

**COUNCILLORS**

Nigel Moxon (Chairman)  
Tom Hollis (Vice-Chairman)

Richard Butler  
Anne Callaghan BEM  
Penny Gowland  
Mike Introna  
Kane Oliver

John Ogle  
Roger Upton  
Jonathan Wheeler  
Elizabeth Williamson

**OTHER COUNCILLORS IN ATTENDANCE**

Councillor Neil Clarke MBE  
Councillor Mike Adams

**OFFICERS**

Mick Allen	- Group Manager, Environment and Resources
Martin Elliot	- Senior Scrutiny Officer
Derek Higton	- Interim Corporate Director – Place
Steven Marston	- Design Manager VIA East Midlands
Kate Morris	- Democratic Services Officer
Sean Parks	- Team Manager, Local Transport Plans & Programme Development Team
Alex Smith	- Environment Strategy Manager
Mark Walker	- Interim Service Director, Place and Communities
Jan Witko	- Team Manager, Highways Development Control

**1. MINUTES**

The minutes of the last meeting held on 11 January 2023, having been previously circulated, were confirmed and signed by the Chairman.

**2. APOLOGIES FOR ABSENCE**

None

**3. DECLARATIONS OF INTERESTS**

Councillor Nigel Moxon declared a private interest in the item on Electric Vehicle Charging Infrastructure as he was a member of the Pension Scheme for the National Grid to which he had not contributed for 20 years. This did not preclude him from speaking or voting on that item

#### 4. THE COUNCIL'S ACTIVITIES IN RESPONSE TO THE CHALLENGES OF CLIMATE CHANGE AND TO THE CLIMATE EMERGENCY DECLARATION

The Cabinet Member for Transport and Environment attended the meeting to introduce the report on the activities the Council had undertaken in response to Climate Change and the Climate Emergency Declaration that had been made by the Council in May 2021. The Group Manager for Environment and Resources gave a presentation and provided additional information. A **summary** of the presentation is detailed below:

- The Council had set its Environment policy in May 2019 with a number of priorities to create a wide-ranging policy framework to support the Council's activity around climate change. In September 2021 a refreshed policy had been approved that reflected the Council's declaration of a Climate Emergency in May 2021.
- The baselines figures for the Carbon Reduction Plan and the Greenhouse Gas emissions report had been established and data existed for 2019-20, 2020-21, and 2021-22. The figures for 2020-21 had been impacted by the Covid pandemic due to the significant increase in people working at home. The reports captured what the Council emitted and what was under the control of the Council. It was emphasised that the Carbon Reduction plan focused on direct Council operations.
- A significant percentage of emissions were as a result of electricity use, and in particular street lighting. Work had been undertaken to reduce this with the introduction of LED lighting. Other significant contributors to emissions were identified as heating and lighting for Council buildings.
- In total, across the whole of Nottinghamshire, the Council was responsible for between 1% - 5% of carbon emissions a year.
- Over the last three years the total carbon emissions from the Council had been reduced by around 5,000 tonnes which equated to almost a third of direct emissions being cut. Emission reduction continued after the pandemic, with positive changes embedded in working practices.
- The Green Investment Fund had been established to support a number of projects across the County including tree planting projects, habitat improvement, Solar panel installation and improvement of the Council's fleet vehicles.
- The Council had developed training for staff and Members to highlight how personal actions and corporate decisions impacted on the environment. A programme of Carbon literacy training had been made available to supplement this.
- Although the Council's direct emissions were a limited percentage of the whole County emissions, the Council had the ability to influence, educate and support a wide variety of partners, service providers and other organisations through policy alignment and education.

