

Place Select Committee

Wednesday, 15 March 2023 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

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Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.

- (2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

- (3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Procedure Rules. Those declaring must indicate the nature of their interest and the reasons for the declaration.

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Kate Morris (Tel. 0115 804 4530) or a colleague in Democratic Services prior to the meeting.

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

COUNCILLORS

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

Richard Butler
Anne Callaghan BEM
Penny Gowland
Mike Introna
Kane Oliver

John Ogle
Roger Upton - **Absent**
Jonathan Wheeler
Elizabeth Williamson

SUBSTITUTE MEMBERS

None

OTHER COUNCILLORS IN ATTENDANCE

Councillor Neil Clarke MBE
Councillor Stephen Garner

OFFICERS

Mick Allen	Group Manager, Environment and Resources
Martin Elliott	Senior Scrutiny Officer
Rachel Fowler	Team Manager Waste Strategy & Development
Derek Highton	Interim Corporate Director - Place
Suzanne Heydon	Network Management Director - Via East Midlands
Neil Hodgkinson	Design and Consultancy Director – Via East Midlands
Sue Jaques	Flood Risk Manager
Daniel Maher	Managing Director – Via East Midlands
Kate Morris	Democratic Services Officer
Gary Wood	Head of Highways and Transport

1. MINUTES

The minutes of the last meeting held on 12 October 2022, having been previously circulated, were confirmed and signed by the Chairman.

2. APOLOGIES FOR ABSENCE

None

3. DECLARATIONS OF INTERESTS

There were no declarations of interest.

4. HIGHWAYS AND ROAD SAFETY

The Cabinet Member for Transport and Environment, the Interim Corporate Director, Place and the Head of Transport and Highways attended the meeting to provide a presentation that gave an overview of the outcomes of the Highways Review and subsequent work to implement the Action Plan. To provide technical detail the Managing Director, the Network Management Director and the Design and Consultancy Director from Via East Midlands also attended. A **summary** of the presentation is detailed below:

- Following a motion passed at Full Council in May 2021 a cross party Highways Review Panel was established to address issues around Highways and Road Safety. The review included an LGA Peer Review and external consultation.
- The Review developed a fifty-one-point Action Plan, a good proportion of which had already been implemented or work initiated. Work took place collaboratively with the front-line workforce, officers, Members and Via.
- Major capital investment in roads over a four year period had been introduced with new strategies being developed and implemented. Via had created the Highways Hub to coordinate both scheduled and emergency repairs to highways from a central depot.
- A substantial increase in productivity had been seen following the implementation of the action plan. Existing teams doubled the area of road surface repairs completed, and the number of teams was doubled resulting in a quadrupling of overall productivity. This had allowed a change in emphasis from small patch repairs to larger, more long-term repairs reducing the need to revisit sites and reducing the use of Viafix by over 61%.
- Since the review and the appointment of the new Managing Director of Via East Midlands, the delivery framework had been renewed to improve collaboration, establish a new subcontracting framework and give better value for money.
- Additional funding had been allocated to increase capacity to manage environmental maintenance, included trees maintenance, increasing biodiversity, maintenance for landscaping in town centres, maintenance of footways, and improvement of drainage. Functionality had been added to the MyNotts app to allow easier reporting of drainage issues for the public.
- Partnership working and work with the community was also highlighted in the review. The relationships with District and Parish Councils were reviewed and reinvigorated, as were links with partners and community groups. This had allowed better collaborative working around highways issues.
- Efforts to manage works carried out by the Utilities had been highlighted as a key point in the review. A permitting scheme had been introduced in 2020 that had resulted in a reduction in time taken by the Utilities to complete minor works on the highways. Applications for permits had been rejected

for various reasons including insufficient traffic management measures and incorrect conditions submitted on the application.

- The number of inspections carried out on Utilities work had been increased, and this had led to an increase in the number of identified works where a valid permit for the works taking place was not in place.
- The Highways Review Panel had been keen for the Council to consider a levy on works on the most heavily congested roads. Similar schemes had been introduced by other County Councils and were seen to be self-funding and drove the Utilities to be more efficient.
- The Review Action Plan had included points to improve communications. New letter formats had been developed to give information to residents about what to expect when a road was repaired and when a road was due for repairs. This information had been made available in a number of different formats.
- Road Safety had been an important factor of the Review. An existing database was in place recording injury accidents across the highways network and allowed the identification of accident hotspots which were then targeted. It was further developed to include information around asset management, active travel, and health issues. Information from the database was shared with Police and other partner agencies to target joint activity.
- In the last 20 years the number of casualties on the roads in Nottinghamshire had significantly reduced. Pre 2000 826 people had been killed or serious injured a year on the highways, by the end of 2021 this number had reduced to 278. The Council had set ambitious targets to further reduce those figures by 2030.
- Reductions in injuries and fatalities were attributed to increased efforts around the three 'E's: Engineering, Enforcement and Education
 - Engineering included works such as signage, lining or more involved engineering solutions such as new or modified junctions or crossings.
 - Enforcement work took place with Nottinghamshire Police, most particularly around targeted activity on the main 4 contributing factors to accidents, speed, failure to use a seatbelt, use of a mobile phone and/or, drink/drug driving.
 - Education, for all ages from school children through to mature drivers. Particular focus was on education for 11-15 years olds, cyclists, mature drivers and motorcyclists. Pre-driver courses were identified as effective and should be further rolled out, the potential for sponsorship to extend reach and make them more inclusive was being explored.
- A Motion at Full Council on 20 January 2022 had asked that a 20mph speed limit be explored on all residential roads. A large national pilot had shown that a 20mph limit did not show significant reductions in speed or casualties where the only measures were signage. Local pilots had also not shown an increase in cycling or walking as a subsequent result of 20mph speed limits. Various speed and traffic management techniques had been considered,

many of which were already used throughout the road network. The Review Panel had agreed that the introduction of a blanket 20mph limit would have minimal effect, based on numerous pilots nationally, but acknowledged that individual and bespoke pilots could be trialled. Guidance from the Department for Transport was expected in 2023 detailing a standard approach.

- In September 2021 a two-day comprehensive LGA peer review had taken place. The feedback from the review had been integral to the development of the improvement plan. In December 2022 the LGA Peer Review revisited the authority. Initial feedback from the Peer Review had shown that a great deal of progress had been made against the fifty-one-point Action Plan, with positive changes to leadership and culture having been made, including partnership working and real improvements had been made around customer focus and stakeholder engagement.
- The second review had acknowledged that there was still work to be done and challenged the Council to increase the use of benchmarking for continuous improvement and innovation and to seek out best practice nationally.
- The Cabinet Member for Transport and Environment thanked staff and paid tribute to the workforce for their continued hard work and efforts to bring about the changes identified within the Highways Review.

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

- Members questioned how the increase in citizen satisfaction had been measured, noting that during anecdotal conversation with residents, concerns around Highway condition was still high.
- New powers to enforce moving traffic offences had been introduced by a number of Authorities across the country. Members questioned what Nottinghamshire County Council had done to take up these powers.
- Members asked how highways repairs were initially assessed and how the decision was made to do carry out large patch fixing rather than using the Viafix solution on potholes. They asked how many patching work teams there were in the County in total.
- In terms of Road Safety, concerns were raised that requests for speed restrictions had been turned down in the past due to a lack of casualties. Members asked whether consideration could be given to these policies to allow a more proactive approach, rather than reactive response.
- Following the encouraging news that the number of patching gangs had been doubled, Committee members questioned whether a patching gang should be based in each of the individual districts within the county.
- Some committee members felt that the state of the roads in some particular areas of Nottinghamshire were worse than they were, despite efforts to improve them.

- Committee members questioned what impact inflation had had on the cost of materials and workforce, and how this had then impacted the additional funding detailed in the presentation along with the reduction in government funding.
- Members were very happy to see the significant reductions in fatalities and serious injuries over the last 20 years on the roads of Nottinghamshire and acknowledged the partnership work that had taken place between the Council, Via and other partners. Members requested that further consideration should be given to the reduction in speed limits for the safety of pedestrians as well as other road users where appropriate.
- Queries were raised around how the value for money assessment had been carried out regarding the appointment of a senior consultant on the Highways Review Panel to the Via Board and as an advisor to Via.
- Members noted that across the County there were examples where utilities had carried out works and the reinstatement of those sections of road was not good enough quality where the reinstatements had deteriorated and the subsequent repairs had fallen to the County Council to complete. Members asked how the Council was holding Utility Companies to account for the reinstatements that they were carrying out and ensuring they were good enough quality.
- Members asked about the programme of inspection works for reinstatements and highlighted that for people with mobility issues poor reinstatement of footpaths was a particular issue for concern.
- Members raised concerns that drainage issues and blocked gullies was leading to excess water on the roads which caused an increase in the number of potholes developing.
- Members asked how the progress against the action in the Action plan and improvement would be monitored moving forward.

In response to the points raised the Cabinet Member for Transport and Environment, the Interim Corporate Director, Place and the Head of Transport and Highways along with the Managing Director, the Network Management Director and the Design and Consultancy Director from Via East Midlands provided the following responses:

- The number of complaints relating to road and pathway surfaces had reduced and messages of praise from the public had increased. The Cabinet Member acknowledged that winter months always saw an increase in the number of emergency repairs required on the Highways network, but that overall, numbers had reduced.
- Work on the application for additional powers to the Department for Transport had been completed but the window for applications was not currently open. Once the new powers were granted following the application process they would be rolled out across the county. Feedback from members around hotspots to be targets was welcomed. No definitive timeframe for applications had been given by the Department for Transport at the time of the meeting.

