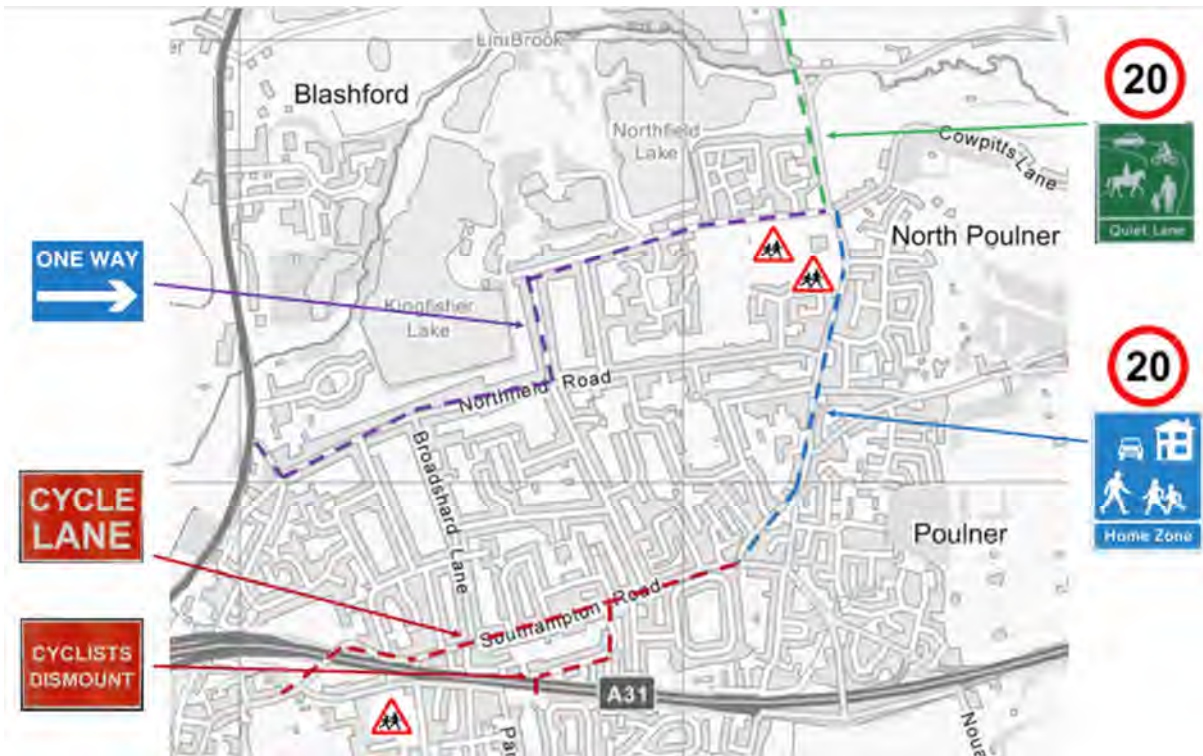
3.1 Whether to lend support to the RACE proposals described for increased road user segregation and speed limits.

For further information, contact:

RACE: Mary DeBoos, 07527 425924, ringwoodraceagainsttime@gmail.com

REAL WP: Cllr Gareth DeBoos, 07904 195605, gareth.deboos@live.com

Annex



RING 3 – Beaumont Park, (Land at Crow Arch Lane and Crow Lane), Crow, Ringwood BH24 3DZ

Planning Permission Refs: 13/11450 Outline Application 175 dwellings

Details granted through: 16/11520 – Phase 1 - 62 dwellings;

17/11358 – Phase 2/3, care home, business use, POS, landscaping;

17/11309 Reserved Matters– Phase 2, 113 dwellings.

18/11648 - Development of 20 dwellings comprised of semi-detached houses; terraces; 1 block of flats, bin & cycle store; detached garages; public open space, landscaping, internal access arrangement and ancillary infrastructure.

The Developer has recommenced work on site.

Planning permission has been granted for final Phase of the development and construction of this phase has recommenced.