In the discussion that followed, members raised the following points and questions:

- Members asked about the progress of investment in large scale off-site renewable energy projects, as detailed in the Carbon Reduction Plan.
- Members enquired around the progress of the Recycling Strategic Review, that was being carried out by the Council.
- Members highlighted the Council's ability to influence other organisations around reducing their Carbon impact and asked whether the offloaded environmental costs, produced by external service providers had been considered as part of the Council's CO2 emissions as the delivery of these services formed part of the Council's work.
- Members queried how the Council's CO2 emissions were impacted by the increase in homeworking during and following the pandemic and whether the Council had considered working with partner organisations to establish how this has impacted over all CO2 emissions.
- Members enquired whether car park roofs had been considered as places to site solar panels.
- Members asked what measures were being taken to ensure that the messaging around reducing heating and lighting use within Council buildings was easily accessible and clear to staff.
- Members sought further information on the work that was taking place to promote the green agenda activities with residents across the County.

In response to the points raised the Cabinet Member for Transport and Environment, the Deputy Cabinet Member for Transport and Environment, and officers present provided the following responses:

- Officers confirmed that although there were no large scale offsite solar or wind energy projects underway, a large number of solar PV panels had been installed on rooftops across Council premises. A number of offsite projects had been turned down at District Planning stage, and other projects were not able to be taken forward due to changes to Government policy at the time of proposal, although some of these were able to be reconsidered. The Cabinet Member highlighted that all projects had to balance ambition, planning legislation and appropriate site infrastructure, such as connection to the National Grid.
- Officers confirmed that the report on the Recycling Strategic Review was still being developed as national legislation was still being drafted following a change to national policy.
- CO2 emissions produced by external service providers were not considered within the Council's emissions. External service providers had their own strategies for reducing CO2 emissions. It was noted that the Council could work and liaise with the providers to ensure that their policies to reduce carbon

emissions aligned with those of the Council, but there would be more influence over some external service providers, such as Council owned companies, than others.

- The move to a hybrid model of working had been accelerated by the pandemic and the impact data that the Council had was limited due to the relatively short timeframe that hybrid working had been in place. The Local Partnership tool had been developed that could be used to look at the impact of this change in work style. It was noted that more robust data would be needed to fully assess the impact of hybrid working.
- There were a number of car parks across the County that had solar panels mounted on their roofs. The majority of projects and sites proposed were not considered to be cost effective due to the cost of the solar panels themselves and the relatively low value of the electricity they would generate to sell back into the grid.
- The Employee Green Initiative Group enabled officers across the organisation to focus on green issues at a local level. Signs reminding staff to turn off lights and monitors etc were posted across the Council estate and the intranet. Many buildings across the Council's estate had building energy management systems controlling the environment, but not all buildings had these and so relied on staff to ensure energy was used efficiently.
- Work had taken place with large partner organisations to start the community conversations needed to push the green agenda forward. Officers had also started to work with smaller community groups to help and support their green initiatives and with business to improve their green credentials. Education was also seen as an important tool and a number of initiatives across the County had been used to encourage school age children to think more about habitats for wildlife and our impact on the environment.

The Chairman thanked the Cabinet Member and Deputy Cabinet Member for Transport and Environment and Environment and the Group Manager, Environment and Resources for the attending the meeting and answering members' questions.

## **RESOLVED 2023/05**

1. That the report be noted.
2. That the following issues raised by the Committee in its consideration of the report on the Council's activities in response to the Challenges of Climate Change and to the Climate Emergency Declaration be progressed:
  - a) That to support the activity being carried out to meet the ambition of the Council to be Carbon neutral by 2030, further work should be carried out to enable a greater understanding on the impact of hybrid working on the Carbon emissions related to the delivery of Council services.
  - b) That further work should be carried out to gain a greater understanding of the amount of Carbon emissions related to the delivery of Council services provided through alternative delivery models.

and

that consideration should be given to how this information could potentially be included in the Council's Greenhouse Gases Report.

- c) That further work should be carried to investigate the potential opportunities around the options for using the Council's estate for renewable energy production.
- d) That further information be circulated to the members of the Place Select Committee on the activities being carried out with staff around the efficient use of energy in Council buildings.

and

that consideration should be given to how all elected members can be involved in supporting the delivery of this work.