- Once a repair had been identified it was inspected on an individual basis. The newly established Highways Hub had brought together knowledge from various expertise, including the Highways Inspectors and assessed the best option for each repair. Officers informed members that for certain significant defects there was a statutory duty to repair these within 24 hours. These were usually completed using the patch method in order to adhere to statutory time scales.
- Officers informed the Committee that there were eight work teams who had delivered 150,000 square metres of patching across the county. Some machines and techniques could only be used in warmer temperatures due to the methods and materials they relied on and so a focus over the colder months was on the local road networks and clusters of reported potholes.
- Casualty reduction work took place in partnership with Nottinghamshire Police. Locations with high casualty numbers were targeted ahead of those with lower numbers. There was a facility to consider sites with lower or no casualties for traffic calming measures and Members were invited to raise these with their Senior District Manager. There was a process for members to request reviews on hotspots, and these were considered in the confines of Highway legislation and funding availability.
- Patching gangs reacted to highway repair needs across the County so as to provide the most reactive response to local need as possible. There were eight gangs and seven districts meaning that division by area would not be practical or desirable. Officers provided statistics demonstrating an even distribution of works across all of the districts in the County. District geography was not considered when prioritising work. Work was prioritised on greatest impact and best value for money.
- The Cabinet Member confirmed that government funding had remained consistent. Managing the impact of rising costs was challenging as the cost of materials, labour, and running vehicles were all increasing. The Cabinet Member reiterated his acknowledgement that the roads were not perfect, and that it would never be possible to eliminate potholes. Many good repairs had been carried out in the areas highlighted by members. The Cabinet Member reemphasised his praise for the Patching Gangs and their continued efforts to provide effective and efficient repairs across the County.
- Officers confirmed that they welcomed discussions with members about specific areas of concern on the highways. Implementing a blanket 20mph speed limit across the county would mean a reduction in spend on other aspects of Road Safety across the area, including on targeted accident hotspots. Officers confirmed that the fabric and layout of highways could be altered to improve safety, but that human behaviour was also an important factor in improving safety meaning education was an important factor.
- Appointment to the Via Board of a consultant involved with the Highways Review was confirmed on a “time” basis and represented value for money given the expertise that individual brought to both roles. This matter was however, considered to be outside the scope of the Highways Review.

- Improvement of reinstatement works was highlighted in the Review. An inspection process was in place and used to assess the quality of reinstatement works. The Council was willing to challenge the utilities companies around reinstatement work in a non-adversarial way where necessary and noted that the permit scheme highlighted in the presentation was helping to support this work along with the appointment of additional Utility inspectors.
- Officers confirmed that throughout the presentation, and subsequent discussion, when they referred to Highways it encompassed both road surfaces and pavement surfaces. There was a programme of inspection works for reinstatements, a sample of each Utilities work was sampled by compliance inspectors across the county and throughout the life of the works. Members were encouraged to feedback specific issues in their areas with reinstatement works so that inspection teams could target the areas most in need of attention.
- Additional funding of £125,000 had been allocated to addressing drainage issues and an extra £100,000 for maintenance of grips and gullies. A programme for clearing drainage gullies had been developed and was recently implemented. Work was underway on this programme.
- The Highways Review Panel remained in place and would meet periodically or as needed to monitor progress against the Action Plan. A 12-month review meeting was planned to review the work and progress against the actions outlined in the Action Plan and a further update to this committee was planned following that 12 month review.

The Chairman thanked the Cabinet Member for Transport and Environment, the Interim Corporate Director, Place, Head of Transport and Highways, the Managing Director, the Network Management Director and the Design and Consultancy Director from Via East Midlands for the attending the meeting and answering members' questions.

RESOLVED 2023/01

1. That the following issues raised by the Committee in its consideration of the Highways and Road Safety report be progressed:
 - a) That a progress report on the delivery of the Highways Joint Continuous Improvement Plan be brought to the December 2023 meeting of the Place Select Committee.
 - b) That a briefing note detailing the outcomes of the recent peer review of highways be circulated to members of the Place Select Committee.
 - c) That members of the Place Select Committee receive regular briefing notes on highways issues in a format and at a frequency to be agreed by the Chairman of the Place Select Committee, in consultation with the Cabinet Member for Transport and Environment and officers.

- d) That the Place Select Committee carries out pre-decision scrutiny in advance of any decisions taken by the Cabinet Member for Transport and Environment on the location of 20mph speed limit pilot schemes.
- e) That the data that has been collected from the exiting 20mph speed limits pilot schemes be circulated to members of the Place Select Committee.

5. WASTE MANAGEMENT IN NOTTINGHAMSHIRE

The Cabinet Member for Transport and Environment, the Interim Corporate Director, Place, the Group Manager, Environment and Resources and the Team Manager Waste Strategy and Development attended the meeting to provide a presentation that gave an overview of the work being undertaken around Waste Management in Nottinghamshire, a **summary** of the presentation is detailed below.

- Under the Environmental Protection Act 1990 the District and Borough Councils were designated the Waste Collection Authorities (WCA), responsible for the curb-side collection of waste. The County Council was the Waste Disposal Authority and was responsible for receiving and treating the waste, through reprocessing, recycling and disposal.
- The Environmental Protection Act also made the County Council responsible for providing recycling centres which were run through a long-term private finance initiative by Veolia UK who dealt with the vast majority of the County's non-specialist waste.
- There were twelve recycling centres across the County, five delivery points for the District and Borough Councils to deliver waste, the Material Recovery Facility at Mansfield, a composting facility at Oxon subcontracted by Veolia, and energy recovery sites at Eastcroft, Sheffield and Castelford which used steam from the heat produced by incineration to generate electricity, which was then fed into the National Grid.
- As the Waste Disposal Authority, the County Council dealt with around 430,000 tonnes of waste a year from approximately 372,000 households. These figures were rising due to population growth and would be monitored.
- 80% of waste that was taken to recycling centres was recycled, these sites also diverted up to 95% of waste from landfill. An independent annual survey showed 98% customer satisfaction with the Recycling Centre service by users.
- Around 20 years ago about 70% of waste from across Nottinghamshire went into landfill, which equated to around 300,000 tonnes of waste. The figure was now closer to 5% of waste from across the county equalling about 20,000 tonnes a year.
- The recycling rate across Nottinghamshire County sat at around 42% with some variation across districts. This figure had been around the same for a few years and was close to the national average.

- Dry recycling waste from across the County was processed through the Material Recovery Facility in Mansfield. Unfortunately there was an issue with contamination within the dry recycling waste, the target being 5% contamination on waste entering the material recovery facility, however the current average was around 15% with some districts running much higher at 20%. Contamination included food waste, nappies, glass, textiles, and the wrong types of plastics.
- A recent addition to the MyNotts app was the recycling checker function which allowed residents to check whether items were accepted in recycling or not.
- A programme of education work had been developed in partnership with the District and Borough Councils and with Veolia and has been in operation for a number of years. Much of this programme was based online and centred around what could and couldn't be recycled through kerb side recycling collections and reassurance that the waste put into recycling was recycled as opposed to going into landfill.
- The Resources and Waste Strategy has been published by the government in 2018 proposing a number of fundamental changes to statutory duties, however the standard materials proposed for recycling were close to the mix already processed within Nottinghamshire and could be handled with a little additional work.
- The Resource and Waste Strategy also proposed weekly kerb-side food waste collections to be implemented by 2025. This would require work with the District and Borough Councils to implement and sustain the service.
- Consultations around the Resource and Waste Strategy had taken place in 2019 and 2021, but as yet no results had been published.
- A full review of the Recycling Centres facilities was underway, and a final report was due to be taken to the Cabinet Member once available. External consultants had looked at provision at the sites, the location of sites relative to population, opportunities for improvements, how the centres linked into the waste network within the County, how they linked to the duties set out by the Resource and Waste Strategy and how the Council could improve the way the sites operated within contractual constraints.

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

- Committee Members asked about the absence of Equality information within the report. They highlighted that a significant number of citizens had difficulties accessing recycling sites because they did not have a car and walking waste onto many sites was not allowed or was restricted due to an appointment system.
- Concerns were raised that globally Veolia were still working in Russia. Members noted that Veolia consisted of a large number of subsidiary companies, Veolia UK was part of Veolia Global Group and as such had decision making powers over operations in Russia. Committee members asked what representations the Council had made to Veolia to request they stop their activities in Russia and queried whether through this connection

Veolia were bringing the Council into disrepute, contrary to contract paragraph 118.9.3.2.

- Committee members questioned why Bassetlaw recycling rates were so much lower than the county average. It was noted that the demographics of Bassetlaw were comparable to Mansfield and Ashfield, both of which had higher rates of recycling.
- Members noted that food waste collection and the provision of collection caddies was likely to have a significant impact on District and Borough Councils. Members asked whether there would be financial assistance for the District and Borough Councils to implement this scheme.
- Members were concerned that the addition of food waste disposal would be an additional service that would need to be negotiated with Veolia and would represent an additional cost.
- Concerns were raised that the operations for the Recycling Centres were subcontracted out and despite a long-term contract with Nottinghamshire to deal with waste, Veolia did not directly operate the Recycling Centres. Members asked for further information on how these contracts were managed and questioned where additional sites for recycling centres might be located following on from the review.
- Members queried what work was done to educate residents around recycling.

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

- Equality of access was key to the service. The sites as they were currently configured, were car focused and designed for vehicular access rather than pedestrian access. An appointment system remained in place for cycle and pedestrian access to ensure safety on site but moving forward any recommendations from the Review of the Recycling Centres would take that into account and would address concerns about access. Any recommendations about future arrangements for Recycling Centres and waste disposal would be subject to a full Equality Impact Assessment.
- The Cabinet Member fully agreed that the reputation of the Council should be maintained and would not want the reputation damaged by any incorrect interpretation of international relationships. Veolia UK had issued a statement stating operations in Russia were focused around providing essential public services and their withdrawal would compromise the general Russian public rather than impact the government. It was emphasised that operations in Russia were totally separate from the operations of Veolia UK.
- Further work with the District and Borough Councils was needed to push up recycling rates, and to resolve issues that were preventing more recycling taking place.