The only other houses that remain under construction are some of the affordable houses in the Northern section of Phase 2 and Plot 72 which is being built on land previously being used by the sales team.

Some of the soft and hard landscaping snags have been carried out, but there is a lot of soft landscaping still required to be done. The Site Manager has stated that this will be carried out in September. This will tie in with the annual check I carry out during September in readiness for any remedial planting that is required during the planting season. This work can be carried out altogether. I will be monitoring these works to make sure we achieve a suitable standard ready for transfer of the land.

The allotments commenced development, but due to being left during the Covid crisis will require work to bring them back to a satisfactory standard. The Site Manager knows this and is programming the work in.

There are still hard landscaping issues mainly regarding the play area adjoining the Northern SANG (Suitable Alternative Natural Green space) and the dog play area in the Southern SANG. These too will require monitoring to ensure transfer of the land can take place.

Some of the affordable housing at the Northern end of the site is now occupied. The parking area has now been created in the Western section. The internal fixes are taking place in these houses in readiness for handover.

The construction of the ditch at the Northern end of Phase 2 has commenced. Agreement between the adjoining Residents, the Developer and the Planner has now been reached regarding this area. I will be monitoring this work to ensure that it is carried out as per the agreed details.

The service line linking Phase 2 to Phase 3 has been installed.

The Developer has recently been carrying out remedial works to the Southern SANG to correct land levels there. I asked for remedial work to the land to the West of this SANG to be carried out at the same time to remedy the damage done by the service line excavation works. This has been agreed and is being carried out currently.

The only Plots remaining for sale on this development are Plot 74 in Phase 2 (Plot 72 has exchanged and is expected to be occupied by the end of 2020 as is Plot 104). Plots 168, 185 and 194 are for sale in the final Phase. All other plots in this area of the development are sold and occupation is expected during December 2020. The Site Manager does not expect to leave site until March 2021.

The main spine road into the industrial estate has been constructed. The adjoining SANG has commenced construction.

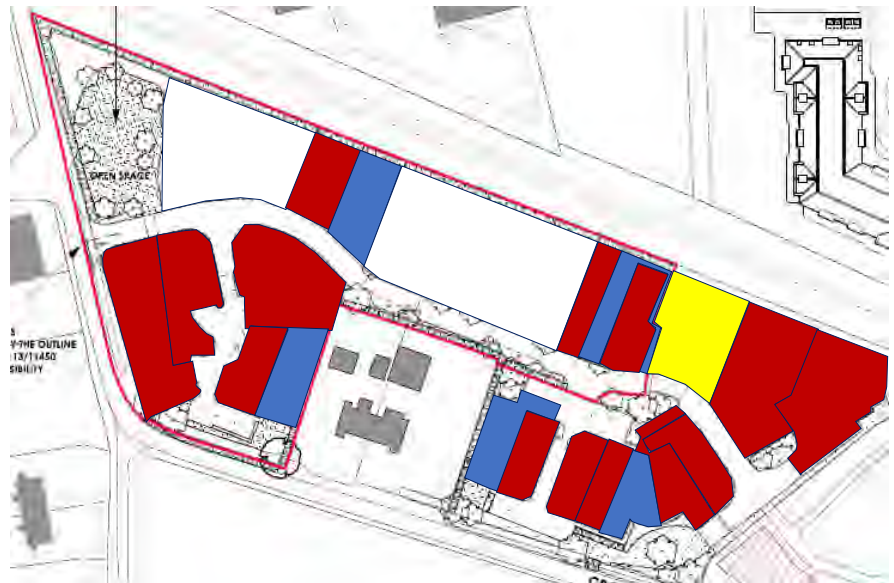
Regular monitoring of this site by the Site Monitoring Officer will continue in the short, medium and long term.

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Phases 1 and 2

Southern Phases



Occupation Status

-  Not commenced construction
-  Under construction
-  For Sale

-  Reserved
-  Exchanged
-  Occupied



Ringwood Town Council Flood Emergency Plan

Version DD/MM/YY

If there is a flood emergency in your local area, we will do our best to let you know and offer assistance.