- e) That a further progress report on the implementation on the Council's activities in response to the challenges of Climate Change be brought to a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.
- 3) That a progress report on the review of recycling centres be brought to the July 2023 meeting of the Place Select Committee.

## **5. ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

The Cabinet Member for Transport and Environment attended the meeting to introduce the report on Electric Vehicle Charging Infrastructure. The Team Manager, Local Transport Plans and Programme Development Team provided a presentation that gave an overview of the work being undertaken around Electric Vehicle Charging Infrastructure in Nottinghamshire, with the Interim Corporate Director – Place, Design Manager VIA East Midlands, Environment Strategy Manager and Team Manager, Highways Development Control providing additional detail. A **summary** of the presentation is detailed below.

- The responsibility for the delivery of the EV charging infrastructure was shared between a number of different organisations and authorities, including the District and County Councils, Midlands Connect, Via East Midlands and national entities such as the National Grid and the Energy Savings Trust.
- National planning policy placed requirements on the District Councils around adequate provision of charging points and parking for ultra-low emission vehicles on all new developments. The Council as a statutory consultee as Highway Authority was able to comment on applications where this was not provided to ensure sufficient provision is provided on all developments. There were different minimum provision requirements for different types of developments.
- On the Council's own estate a number of charging points had been installed and the electric fleet vehicles had access to a number of charge points off site.

More charge points across the estate were planned for installation in the near future.

- As part of the Go Ultra Low programme, run with Nottingham City, Derby City and Derbyshire County Council, 68 charge points had been installed in public car parks. Over 100 other sites had been investigated but most could not be taken forward due to electrical supply and grid capacity issues.
- The EV cable channel pilot scheme had been approved by the Transport and Environment Committee in February 2022. These channels allowed use of the domestic supply for on-street charging. The programme had recently been awarded funding for the next 12-months and the scheme had been launched with 50 applications, with a number of installations either underway or planned.
- Research by Midlands Connect had shown that the uptake of electric vehicles had increased which meant there was more demand for the EV infrastructure. The Council had a comparable number of charge points to regional neighbours at the present time, but this would need to be increased to keep up with projected demand.
- Funding had been made available through the Government and Green partners to allow local authorities to develop relevant strategies and for procurement planning. Midlands Connect had also made available an EV infrastructure planning tool to identify current demand and priorities for delivery.
- There were three main delivery options for EV infrastructure moving forward that offered different levels of risks and benefits, these were:
  - Public ownership: Higher risk, higher initial cost and ongoing maintenance
  - Concessionary models: potential income and risk shared with concessionaire – this model had proved popular nationally in trials
  - Fully funded – All costs on the owner, lowest risk, but also lowest income.

In the discussion that followed, members raised the following points and questions:

- Members highlighted that the EV Charging points in Rushcliffe that used solar canopies had been a successful installation that were well used by the public. These canopies had mitigated against issues with grid capacity and Members suggested that use of the canopies could be pushed out to other district council owned car parks where grid capacity had previously been identified as not suitable for the standard charging points. Members asked how self-sufficient the canopies were at producing the electricity required for charging.
- Members queried why charges at public charging points were much more expensive than the charges incurred by homeowners with private charging points.
- Members asked why the uptake by residents in the channel installation programme had been so low.

- Members enquired about the ongoing liability for maintenance of the EV charging channels.
- Members asked whether the proposed move to Combined Mayoral Authority, and the resulting shift in responsibility for EV Charging, would cause delay to the installation of infrastructure.
- Members queried the cost of installation and maintenance of EV charging points and asked about government funding that would be available.
- Members asked whether the EV charging point required for new residential developments was single phase or free phase and how this impacted on the speed of charging.