- Nottinghamshire County Council was not the lead authority for the implementation of food waste collection, it was a scheme that would be implemented by the districts and boroughs were the Waste Collection Authorities (WCA's). The statutory duty would fall to the WCA's to provide kerb side collection for food waste. Funds had been allocated nationally for support to the WCA's with £300 million to be distributed to cover capital costs. It was noted however that at present there was no cover for revenue costs for those services.
- It was noted that Veolia had exclusive contract rights to deal with food waste in Nottinghamshire. There were plans to use the existing transfer stations as delivery points and use some current commercial outlets to process that waste. A technical solution was in place; however no contract was in place currently.
- The County wide review of Recycling Centres was still ongoing and as such there were currently no proposals for the locations of new recycling centres. Issues around subcontracting the sites were also part of the ongoing review. The outcome of the review had been commissioned to improve the provision of service to the public. Following the outcome of the review proposals and final recommendations would be made and shared with the committee.
- It was noted that Veolia provided a range of education materials around recycling and that schools could visit the Materials Recovery Facility with Veolia covering the cost of transport for the schools. It was noted that over 100 school visits to the Materials Recovery Facility took place every year. Veolia also visited community groups and regularly took part in community events. The Veolia Education Officer worked closely with District and Borough Councils and also attended local events. It was also noted that a number of communication campaigns took place throughout the year, including around recyclable materials and food waste.

The Chairman thanked the Cabinet Member for Transport and Environment, the Interim Corporate Director, Place Group Manager, Environment and Resources and the Team Manager Waste Strategy & Development for the attending the meeting and answering members' questions.

RESOLVED 2023/002

1. That the following issues raised by the Committee in its consideration of the Waste Management in Nottinghamshire report be progressed:
 - a) That the statement received from Veolia regarding its operations in Russia be circulated to members of the Place Select Committee.
 - b) That the Cabinet Member for Transport and Environment, in consultation with officers, gives consideration to how the Council can work further with the District and Borough Councils to increase recycling rates across Nottinghamshire.
 - c) That once available, a report on the recommendations arising from the review of recycling centres be brought to the meeting of the Place Select Committee.

- d) That once the situation regarding the responsibilities being placed on local councils by Government around the kerbside collection of food waste become clearer, that the Cabinet Member for Transport and Environment gives consideration to how the Council could support the District and Borough Council's in the provision of collection receptacles.

6. **STATUTORY FLOOD RISK MANAGEMENT SCRUTINY REPORT**

The Cabinet Member for Transport and Environment, the Interim Corporate Director, Place and the Flood Risk Manager attended the meeting to present a report that set out the Council's duties as the Lead Local Flood Authority and present the statutory Section 19 Report in relation to flooding in Worksop on 16 August 2022. A **summary** of the report is detailed below.

- Worksop suffered a surface water flood as a result of heavy rainfall. Around 100 properties were internally flooded and the local hospital was also affected.
- In November 2019 a very different flooding event took place, with around 300 properties being affected as a result of river flooding, the two incidents were not related.
- Surface water flooding came under the remit of the Local Authority, the river flooding event came under the remit of the Environment Agency, both partners worked closely with one another and with other agencies in response to the flooding events.
- The report highlighted that all risk management authorities undertook specific responsibilities as required, and that they were carried out correctly.
- The Section 19 report did not carry any powers to force action, or offer solutions, however it did act as a catalyst to continue the partnership working to establish mitigation options for the affected communities.
- Following on from the immediate response to the flood the Council administered a hardship fund for those affected. A drop-in session was held with local residents to inform this report and offer further support to affected citizens.
- Community volunteers were recruited to act as flood wardens, enabling them to operate a flood signage scheme alongside activating local mitigation measures when necessary. The flood signage scheme operated across the county, if members knew of any residents that may be interested in becoming a volunteer, they were encouraged to make contact.
- Work with partner organisations continued to look at mitigation measures.

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

- Members questioned why the Inspire Library in Worksop flooded on this occasion despite previous works being put in place to prevent such an incident.
- Members also raised concerns around some of the roads, that, although not covered by the Section 19 report did impact significantly on access to local amenities when flooded.

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

- Officers and the Cabinet Member for Transport and Environment confirmed that the Inspire library was not flooded on this occasion, a number of flood prevention measures were put in place during renovations following a previous flood event and these measures had been successful in preventing flooding on this occasion in August 2021.
- Officers welcomed feedback from members on local issues and confirmed they were happy to discuss these outside of the meeting.

The Chairman thanked the Cabinet Member for Transport and Environment, the Interim Corporate Director, Place and the Flood Risk Manager for the attending the meeting and answering members' questions.

RESOLVED 2023/003

That in accordance with Section 19 of the Flood and Water Management Act 2010 and the Council's Lead Local Flood Authority responsibilities, that the Section 19 Report – Worksop – August 2022, as attached as an appendix to the officer's report, be approved and published.

7. WORK PROGRAMME

The Committee considered its Work Programme

RESOLVED 2023/004

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 1:07pm

CHAIRMAN



15 March 2023

Agenda Item: 4

REPORT OF THE CABINET MEMBER FOR TRANSPORT AND THE ENVIRONMENT

RESPONSE TO THE COMMITTEE ON THE COUNCIL'S ACTIVITIES TO THE CHALLENGES OF CLIMATE CHANGE AND IN RESPONSE TO THE CLIMATE EMERGENCY DECLARATION IN MAY 2021.

Purpose of the report

1. The report provides a progress update on the Council's activities responding to the challenges of climate change and the Council's response to the climate emergency declaration in May 2021.

Information

Corporate Environment Policy and Strategy

2. In May 2019, the County Council brought forward a proposal for a new Corporate Environment Strategy (CES) to support national aspirations of the UK becoming Net Zero by 2050. These proposals were approved by Policy Committee in September 2019 and covered the key activities of the Council interacting with the environment, including:
 - *Use of fuel, energy and water in our vehicles and buildings.*
 - *Waste generation, treatment and disposal relating to our buildings and activities.*
 - *The management of the Council's land.*
 - *New developments and projects.*
 - *Procurement of goods and services.*
 - *Use of goods and materials and their impact on the environment.*
 - *Council projects, strategies, and policies.*
3. Following this, in March 2020 Policy Committee approved the new Corporate Environmental Policy (subsequently reviewed and updated in September 2022) as well as thirteen key strategic ambitions for the environment strategy and a plan was created to include sixty-one actions to support the delivery of these key strategic ambitions.
4. In May 2021 Full Council enhanced these commitments and declared a climate emergency, and latterly Ambition 9 of The Nottinghamshire plan 2021-2031 was approved and is dedicated to Protecting the environment and reducing our carbon footprint.

5. The Place Department Leadership Team have operational oversight of the strategy and delivery of the net zero target, due to most of the actions sitting within the Place Department's operations, and a Climate Change team was formed following approval in January 2022.

Greenhouse Gas Emissions Report and Carbon Reduction Plan

6. In January 2022 the baseline Greenhouse Gas Report 2019-20 was approved at Transport and Environment Committee. The baseline year report set the level that the Council is required to get down to neutral to achieve its 2030 carbon neutrality target. This is done through reducing at source where possible and to then to deal with offsetting of any residual emissions.
7. A latest Greenhouse Gas (GHG) emissions report has recently been produced, for years 2021-22, the full report can be found in **Appendix A** and includes 2020-21 emissions.
8. To calculate the Council's GHG emissions the Greenhouse Gas Accounting Tool has been used. Developed by Local Partnerships and the Local Government Association, the tool ensures the appropriate conversion factors for the reporting year are used and that reporting conforms to nationally and internationally recognised guidance.
9. Within the GHG Accounting Tool emissions are identified in the following scopes:
 - **Scope 1** – Direct emissions, includes emissions released straight into the atmosphere by activities owned or controlled by Nottinghamshire County Council.
 - **Scope 2** – Energy indirect, includes emissions released into the atmosphere associated with the consumption of purchased electricity, heat, steam, and cooling, which are a consequence of the Council's activities, but occur at sources the Council does not own or control.
 - **Scope 3** – All other indirect emissions that occur within the Council's value chain, such as staff business travel and the purchase of goods.
10. Emissions have been calculated for activities under the Council's direct operational control (scopes 1 & 2), where the level of data required is relatively accurate, although some areas exist where sufficiently robust data for the baseline year does not yet exist. Where this is the case, the report (**appendix A**) gives an indication of the scale and significance of the excluded emissions sources.
11. For context it needs to be remembered that the County Council only contributes 1-5% from activities within its direct control to overall county wide GHG emissions. Therefore, a large amount of activity that produces GHG emissions is not in our direct control (scope 3). Although we do not have direct control, we do have various levels of influence in these areas and will continue to address this positively through the wider Corporate Environment Strategy action plan. Further work could be done to assess the scale of excluded GHG emissions to help identify and inform opportunities for the Council to influence and set future actions.
12. The Councils Alternative Service Delivery Models (ASDMs) are responsible for their own energy performance and will not be included in the Council's GHG reports. However, we have a responsibility to work with our partners to ensure they are supported in achieving their own targets, those set out in the Carbon Reduction Plan (**Appendix B**) and the CES action plan.

13. The table below shows a summary of Nottinghamshire County Council emissions 2019-20 to 2021-22:

Scope	Emissions source	Emissions (tCO ₂ e)			Percentage change from baseline
		2019-20 (baseline)	2020-21	2021-22	
Scope 1	Heating fuels used in buildings	2,970	2,482	2,454	17% lower
	Fuel used by fleet vehicles	811*	639	615	24% lower
Scope 2	Electricity used in buildings	2,336	1,670	1,558	33% lower
	Electricity used by highways assets	6,750	5,232	4,311	36% lower
Scope 3	Fuel used by staff business travel	1,819	777	1,086	40% lower
	Transmission and distribution losses	771	594	519	23% lower
Total		15, 457	11,393	10,543	32% lower

14. Nottinghamshire County Council’s greenhouse gas emissions reduced by 32% since 2019-20. This level of reduction can be largely attributed to the following factors:

- Changes to working practices driven by the Covid pandemic and the adoption of hybrid working policies, enabling staff to reduce fleet and business mileage through use of upgraded ICT, facilitating use of virtual meetings and events.
- Reduced energy use in Council buildings due to lower occupancy levels from home working, investment in energy efficiency measures, and the impact of increasing grid decarbonisation on emissions from electricity use.
- The reduction seen in emissions from electricity use in highways assets reflects continued investment in LED lanterns for street lighting along with the impact of further decarbonisation of the electricity grid.