If you are in immediate danger call 999

E

Introduction and Reason for a Plan

Ringwood Town Council (RTC) looks after the commons and the community of the parish, part of which is to anticipate and mitigate risks associated with emergency events, such as flooding.

According to the Hampshire and Isle of Wight Local Resilience Forum Risk Matrix 2018, fluvial flooding has a medium likelihood and moderate impact.

Floods in the parish could be caused by the level of the River Avon rising, blocked drains or heavy rainfall. Flooding could be minor, causing roads to block, or more serious, causing homes to be flooded. In the main, this Flood Emergency Plan addresses more serious scenarios.

The intention of this Flood Emergency Plan is to simply document the resources available to react to serious flood risks or actual events. It isn't a detailed response, but rather a 'call to arms', which assembles the assets required to tailor an appropriate response.

For clarity, this Flood Emergency Plan is neither a replacement for the county level emergency planning by Hampshire County Council (see <https://www.hants.gov.uk/community/emergencyplanning>) nor a substitute for the New Forest District Council Emergency Response Plan (<https://www.newforest.gov.uk/article/1026/Emergency-Planning>) nor a substitute for real time advice given by the Environment Agency (twitter.com/EnvAgencySW or facebook.com/environmentagencywessex), but seeks to address a local flood emergency with local actions. In this manner, it is expected that there would be a decrease in actions required from the Emergency Services. Note also that in an extreme flood event, main road routes into Ringwood Parish could be cut by flood water, so a degree of autonomous resilience would seem prudent.

It is not the role of RTC officers or the Emergency Services to help move furniture or similar. This is the responsibility of householders. Those people at risk of flooding and not able to take precautionary measures may choose to 'buddy' with an able-bodied neighbour to provide assistance. Please remember though - possessions can be replaced, whereas your life cannot be.

Don't take any unnecessary risks.

Plan Distribution List

<i>Name</i>	<i>Role</i>	<i>Phones</i>	<i>email</i>	<i>Issue date</i>

Plan Amendment List

<i>Date of amendment</i>	<i>Date for next revision</i>	<i>Details of changes made</i>	<i>Issued on</i>
DD/MM/YY	DD/MM/YY	First version issue	DD/MM/YY
DD/MM/YY	DD/MM/YY		DD/MM/YY
DD/MM/YY	DD/MM/YY		DD/MM/YY
DD/MM/YY	DD/MM/YY		DD/MM/YY
DD/MM/YY	DD/MM/YY		DD/MM/YY
DD/MM/YY	DD/MM/YY		DD/MM/YY
DD/MM/YY	DD/MM/YY		DD/MM/YY

Note that in uncontrolled copies of this document, Annex C must be redacted to comply with General Data Protection Regulation.

E

Background Information

If a flood risk is identified or an actual flood event is observed, this should be reported as soon as practicable to the **Wessex Water** Flood Emergency email:

floodwessex@environment-agency.gov.uk

This goes to the Wessex Water flood team. Anyone can do this. You can also call the sewage flood 24hr phone line:

0345 850 5959

In a flood situation, your first priority should be to get yourself and any others with you to a safe place. If you are a 'Buddy' of a vulnerable person, please check they are safe. Don't forget to consider your pets too. It is important that you stay calm and focussed.

If it seems likely that the building you are in will be flooded, then turn off the electricity and gas. Work out where there is a high point in the building and plan for that to be your 'camp site', so take food and water. Dry clothes/blanket for each of you. Torches. Mobile phone. A bucket for waste, as WC's within the property may be unsafe to use and discharge back into the house if flushed.

If you don't have a safe high point or feel vulnerable for whatever reason, you could choose to move to a **Safe Assembly Point** (Annex A). If you can, make sure that you take essential medicines, a mobile phone and spare cloths, just as you would if you were going for a weekend away.