In response to the points raised the Cabinet Member for Transport and Environment, the Team Manager, Local Transport Plans & Programme Development Team the Interim Corporate Director – Place, Design Manager - VIA East Midlands, Environment Strategy Manager and Team Manager, Highways Development Control provided the following responses:

- The canopy installation programme was still in the early stages of use, and at the time of this meeting no data existed to address the question on their self-sufficiency. It was noted that as more data became available then officers would be able to report on that query.
- Public charge points were mostly run by commercial concessionaires and existed to make a profit. The capital investment required to install the charging points was significant and so profits needed to reflect that investment. Some providers had established discount schemes and there were specific times of the day that charging cost less. Specific information around costs for installation and running charge points would be difficult to establish from concessionary charging as it would be commercially sensitive.
- The channel installation scheme was only launched recently after securing funding at the start of the year. More marketing was planned to improve the number of applications. Projects were assessed on an individual basis and a variety of reasons had led to some applications being deemed not suitable to progress.
- The charging channels were installed under a licence that required the householder to maintain the channel. This condition to maintain would be transferred with property ownership. What the installation of the channel could not do was to dedicate the parking space for the home owner, this meant that the issue of available parking on terraced streets still remained.
- The Council would continue to work on its EV charging Infrastructure strategy in the event that the combined Mayoral Authority were to go forward. Work also continued to take place in partnership with the other D2N2 authorities to ensure that charging infrastructure would be developed across the combined authority area. It was noted that one advantage of a Combined Authority would

be the additional funding that would become available for the region that could then be used for transport infrastructure, including EV charging capacity.

- In terms of commercial charging points, the entities that operated them had been reluctant to disclose costs due to commercial sensitivity. It was noted that should the Council choose to install chargers, the capital investment required would be high. It was noted that there were some grant funding schemes available from the Government, but the Council would have to bid for that and as such this funding could not be guaranteed. Work around Devolution was showing that economies of scale across the combined area may make such schemes more viable in terms of costs, but this work was in the early stages and required much more detailed analysis.
- The planning requirement for new residential developments was for a 32-amp single phase charging point, however most developers were choosing to install the faster free phase charging points as an additional selling point.

The Chairman thanked the Cabinet Member for Transport and Environment, Team Manager, Local Transport Plans & Programme Development Team the Interim Corporate Director – Place, Design Manager VIA East Midlands, Environment Strategy Manager and Team Manager, Highways Development Control for the attending the meeting and answering members' questions.

#### **RESOLVED 2023/006**

1. That the report be noted.
2. That the following issues raised by the Committee in its consideration of the report on Electric Vehicle Infrastructure be progressed:
  - a) That further work should be carried out to examine how applications by residents to the Electric vehicle cable channel pilot programme could be encouraged and increased.
  - b) That a further progress report on Electric Vehicle Infrastructure be brought to a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.

#### **6. RESPONSE TO THE COMMITTEE ON JOINT WORKING TO IMPROVE RECYCLING RATES ACROSS NOTTINGHAMSHIRE**

The Cabinet Member for Transport and Environment attended the meeting to present his response to the Committee on the Joint working taking place across Nottinghamshire to improve recycling rates.

In the discussion that followed, members raised the following points:

- Members asked what work was being done with businesses to increase recycling rates of business-related waste.



- Members asked if there was further work that could be done with the District and Borough Councils as Waste Collection Authorities to encourage better recycling rates
- Members asked about options for more local, neighbourhood recycling facilities.
- Members enquired when the outcomes of the Recycling Centre Strategic Review, previously discussed at the January meeting, would be made available.