15. Although this is a positive reduction, we need to continue to make the necessary decisions and changes to see a continued reduction in emissions. This could become increasingly difficult overtime as such projects like the LED Street Lighting programme are completed.

16. Following the publication of the GHG baseline report a Carbon Reduction Plan has been approved (**Appendix B**), setting out a framework for action and scope for the activities for which GHG emissions will be measured and reported in pursuit of the 2030 goal. These activities fall into the three broad areas of energy use in buildings; energy use in highways assets (mainly street lighting); and energy use in work-related travel and transport (both core and grey fleet).

Green Investment Fund

17. The Green Investment Fund (GIF) was established with an initial capital budget of £550k for 2021/22 and was approved as part of the 2021/2 budget setting process. An internally available fund to which Council services from all departments could apply towards small to

medium projects in support of the environment and delivery of the Corporate Environment Strategy (CES) objectives.

18. A further £750k of capital spend spread over three years (2022-2025) was agreed as part of the 2022/3 budget setting process for further GIF projects
19. Twelve projects have been approved to date, details can be found in **Appendix C**, including improving the environmental performance of one of our outdoor education centres and bus stations, creating a woodland, and enhancing existing Local Wildlife sites, replacing a school parking enforcement vehicle for an electric vehicle with EV infrastructure and improving cycle storage provision across the authority's estate.

Staff Engagement and Training

20. A Climate Change learning package has been developed, this includes the accredited Carbon Literacy training course for Leaders and Managers that's been rolled out since July 2022, so far over 80 members of staff have participated and are now certified Carbon Literacy trained.
21. An eLearning module is being developed and will be available from spring 2023, giving staff a one hour online introductory course on climate change.
22. Climate Fresk (a collaborative workshop that summarises the causes and impacts of climate science) and bespoke training sessions have also been offered and delivered to individual services. These sessions have allowed services to understand how they can help incorporate the required changes to tackle the climate emergency into their services moving forward.

Partnership Working and Wider Emissions

23. The appendices within **Appendix B** reference emissions from the County Council's alternative service delivery organisations. Many of these wider emissions, although not within the baseline are addressed through other plans and programmes, many of which form part of the Council's [Nottinghamshire Plan](#) and its Corporate Environment strategy.
24. Activity includes:
 - Supporting the Integrated Care System Green Board.
 - Working with Public Health colleague to implement Nottinghamshire's Food Charter.
 - Support Procurement colleagues as they implement the Sustainable Procurement Policy.
 - Supporting schools and communities to adapt to climate change.

Next Steps

25. The key next step will be for the Climate Change team to collaborate with colleagues to drive the implementation of the Carbon Reduction Plan and to support partners in development of their net zero strategies and plans. Progress will be monitored throughout the year and will be reported on to the Place Leadership Team and the Transport and Environment Cabinet Member.
26. We will continue staff engagement and awareness raising, this will include the creation of an internal Climate Change newsletter and the continued roll out of the climate change learning package.

27. We will support colleagues on Devolution, particularly around the Net Zero theme and the Local Area Energy Planning.

28. From April 2023 we will be welcoming and assessing the next round of Green Investment Fund projects from internal services.

Financial Implications

29. Whilst there are no direct financial implications in the report individual actions are likely to result in capital and revenue costs variations and will be reported and approval sought at the appropriate time.

Implications for Sustainability and the Environment

30. All the activities noted in this report will contribute to improved environmental performance for the County Council towards the aspiration of being carbon neutral in all its activities by 2030.

RECOMMENDATION

1. Members consider and comment on the report.
2. Members identify the areas of activity that they would like to explore further and determine how this could be carried out.

Councillor Neil Clarke
Cabinet Member Transport and the Environment

For any enquiries about this report please contact:

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E: mark.walker@nottsc.gov.uk

Constitutional Comments (EH 03/03/2023)

31. The report falls within the remit of what the Place Select Committee can consider.

Finance Comments (KP 03/03/2023)

32. There are no direct financial implications arising from the contents of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Electoral Division(s) and Member(s) Affected

All.

Greenhouse Gas Emissions Report 2021-22

The urgent need for action on climate change has been recognised by over 170 nations. The 2015 Paris Agreement signed countries up to work together in limiting global temperature rise to well below 2°C, with the aim of achieving a 1.5°C limit. This is the recognised level established by the Intergovernmental Panel on Climate Change to limit the risks and impacts of climate change to within safe levels. In response to this the UK government set a legally binding greenhouse gas emission reduction target of 100% by 2050, achieving net zero, with an interim target of 78% by 2035.

In March 2020, the Council approved a new Corporate Environmental Policy and Corporate Environment Strategy which reaffirmed its commitment to protecting and enhancing the environment for current and future generations. It has subsequently committed in its 10-year [Nottinghamshire Plan](#) to becoming carbon neutral in all its activities by 2030. The Council is also committed to achieving a net zero Nottinghamshire by 2050 in line with the national target.

Since 2014-15 the Council has reduced carbon emissions from energy use across its properties and highways assets by 69%. However, it recognises the need for further urgent action and formalised this by declaring a Climate Emergency in May 2021.

Date report produced: December 2022

1. Introduction

The term greenhouse gas refers to gases that trap heat in the Earth's atmosphere, increasing the atmospheric temperature and therefore contributing to climate change. These gases include carbon dioxide, methane, nitrous oxide, and fluorinated gases (mainly used in refrigeration and air conditioning). However, emissions in this report are all expressed as carbon dioxide equivalent, CO₂e.

2. Operational Scope and Organisational Parameters

As suggested by the [Government's Environmental Reporting Guidelines](#), Scope 1 and Scope 2 emissions have been included in this report, along with Scope 3 emissions where reliable data exists. A description of the three Scopes taken from the guidelines is shown below:

Scope 1 (direct) includes emissions released straight into the atmosphere by activities owned or controlled by Nottinghamshire County Council. Examples of Scope 1 emissions include those released from combustion of fossil fuels in Council owned or controlled boilers and vehicles.

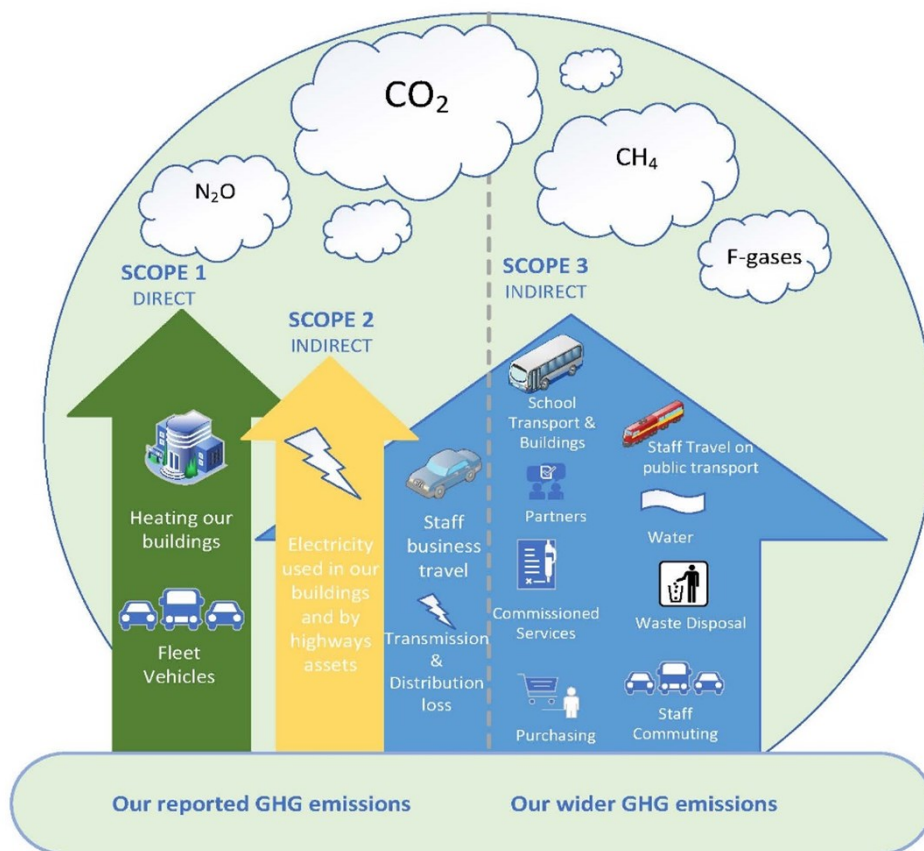
Scope 2 (energy indirect) includes emissions released into the atmosphere associated with the consumption of purchased electricity, heat, steam, and cooling, which are a consequence of the Council's activities, but occur at sources the Council does not own or control. The most common type of Scope 2 emission is electricity purchased for powering our buildings, streetlights, and other highways assets.

Scope 3 (other indirect) emissions are discretionary to include and are a consequence of the Council's actions, which occur at sources which are not owned or controlled by the Council, and which are not classified as Scope 2 emissions. Examples of Scope 3 emissions include those from private cars driven on Council business (grey fleet) or the emissions associated with the procurement of goods and services.