If you are concerned about an Environment Agency Local Alert but have not observed any signs of or actual flooding, then please check their website (<https://flood-warning-information.service.gov.uk/warnings>).

The **Environment Agency** also have an emergency phone service:

08459 88118 or **0345 988 1188**

If you call any emergency number, you may be asked questions, such as:

- Your name;
- Your phone number;
- Where you are now;
- Who's with you (including pets);
- What you plan to do;
- Where the flood is;
- About the appearance of the flood.

For information, there are varying levels of emergency. A minor flood might be caused by a blocked drain, for example, but could still lead to a road being blocked or sewage in the flood water.

More serious events in Ringwood will likely be due to fluvial flooding, where the River Avon has broken its banks. In this case, there is a high risk of property being flooded and livestock could be threatened. In an extreme event, people or livestock may need to be evacuated or rescued.

Remember: if there is a threat to your life or the lives of others

Phone 999.

If the flood water is over 10cm/4 inches deep, it's potentially dangerous, especially if it is fast flowing. **Do not try to walk through it.** At 30cm/12 inches deep, flood water can sweep away vehicles. Also, there could be unseen hazards, like uncovered manholes, and the bow wave from a vehicle can cause damage to flood defences and property. If in any doubt, don't!

If you have got wet from flood water, remove any contaminated clothing before entering your home or safe place – you should assume the flood water is contaminated by sewage.

For serious floods, where you could be cut off for days, you may be asked to move to a safer area or feel that this would be a good idea for whatever reason. Having a mobile phone with you would clearly be helpful. There is a map in Annex A showing the location of Safe Assembly Points. If you don't know the way or your route looks obstructed, ask for help. If you are already on higher ground or in a multi-storied building, it might be better to stay put.

Please don't put yourself in danger. In a serious flood situation, there will be enough for the emergency services to do.

If you're not in danger, please stay off the mobile phone/4G network. Keep the airways clear for emergency calls from people that are!

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A serious flood emergency is an event where individuals are not able to respond without assistance. It would likely involve actual flooding of a limited number of properties or land holding a large number of livestock. It could be a minor flood, but this has led to other impacts, such as power outage, or where some parishioners have been cut off due to flood. There is some information from Scottish and Southern Electricity about distributors in Annex B. It could be that the Avon has burst its banks and is overwhelming its flood plain. The parish map shows areas that could be affected. As this is most likely to be a predictable event, due to heavy rainfall upriver, there would likely be time to generate and implement an action plan. Areas like the Bickerley and around Crow could be flooded. Some areas or individual buildings may be cut off by floodwater. Some major routes into the Parish from the south (B3347), the west (A31) and the north (Salisbury Road) may be impassable. Although this event has never happened in the Parish, climate change makes the chances higher that it may in the future. If you are at risk or are not sure, you could sign up for flood warnings from this Government site: <https://www.gov.uk/sign-up-for-flood-warnings> . By entering your postcode and address, the site will inform you whether you are at risk and, if you are, allows you to be contacted if there is a warning issued.



Some areas or individual buildings may be cut off by floodwater. Some major routes into the Parish from the south (B3347), the west (A31) and the north (Salisbury Road) may be impassable. Although this event has never happened in the Parish, climate change makes the chances higher that it may in the future. If you are at risk or are not sure, you could sign up for flood warnings from this Government site: <https://www.gov.uk/sign-up-for-flood-warnings> . By entering your postcode and address, the site will inform you whether you are at risk and, if you are, allows you to be contacted if there is a warning issued.

In response to a serious flood situation, RTC Flood Wardens will put a call out to the volunteers and wardens of Safe Assembly Points. Information will be posted on the RTC website (www.ringwood.gov.uk) and social media (Facebook @ringwoodtowncouncil). Volunteers are all enhanced DBS checked and will have volunteered with organisations such as Ringwood Good Neighbours or Ringwood Coronavirus Assistance. Safe Assembly Points include church halls and other venues (Annex A). The volunteers will do their best to ensure evacuees have what they need. The list of volunteers is in Annex C.