In response to the points raised the Cabinet Member for Transport and Environment, the Interim Corporate Director – Place and the Group Manager, Environment and Resources provided the following responses:

- Business waste needed to be tackled at the source, with a focus on reduction of packaging at manufacturing level. The upcoming Environment Act would be pushing responsibility and obligations back up the supply chain and focused on “Polluter pays” principals. Waste Collection Authorities were responsible for managing the day-to-day management of the waste produced by the businesses. The Joint Waste Management Board was working hard to establish best practice and encourage the day-to-day opportunities for business to increase their recycling rates.
- The Joint Waste Management Board needed to engage with further joint work to ensure the District and Borough Councils, as the Waste Collection Authorities, and the County Council as the Waste Disposal Authority, work together to achieve better rates of recycling.
- The two-tier system did create some issues around recycling rates with the District and Borough Councils being responsible for some elements and the County Council being responsible for other elements, however the Environment Act worked to address the disconnect, and improve the way waste is disposed of across the UK and allow both the District and Borough and the County Council to work together in improved ways. The introduction of this legislation would have an impact on the Recycling Centre review outcomes as it potentially changed the ways some waste should be dealt with.
- The Recycling Centre Strategic Review had been delayed as national policy had changed and legislation to reflect these changes was still outstanding. Officers were not able to fully understand the full implications of the outstanding legislation on the Strategic Review or how changes to national policy may impact the outcomes of the Review and in turn the local services. Discussions to establish the most appropriate location for a recycling centre in the south of the County were underway with a number of sites already having been investigated but discounted due to suitability.

The Chairman thanked the Cabinet Member for Transport and Environment for his response and to the Interim Corporate Director – Place and the Group Manager, Environment and Resources for attending the meeting and answering members’ questions.

## **RESOLVED 2023/007**

1. That the report be noted.
2. That the following issues raised by the Committee in its consideration of the report on the Council's activities in response to the response to the Committee on Joint Working to Improve Recycling Rates across Nottinghamshire be progressed:
  - a) That the Cabinet Member for Transport and Environment, in consultation with officers, gives further consideration to what further activities could be carried out through the Joint Waste Management Board to increase recycling rates across Nottinghamshire.

## **7. OUTCOMES OF THE SCRUTINY REVIEW OF CONCESSIONARY TRAVEL**

The Chairman introduced the report which shared the findings of this task and finish review and outlined the process for the review's findings to be considered by the Cabinet Member – Transport and Environment. The Chairman thanked Gary Wood, Head of Highways and Transport and Pete Mathieson, Team Manager, Commissioning and Policy for the time and effort they had put into the process, which was echoed by the other members of the Review Group. The Chairman summarised the findings of the review group that were detailed in the report.

In the discussion that followed, members raised the following points:

- Members raised issues around parts of the County that did not have access to public transport and queried whether this was impacting the uptake in concessionary travel. Members of the Review Group highlighted that they had learnt as part of the review process that the take up of concessionary travel within Nottinghamshire was 15% higher than the national average.
- In January 2022 at the Transport and Environment Committee had passed a recommendation to look at the feasibility study into introducing free off-peak travel for armed services veterans who live in Nottinghamshire. Members asked whether this feasibility study had been undertaken.
- Members highlighted that the Review group report stated that no area of England had Veterans concessionary travel, however in London there was a concessionary travel scheme for Veterans. Members requested that the report of the Review Group be amended to reflect this information

The Chairman thanked the members of the Review Group and Officers for their input.

## **RESOLVED 2023/008**

- 1) That the report be amended to note that Transport for London offered a scheme of concessionary travel for certain armed forces veterans.
- 2) That, subject to the amendment detailed above, that the recommendations from the scrutiny review of Concessionary Travel, as detailed in the report, be endorsed and referred to Cabinet for their consideration.

- 3) That a report on the feasibility of introducing free off-peak travel for armed forces veterans in Nottinghamshire be presented at a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.
- 4) That a progress report on the Bus Network Review be brought to a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.

## **8. WORK PROGRAMME**

The Committee considered its Work Programme

### **RESOLVED 2023/009**

1. That the Work Programme be noted.
2. That committee members make any further suggestions of items for inclusion on the work programme to the Chairman and Vice-Chairman (subject to consultation with the relevant Cabinet Member(s) and senior officers and the required approval by the Chairman of the Overview Committee).

The meeting closed at 1:19pm

**CHAIRMAN**