This report contains details of emissions related to activities within the Council's operational control. As such, some activities which the organisation has influence but no control over, for example those provided by some partners, have been excluded. Other exclusions may have been made due to the difficulty associated with gathering the data, and these exclusions will be reviewed on a year-by-year basis.

Appendix 1 lists each source by Scope and briefly describes the basis for inclusion or exclusion in this report.

The diagram below sets out a summary of included and excluded emission sources:



3. Base Year and Target

The baseline year set for the Council's Greenhouse Gas Reporting is 2019-20.

The Council's target is to achieve carbon neutrality in all its activities at by 2030.

4. Calculation Methodology

Emissions have been calculated using the [Greenhouse Gas Accounting Tool](#) developed specifically for local authorities by Local Partnerships working with the Local Government Association. This tool ensures the appropriate conversion factors for the reporting year are used for the various emission sources to convert consumption data into tonnes (t) CO₂e.

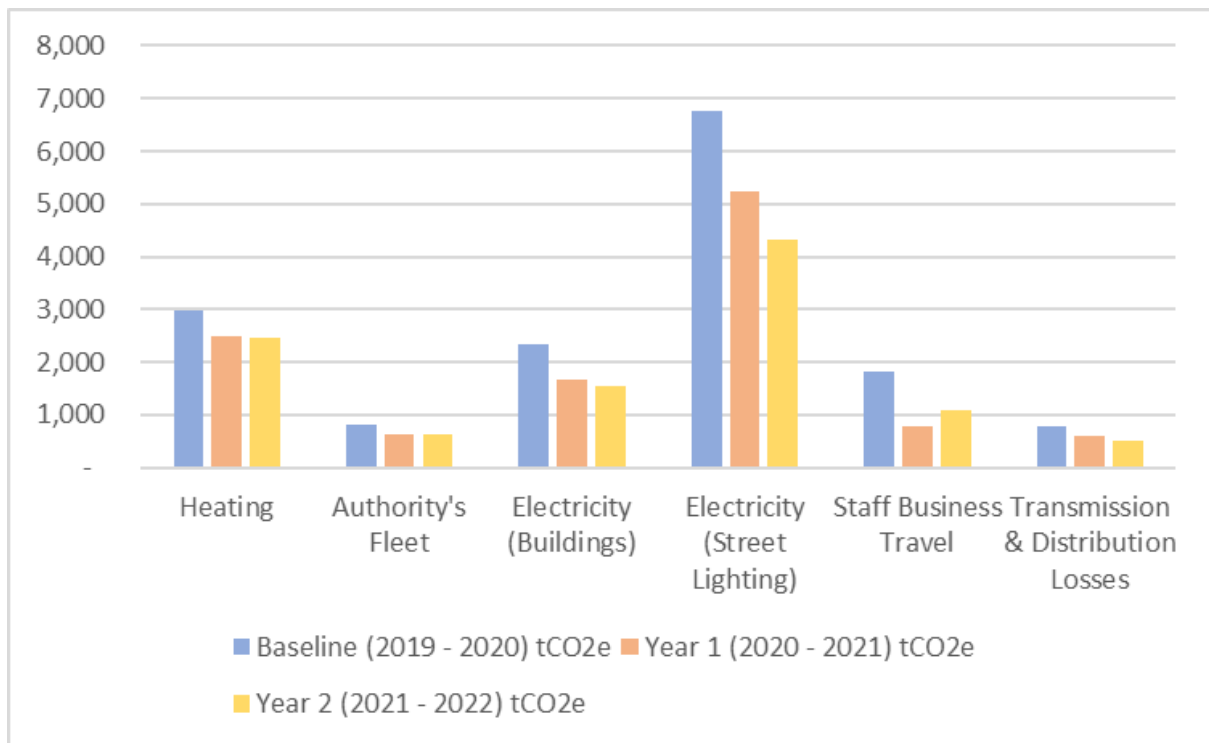
5. 2021-2022 Emissions

Table 1. Summary of emissions for Nottinghamshire County Council 2019-20 to 2021-22.

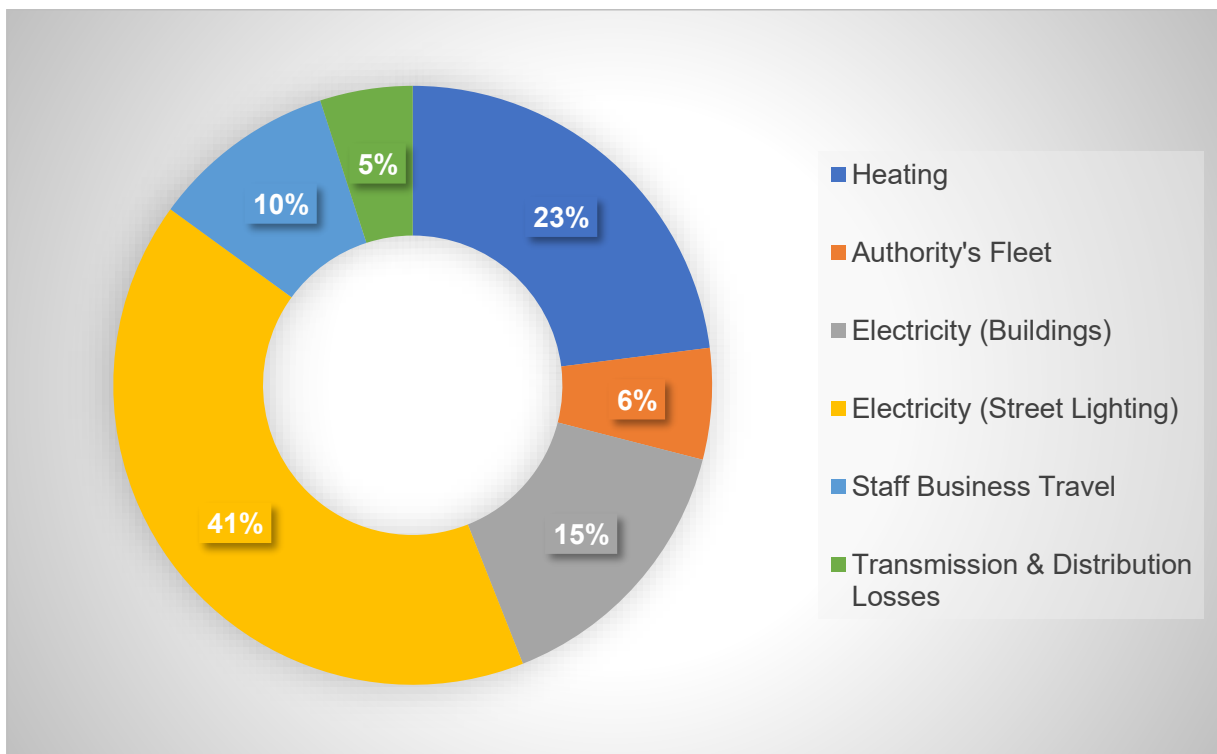
Scope	Emissions source	Emissions (tCO ₂ e)			Percentage change from baseline
		2019-20 (baseline)	2020-21	2021-22	
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	Fuel used by fleet vehicles	811*	639	615	24% lower
Scope 2	Electricity used in buildings	2,336	1,670	1,558	33% lower
	Electricity used by highways assets	6,750	5,232	4,311	36% lower
Scope 3	Fuel used by staff business travel	1,819	777	1,086	40% lower
	Transmission and distribution losses	771	594	519	23% lower
Total		15, 457	11,393	10,543	32% lower

* This figure has been adjusted down from the previous Greenhouse Gas Emissions Report due to errors in data which have now been rectified.

Graph 1. Comparison chart of greenhouse gas emissions 2019-20 to 2021-22



Graph 2. Summary pie chart of percentage share of emissions by source for Nottinghamshire County Council activities 2021 -22



6. Commentary

Nottinghamshire County Council's greenhouse gas emissions reduced by 32% since 2019-20. This level of reduction can be largely attributed to the following factors:

- Changes to working practices driven by the Covid pandemic and the adoption of hybrid working policies, enabling staff to reduce fleet and business mileage through use of upgraded ICT, facilitating use of virtual meetings and events. The increase in emissions from staff business travel between 2020-21 and 2021-22 reflects a return to more normal, post-pandemic, circumstances.
- Reduced energy use in Council buildings due to lower occupancy levels from home working, investment in energy efficiency measures, and the impact of increasing grid decarbonisation on emissions from electricity use. The reduction in heating emissions from fossil fuel use being less than that for electricity use is probably due to buildings needing to be adequately ventilated to help reduce risk of viral transmission, yet still heated to the same temperatures regardless of occupancy levels.
- The reduction seen in emissions from electricity use in highways assets reflects continued investment in LED lanterns for street lighting along with the impact of further decarbonisation of the electricity grid.

7. Carbon Offsets

Nottinghamshire County Council has not purchased any carbon offsets.

8. Renewable Energy Generation

PV solar panels on 40 Council buildings generated 855,721 kWh during 2021-22.

9. Green Tariffs

The Council has not purchased any green tariff energy for the years covered by this report. From April 2022, all electricity used in Council properties and highways assets will be supplied via a green tariff, which will feature in future reports.

Appendix 1 – Emission Sources

A. IN SCOPE EMISSION SOURCES	
Scope 1	Description
Gas	Emissions from fuel consumed for heating purposes in the Council's property assets, excluding its schools and other buildings outside its operational control, such as those operated by Inspire and Via.
Kerosene	As above.
Burning oil	As above.
Biomass	As above.
Core fleet (the Council's fleet of diesel/petrol vehicles)	Emissions from fuel consumed by Council owned or leased fleet covering all services directly operated by the Council, including some adult social care services, school transport, special needs travel and local bus transport.
Scope 2	
Electricity – streetlighting	Emissions associated with electricity consumed by the Council's highways assets, including street lighting, traffic signs and signals, lit bollards, subway pumps and other miscellaneous equipment.
Electricity - buildings	Emissions associated with electricity consumed by the Council's property assets, excluding its schools and other buildings outside its operational control, such as those operated by Inspire and Via.
Core fleet (electric vehicles)	Emissions associated with electricity consumed by Council owned or leased fleet covering all services directly operated by the Council, including some adult social care services, school transport, special needs travel and local bus transport.
Scope 3	
Business travel (private vehicles)	Emissions arising from staff business travel in private vehicles.
Transmission and distribution losses	Emissions associated with the delivery component of getting electricity from the point of generation to point of supply.