Annex A - Safe Assembly Points

Church of St Peter & St Paul

Wesley Centre / Trinity United Church

Church of the Sacred Heart & St Theresa

St John the Baptist Church

All Saints Parish Church

Crow Methodist Church

Mockbeggar Hall

Crow Methodist Church

<<Insert map & others>>

Annex B – SSE distributors information and map

Answers to questions to SSE from RTC

Will the electricity supply to ground level distributors be cut in the event of flooding? If so, which parts of the town will lose power?

In the event of flash flooding compromising our ground level assets then our automatic protection systems would operate, making the network safe, potentially disconnecting supplies to all customers on the effected high voltage (11kV) circuit. Typically our 11kV circuits supply between 500 and 2000 properties each, or if only the local distribution substation was lost if the water only effected the low voltage network, then this would be a smaller number, typically 1-200 properties. Our control room, with advice from our field staff would then look to re-arrange the electricity network to isolate the flooded substations and restore those not effected. This would be carried out via a combination of remote switching by our control room and by our field staff carrying out manual switching, restoring as many customers as possible using the remaining healthy network. In the event that the substation was damaged we would repair or replace the asset as soon as it became safe to do so. If the water level rose slowly and we were able to monitor this, then supplies would only be disconnected at a more local level once the water was about to compromise the electrical safety of our assets.

Whilst it is not possible to state exactly what would be lost during a flooding event, this would depend on the flood levels, assuming the substations you have highlighted at ground level are the only sites lost then the area of Ringwood that would lose supplies would be the 430 properties that obtain their supply from these sites along Bickerlev Road down the Christchurch Road. It must be pointed out that we would not be able to completely restore supplies to customers homes or premises that have been flooded until the customers supplier has checked and confirmed their meter is safe and that the domestic side wiring is also confirmed safe or disconnected by an electrician, normally appointed by the properties insurer. We would of course work together with all the involved third parties to make sure this was carried out in the safest and most efficient way.

Are there materials in these ground level distributors that present a safety, health or environmental problem?

Some of our ground level assets, such as transformers and switchgear within our substations contain insulating oil, which is used for insulating and cooling to enable the asset to operate correctly and efficiently. We would not expect flood water to damage one of these oil filled assets, causing a loss of containment.

Higher voltage transformers at our Mill Lane Primary Substation are protected by bunds which provide secondary containment to contain any oil that may leak from them and prevent it reaching the environment. It is possible, but very unlikely that during a flooding event, flood water could overspill the bund wall causing the washout of any standing oil contained in the bunds. To manage this risk we complete regular inspections of our substations and the assets within them and take remedial action to address any issues with oil containment identified.

In the early part of 2010s we installed sheet piling to stabilise the bank of the river adjacent to Mill Lane Primary Substation to protect it from erosion. The site is considered to be compliant with the Energy Networks Association Engineering Technical Report 138 'Resilience to Flooding of Grid and Primary Substations'.

SSE Flood Risk Distribution Sites

- Pole Mounted
- Ground Mounted
- ⬡ Primary





Annex C – Volunteer, safe assembly point, key contacts lists

Safe assembly point contacts

<i>Place</i>	<i>Name</i>	<i>Phones</i>	<i>email</i>	<i>Comment*</i>
Church of St Peter & St Paul	Rev Matthew Trick			
Wesley Centre & Trinity United Church	Rev Mike Shrubsole			
St John the Baptist Church	Rev Adam Skirton			
Church of the Sacred Heart & St Theresa				
All Saints Parish Church				
Crow Methodist Church				
Mockbeggar Hall				

Volunteer list

<i>Area</i>	<i>Name</i>	<i>Phones</i>	<i>email</i>	<i>Comment*</i>
Central	Gloria O'Reilly			Flood warden
Hightown	Gareth DeBoos	07904195605	gareth.deboos@live.com	E-DBS

Other key contacts list

<i>Place</i>	<i>Name</i>	<i>Phones</i>	<i>email</i>	<i>Comment*</i>
Ringwood Medical Centre				