B. OUT OF SCOPE EMISSION SOURCES	
Scope 1	Description/reason
Refrigerant and other fugitive emissions	Excluded due to lack of data. Preliminary assessment indicates these emissions are negligible.
Scope 3	
Staff travel to and from work	Excluded as the Council does not have direct control over the methods used for travel and there is a lack of robust available

	data. The Council can influence through flexible working policies and various support schemes for greener options.
Business travel (public transport)	Journeys by modes other than private vehicles, such as by air, train and bus are excluded. Preliminary assessment suggests this is not significant.
Water	Emissions from water supply and treatment to Council property assets is excluded as the data available is low quality due to the prevalence of estimated consumption used for billing.
Nottinghamshire County Council schools	Schools are outside of the Council's operational control.
Waste	Emissions associated with waste generated from Council activities are excluded due to insufficient data.
School transport - mainstream and special educational needs or disabilities home to school journeys	Excluded due to lack of data and being outside of the Council's operational control.
Contracted travel relating to adult social care and other ad-hoc travel	Excluded as outside of the Council's operational control.
Other procured goods and services	Emissions associated with goods and services purchased by the authority are excluded due to lack of data and are being addressed via the Council's Procurement Strategy.
Alternative service delivery models - includes Via East Midlands, Arc Partnership, Inspire Culture, Learning and Libraries, the National Water Sports Centre, and several country parks	Emissions excluded as such organisations are considered outside of the Council's operational control. They will be encouraged to produce their own emissions reports, reduction plans and targets, where they do not already so.

Carbon Reduction Plan for Nottinghamshire County Council 2022-2032



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2. CONTEXT

3. CO-BENEFITS

4. SCOPE OF EMISSIONS SOURCES

5. BASELINE

6. TARGETS

7. ACTION PLAN FRAMEWORK

7.1 Reducing emissions from energy use in property assets

7.2 Reducing emissions from energy use in highways assets

7.3 Reducing emissions from business travel in fleet vehicles

7.4 Reducing emissions from business travel in private vehicles (grey fleet)

8. SUMMARY OF KEY ACTIONS TO BECOME CARBON NEUTRAL

9. DEALING WITH RESIDUAL EMISSIONS

10. NEXT STEPS

APPENDIX A

Carbon Reduction Plan for Nottinghamshire County Council 2022-2032.

1. INTRODUCTION

In March 2020, the Council approved a new Corporate Environmental Policy that reaffirmed its commitment to protecting and enhancing our environment for current and future generations. It has subsequently declared a climate emergency and committed to becoming carbon neutral for its activities by 2030 and achieving a net zero Nottinghamshire by 2050, in line with the national target.

This Carbon Reduction Plan sets out a framework for action and scope for the activities for which greenhouse gas (GHG) emissions will be measured and reported in pursuit of the 2030 goal. These activities fall into the three broad areas of energy use in buildings; energy use in highways assets (mainly street lighting); and energy use in work-related travel and transport. Greenhouse gases cover more than just carbon dioxide, but for reporting purposes all emissions are expressed as carbon dioxide equivalent, CO₂e.

2. CONTEXT

The national and international context to this plan is well documented, suffice to say this Plan supports the UK's commitment to reducing its greenhouse gas emissions by 78% by 2035 (based on 1990 levels) and to zero by 2050, in order to play its part in averting a global temperature increase that poses an existential threat to humankind and countless other species.

3. CO-BENEFITS

It should be noted that measures that reduce greenhouse gas emissions often deliver other benefits to organisations and society in general, such as reduced utility bills, reduced staff travel costs and improvements to health and wellbeing through cleaner air and increased levels of physical activity. In considering measures to reduce its emissions the Council will look to maximise such co-benefits.

4. SCOPE OF EMISSIONS SOURCES

In determining the scope of emissions sources for reporting purposes, the Council has taken a pragmatic approach to include those emissions within the Council's operational control, which are significant and for which robust data is readily available or relatively easy to collect.

The international [greenhouse gas protocol](#) recognises 3 scopes of emissions sources:

Scope 1: covers direct emissions from those activities owned or controlled by the Council, which for the Council will be mainly from fuel consumed in boilers and vehicles.

Scope 2: covers indirect emissions from the consumption of electricity, heat, steam, and cooling.

Scope 3: covers all other indirect emissions that are present in an organisation's chain. These are from sources of emissions that the Council does not own or have direct control over, such as those from private cars driven on Council business (the grey fleet) or embedded emissions from procurement.

The emissions reported by the Council in its baseline report for 2019-20 ([GHG Emissions report 2019-20](#)) include those from:

- Energy used in powering street lighting, traffic signs and signals, and other highways assets such as subway pumps, ticket machines and bus shelters
- Energy used to heat and power our operational buildings
- Fuel used by fleet vehicles owned or leased by the Council
- Fuel used by grey fleet (vehicles owned by staff and used for Council business)

Emissions from the following sources are **outside** the scope of this plan and have been excluded from the baseline emissions report:

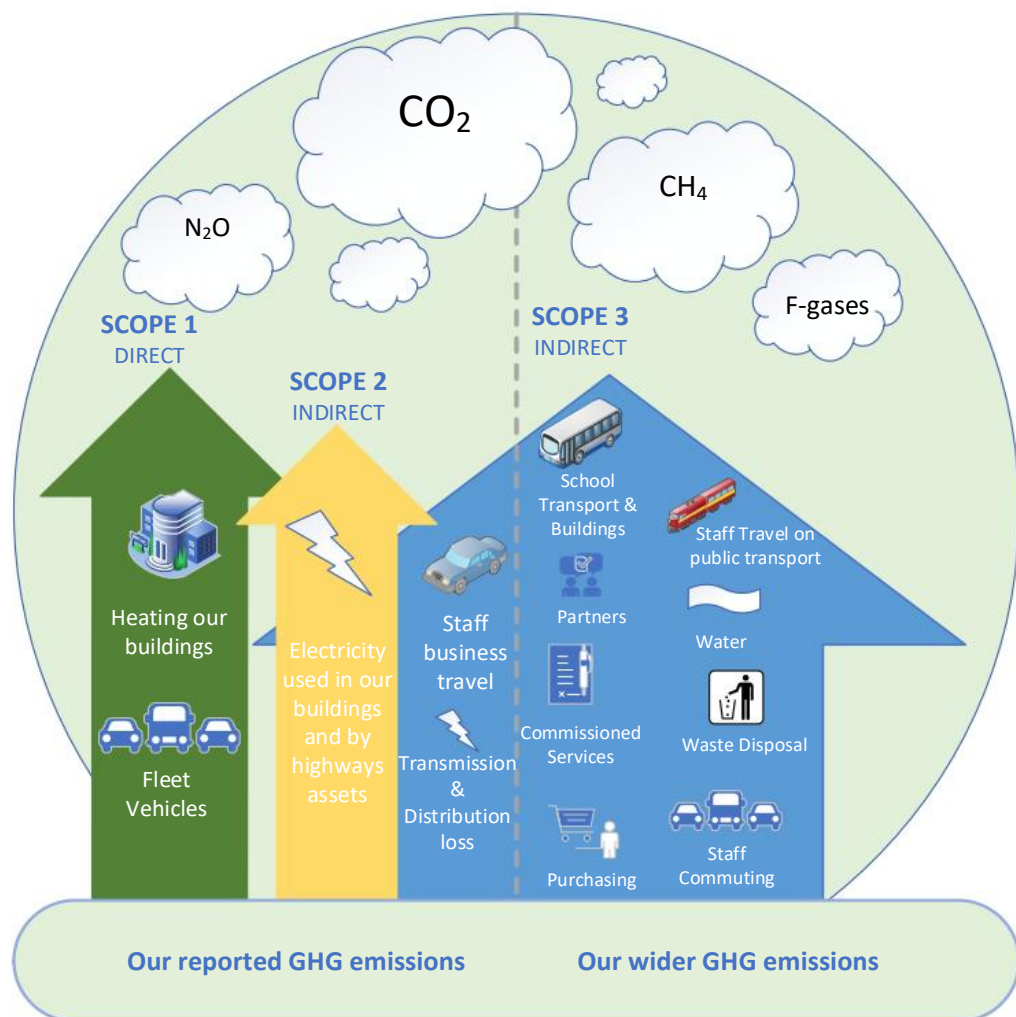
- Activities associated with procured goods and services
- Fuel used by contracted home – school/college travel services
- Fuel used by hire cars
- Fuel used by mobile plant and machinery
- Activities associated with waste disposal from Council operations and offices
- Water use and treatment
- Refrigerant and other fugitive emissions
- Air, bus, and rail travel on Council business
- Staff travel to and from work

However, many of the above are addressed through other plans and programmes, many of which form part of the Council's [Nottinghamshire Plan](#) and its Corporate Environment strategy.

Emissions from school buildings are not included in the figures, as they are outside of the Council's operational control, but Council support is available to help schools reduce their contribution to greenhouse gas emissions, particularly where they buy their energy through the Council's arrangements.

Diagram A summarises the Council's approach to its reported and excluded sources of GHG emissions.

Diagram A. Reported and excluded GHG emissions



Emissions from alternative service delivery organisations

Nottinghamshire County Council has established several different arrangements to provide some of its services. For the purpose of this Plan, the Council has chosen to exclude GHG emissions from its alternative service delivery organisations, as it does not have direct control over the policies and activities that influence their emissions. However, it will use its relationship with these organisations to support and encourage reporting and reductions of their emissions in line with the Council's commitment, especially where the Council owns or has a significant stake in the organisation. Such organisations include Via East Midlands (highways and fleet services); Inspire Culture, Learning and Libraries; and Arc Partnership (property services). **Appendix A** lists these organisations and summarises their emissions reporting and reduction activities.

5. BASELINE

The baseline year for this Plan is 2019-20, with the emissions being calculated using a bespoke local authority reporting tool developed by the Local Government Association and Local Partnerships.

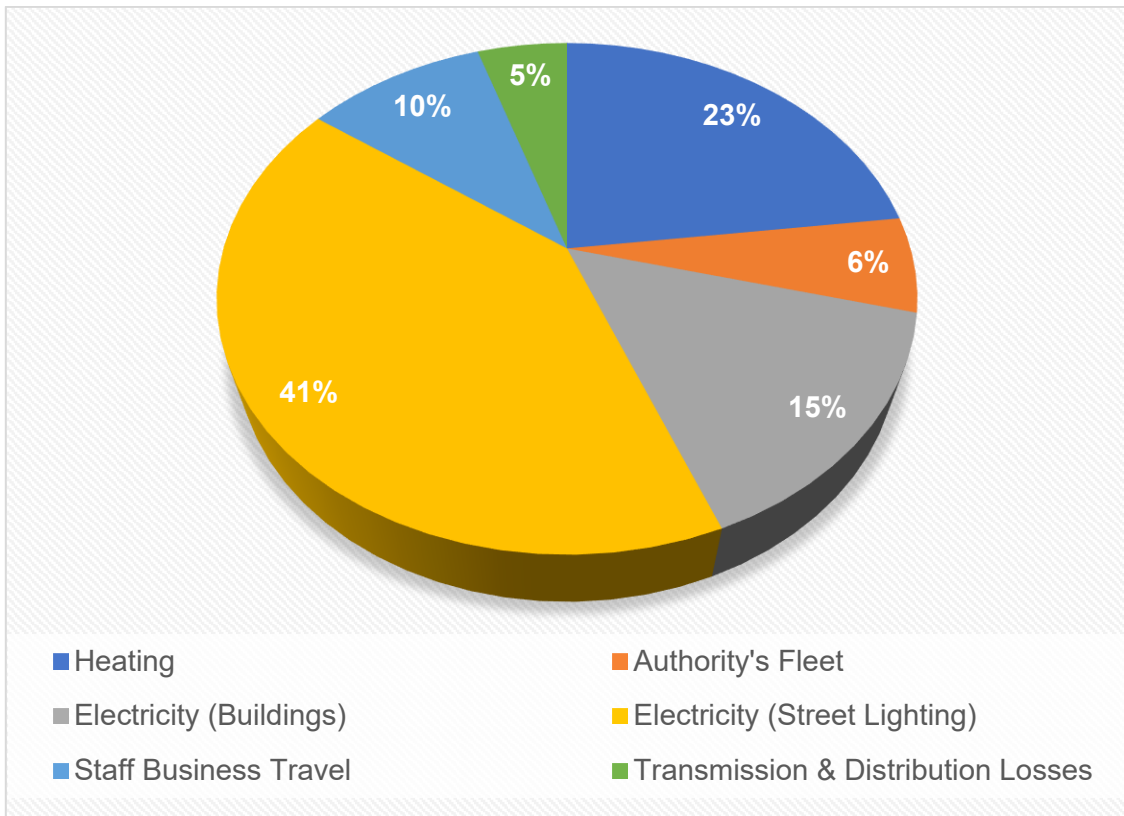
Nottinghamshire County Council's GHG emissions for 2019-20 totalled 15,457 tonnes CO₂e.

Table 1. Summary of emissions for Nottinghamshire County Council, 2019-20 baseline year to 2021-22.

Scope	Emissions source	Emissions (tCO ₂ e)			Percentage change from baseline
		2019-20 (baseline)	2020-21	2021-22	
Scope 1	Heating fuels used in buildings	2,970	2,482	2,454	17% lower
	Fuel used by fleet vehicles	811*	639	615	24% lower
Scope 2	Electricity used in buildings	2,336	1,670	1,558	33% lower
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	Transmission and distribution losses	771	594	519	23% lower
Total		15, 457	11,393	10,543	32% lower

* This figure has been adjusted down from the original 2019-20 Greenhouse Gas Emissions Baseline Report due to errors in data which have now been rectified.

Graph 1. Summary pie chart of percentage share of emissions by source for Nottinghamshire County Council activities 2021 -22



6. TARGETS

Given that greenhouse gas emissions are long-lasting and therefore accumulate in the earth's atmosphere, it is important to think in terms of an available budget of emissions that should not be exceeded if nations and organisations are to play their fair part in limiting climate change to within safe levels. To remain within the budget of available emissions, significant reductions need to be achieved quickly and therefore this Plan sets an ambitious interim target in line with the emissions reduction trajectory recommended by the UK's independent [Committee on Climate Change](#).

The UK's carbon budget period and reduction targets (against 1990 emissions level):

- 2023 – 2027 reduce by 51% by 2025
- 2028 – 2032 reduce by 68% by 2030
- 2033 – 2037 reduce by 78% by 2035

Table 2. Sets out an interim target for the Nottinghamshire County Council's Carbon Reduction Plan:

Council emissions (tonnes, CO ₂ e) and target year	Council reduction target on 2019-20 baseline (%)
Baseline 16,798 2019-20	
8,399 by 2025	50
Carbon Neutral by 2030	100

7. ACTION PLAN FRAMEWORK

Section 7 sets out interim targets for individual service areas. To reduce greenhouse gas emissions in line with the Plan targets, separate action plans will be developed for the four key source areas of property, highways, fleet travel and business mileage in private cars (grey fleet). Background information, including performance data were available, baseline data and broad areas for action to reduce greenhouse gas emissions in these key areas are detailed in the following sections.

Action under these areas will also be supported by more generic activities to support pro-environmental behaviours that can contribute to reducing the Council's GHG emissions.

Further to this, whilst the priority will be to reduce GHG emissions from the sources identified above (Table 1) to zero by 2030, the Council will also need to consider how it will deal with any residual emissions that may remain, so that it can achieve its target (detailed in section 8.).

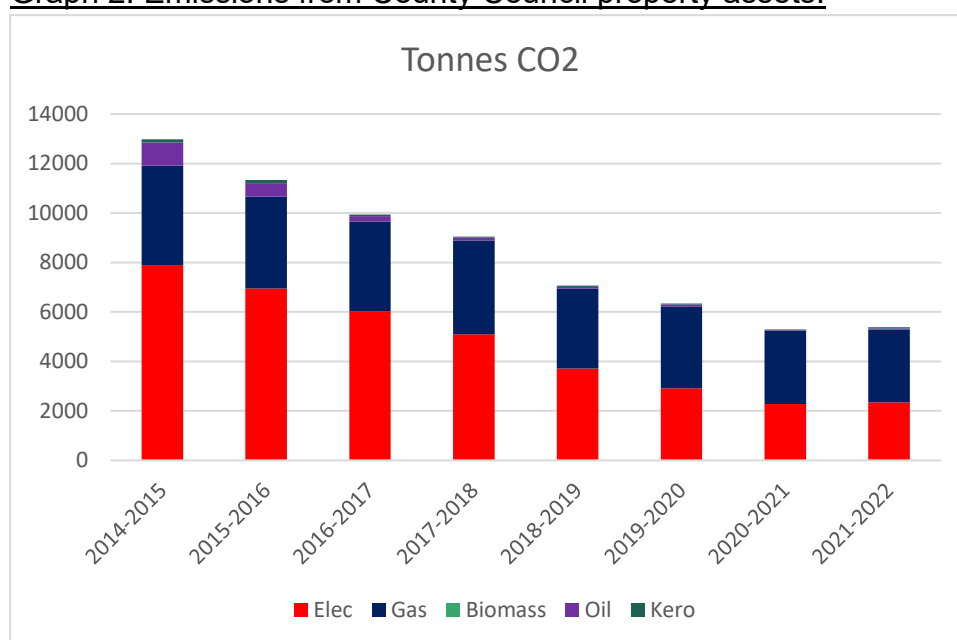
7.1 Reducing emissions from energy use in property assets

Background

Energy use in property assets accounts for 31% of total baseline emissions and currently (2021-22) costs approximately £2m p.a. Of this portfolio (175 corporate sites), the suite of County Offices is responsible for approximately 40% of the GHG emissions and has been the focus of a recent energy strategy for county offices.

Overall, the Council has reduced emissions from its buildings by 59% since 2014-15, graph 2 below shows this reduction.

Graph 2. Emissions from County Council property assets:



This reduction has been achieved by a combination of energy efficiency, investment in renewable energy (chiefly solar power and biomass heating), property rationalisation, and the increasing decarbonisation of the UK's electricity supply.

Currently 39 Council sites, including offices, libraries and outdoor education centres have PV arrays installed, giving a combined generation capacity of 1.2 megawatts (approximately the equivalent of a 100-metre-tall wind turbine).

Reductions in emissions from property will also be supported by the continuing decarbonisation of the nation's electricity supply, and potentially by decarbonisation of the gas grid. It is currently predicted (see Table 1 [here](#)) that the carbon intensity of grid electricity will have reduced to 52gCO₂e/kWh by **2030** (about a third of the current value); to 41gCO₂e/kWh by **2035** and to 10gCO₂e/kWh by **2045**.

Whilst the exact path to achieving zero carbon emissions for our buildings is likely to remain somewhat unclear until a full rationalisation, there are some simple principles that can be adopted, such as the prioritisation of no regrets actions that are either no/low costs or have a viable 'invest to save' business case and will contribute to reduced running costs or provide income generation. Where possible, measures should be future proof, such that they do not impede further emissions reduction measures that may become more viable in time, such as the replacement of gas boilers with some form of heat pump technology. Building fabric improvements, further roll out of LED lighting and widespread insulation and heating control measures would all generally be 'no regrets' measures.