*E-DBS = enhanced DBS checked

REPORT TO PLANNING, TOWN & ENVIRONMENT COMMITTEE – 4TH
SEPTEMBER 2020

APPLICATION OF CIL RECEIPTS

1. BACKGROUND

- 1.1 The Community Infrastructure Levy, CIL, is a mechanism by which property developers contribute to the costs of infrastructure required to service their developments. The CIL regulations state:
- “A local council must use CIL receipts passed to it to support the development of the local council’s area or any part of that area, by funding –
- a) The provision, improvement, replacement, operation or maintenance of infrastructure; or
 - b) Anything else that is concerned with addressing the demands that development places on an area. “
- 1.2 The levy is collected by the planning authority and a proportion is passed on to the Town Council. At the end of March 2020, the Town Council held a balance of £19,300.94. A formal decision is required in order to use CIL funds for any project.

2. CIL Receipts & Allocations 2020/21

- 2.1 During 2020/21, additional CIL receipts of £472.74 have been received. The balance of uncommitted CIL receipts at the end of August 2020 is therefore £19,773.68.
- 2.2 No CIL receipts have been applied in the current year and there are no new plans to use CIL funds to defray expenditure.
- 2.3 There remain outstanding commitments to complete work on projects which began in earlier years. These include the Human Sundial for which there remains an outstanding commitment of £5,500 and improvements at Carvers Grounds for which £1,051 of the approved budget of £10,000 remains outstanding
- 2.4 A further receipt of funds is anticipated during the second half of the year but there is no indication yet of the amount that might be expected.

3. FINANCIAL IMPLICATIONS

- 3.1 The balance of CIL funds is currently £19,300.94 of which £6,551 is committed towards the completion of existing projects. There remains an uncommitted balance of £12,749.

4. RECOMMENDATION

It is **recommended** that:-

- 4.1 Members note the current balance of CIL funding.

For further information please contact:

Rory Fitzgerald, Finance Manager or Chris Wilkins, Town Clerk

Tel: 01425 484723

Tel: 01425 484720

rory.fitzgerald@ringwood.gov.uk

Chris.wilkins@ringwood.gov.uk

Projects with no budgetary implications in 2020-21

Item No.	Name	Recent developments	Resource use				Finish in 2020-21?	Notes
			Finance			Staff time		
			Cost & Source	Spent to date	Predicted out-turn			
C1	Pedestrian Crossings Christchurch Road	Work commenced 24/08/2020, due for completion 02/11/2020.				Minimal	Probable	Scheme includes changes to Castleman Way/Bickerley Road roundabout to improve crossing facilities for pedestrians and cyclists.
C2	A31 improvement scheme	HCC implementing Phase 1 of town centre improvements funded by HE designated funds.				Moderate	No	Start date for main scheme expected to be end March 2021.
C3	Moortown drainage improvements	HCC still considering a controlled opening of the system at some point in the future.				Moderate	Probable	To be funded from Linden Homes developer contribution (£50,000 allocated for flood alleviation works).
C4	Pedestrian Crossing Castleman Way	Developers' contributions allocated but site does not meet HCC criteria for toucan crossing. Agreed to revisit following promotion of cycle path through Forest Gate Business Park.				Minimal	No	Dependent on C5.
C5	Improved signage for cycle path through Forest Gate Business Park	New signage and some minor improvements will be included in the town centre improvements scheme (C2 above).				Minimal	Probable	
C6	Shared Use Path across Carvers	Scheme completed 22/08/2020, with exception of 2 x drop down bollards at Carvers Lane end and materials for ecological area.				Minimal	Probable	Path for cyclists and pedestrians, to link Mansfield Road and Southampton Road.
C7	New footpath to link Linden Homes site with Hightown Road (alongside west of Crow Lane)	Developers' contributions allocated. HCC has now appointed a designer to bring this scheme forward in 202/21.				Minimal	Probable	To be funded from Linden Homes developer contribution.