Table 3. Key actions to reduce emissions from property assets

Area of action and lead officer	Existing and planned activity	Notes
<p>Property Rationalisation Group Manager, Property Asset Strategy</p>	<ul style="list-style-type: none"> • The continued work of the Investing in Nottinghamshire Programme. • Service Asset Management Plans (SAMPs) and the Strategic Asset Management Plan (AMP) will inform property rationalisation and carbon saving investment decisions. • Carbon saving potential will be a consideration in disposal of assets to generate capital receipts. 	<p>As ways of working and service delivery change, the Council continuously reviews its property needs. Running costs, including energy, and associated GHG emissions will be a factor in determining retention or disposal of owned assets, or the continuation of lease arrangements.</p>
<p>Energy efficiency/carbon reduction investment Group Manager, Property Asset Strategy Long term asset – undertake deep retrofit, with installation of low carbon heating Medium term asset - retrofit to improve thermal performance, low carbon heating as appropriate Near term asset – Install basic quick payback measures only</p>	<ul style="list-style-type: none"> • Investing in Nottinghamshire programme; continued use of £1.3m recycling energy efficiency loan fund; property standards and specifications project. • The Council will be continuing to seek external funding to support its heat decarbonisation plans through developing a rolling programme of targeted investment, supported by enhanced condition surveys, energy audits and feasibility work. 	<p>Commitment made to set high energy standards for new builds – aiming for as near to zero carbon as possible. Ideally, asset management strategy will identify which properties will be retained in the near, medium, and long term to guide level of investment. Survey work can identify investment opportunities including lighting improvements, better insulation, and heating replacement, appropriate to asset planning.</p>

<p>Small scale, on-site renewable energy investment Group Manager, Place Commissioning</p>	<ul style="list-style-type: none"> • Considered as part of routine feasibility requests for heating replacement projects and for more bespoke low carbon, whole building feasibilities. 	<p>Renewable power consumed on site replaces grid supplied electricity, saving costs and carbon, but any power exported to the grid does not factor into the Council's GHG emissions calculations.</p>
<p>Property Design and Maintenance Group Manager, Place Commissioning</p>	<ul style="list-style-type: none"> • Reducing emissions from new and existing properties is central to the Property standards and Specifications Project currently in progress. This project covers new builds, refurbishment, and maintenance of properties. 	<p>Maintenance programmes can ensure equipment is working to maximum efficiency, reduce risk of leaks of greenhouse gases used in air conditioning, and can ensure any replacement equipment is more energy efficient.</p>
<p>Site operation and management Group Manager, Property Asset Strategy</p>	<ul style="list-style-type: none"> • Completion of the corporate landlord review has now established a more centralised and co-ordinated model, which will facilitate enhanced integration of energy considerations into site operation and management. • Continued delivery of the Building Energy Management Systems networking project. 	<p>Operating hours, control of heating settings, management of power consuming equipment, and such like can all have a positive influence on carbon reduction. Data centres and ICT communications rooms can be managed to help reduce emissions.</p>
<p>Behaviour change Group Manager, Place Commissioning And Group Manager, Property Asset Strategy</p>	<ul style="list-style-type: none"> • The Council has commenced delivery of a targeted climate change training package, including Carbon Literacy Training for leaders and Councillors, Climate Fresk workshops, and bespoke training sessions for service areas. • Continue to support the work and development of the Employee Green Initiatives Group. 	<p>Energy/carbon awareness and behaviour change campaigns could fit within wider staff training/development around environmental issues. Switch off campaigns can be low cost and an effective means of contributing to cutting emissions and costs.</p>

	<ul style="list-style-type: none"> • Identify and train eco-champions within service areas to share knowledge and lead by example. • Ensure building managers help embed pro-environmental behaviours in staff and visitors. • 	
Investment in large scale off-site renewable energy Group Manager, Property Asset Strategy	<ul style="list-style-type: none"> • The Council's green estate and agricultural holdings will be considered for their potential to generate renewable energy and/or sequester carbon dioxide, which could provide a means to off-set some of the Council's residual GHG emissions to enable it to achieve its 2030 target. 	Unless linked to self-supply, this will not impact on GHG emissions calculations, but can be measured and reported as a means of offsetting the council's emissions and offers a source of income generation.
Procurement Group Manager, Procurement	<ul style="list-style-type: none"> • Implementation of the Sustainable Procurement Policy, which commits to achieving economic, social, and environmental outcomes, including the reduction of greenhouse gas emissions. This can benefit the Council's reported in-scope emissions and its wider carbon footprint. • Delivery of the Procurement Strategy 2019-2023. • ICT will work to include carbon targets in any commercial contracts and address the Council's wider footprint by looking to extend the life of equipment by decoupling software applications from the operating system. 	Procurement and specification of power consuming equipment, outside of that covered by property maintenance, such as white goods, ICT equipment, and multi-functional devices and catering equipment, can positively effect emissions. The Council already purchases solely green electricity through its supply arrangements, which would not alter our GHG emissions calculations using the adopted approach but could be recognised as part of the reporting process.

	<ul style="list-style-type: none"> • ICT is moving to cloud-hosted services (Software as a Service) which will reduce the amount of on-site energy consumed by the Council. 	
<p>Service Level Carbon Reduction Plans Heads of Service supported by: Group Manager, Place Commissioning</p>	<ul style="list-style-type: none"> • Energy strategy embedded into Service Delivery Plans and being implemented for: <ul style="list-style-type: none"> ○ County Offices ○ Notts Outdoors Centres ○ Bus Stations ○ Day Centres 	<p>Service level plans will use a combination of the above measures to deliver emissions reductions in a way that combines Council ambition with local level support and innovation.</p>

7.2 Reducing emissions from energy use in highways assets

Background

Energy use in highways assets account for 40% of the emissions baseline total and cost (2021-22) about £3.2m p.a. These emissions have reduced by 75% since 2014-15 (see Graph 3 below), largely achieved through a long-standing LED street lighting conversion programme combined with decarbonisation of the electricity grid.

Graph 3. Emissions from County Council highways assets:

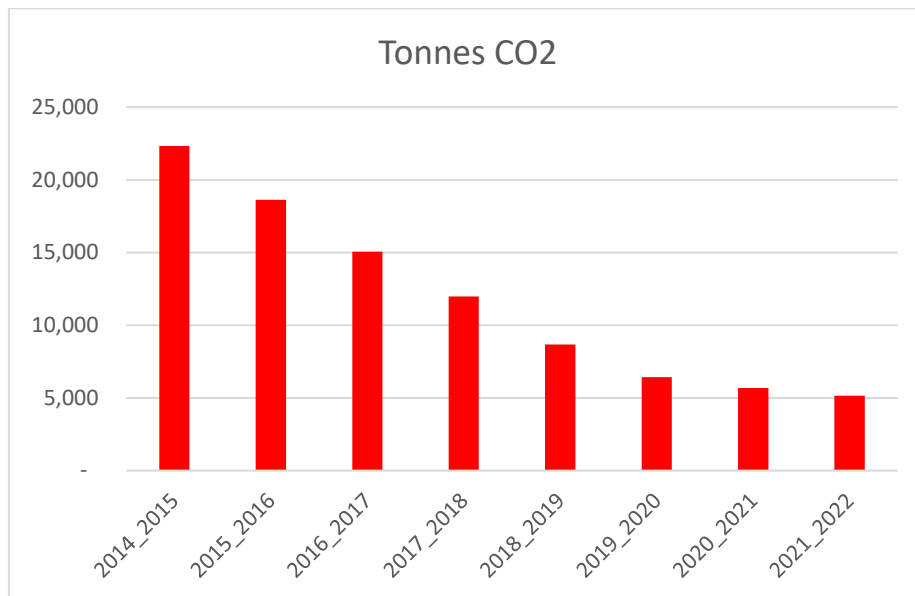


Table 4. Key actions to reduce emissions from highways

Area of action and lead officer	Existing and planned activity	Notes
<p>Complete current programme of LED street lighting conversion Group Manager, Highways & Transport</p>	<ul style="list-style-type: none"> • Installed 83,000 LEDs since 2014, saving 90,000 tonnes of carbon so far. • Complete the remaining two districts, reducing CO_{2e} by a further 708 tonnes per annum. 	<p>We will finish converting all street lighting to energy efficient LEDs by April 2023.</p>
<p>Consideration of part-night lighting and enhanced dimming Group Manager Highways & Transport</p>	<ul style="list-style-type: none"> • Explore options, considering investment required and financial and CO_{2e} savings. 	<p>Controls in lanterns are in situ and are not capable of being managed remotely, hence changes to settings would require major investment.</p>
<p>Programme to reduce emissions from signs, signals, and lit bollards Group Manager Highways & Transport</p>	<ul style="list-style-type: none"> • There is an on-going Programme in place for this. Most signals are already LED and lit bollards are removed where possible. 	
<p>Pilot use of micro-generation Group Manager Highways & Transport</p>	<ul style="list-style-type: none"> • Pilots are currently underway to explore PV Solar Panel and PV glass to light and power bus shelters. 	

7.3 Reducing emissions from travel in fleet vehicles

Background

Emissions from Council travel and transport account for 24% of the baseline total and the Council's owned or leased fleet accounts for roughly 13% of the total baseline emissions.

The fleet consists of 194 vehicles as of April 2022. Graph 4 sets out the different type of vehicles. The Transport and Travel Service (TTS) buses make up a large proportion of the internal fleet, providing essential transport to our adult day care sites and local bus services provisions in rural areas.

Within the Nottinghamshire Plan a target of 'greening' the fleet has been set, with 50% to be achieved by 2025 and 100% to be achieved by 2030.

Graph 4. Number of County Council fleet vehicles by type:

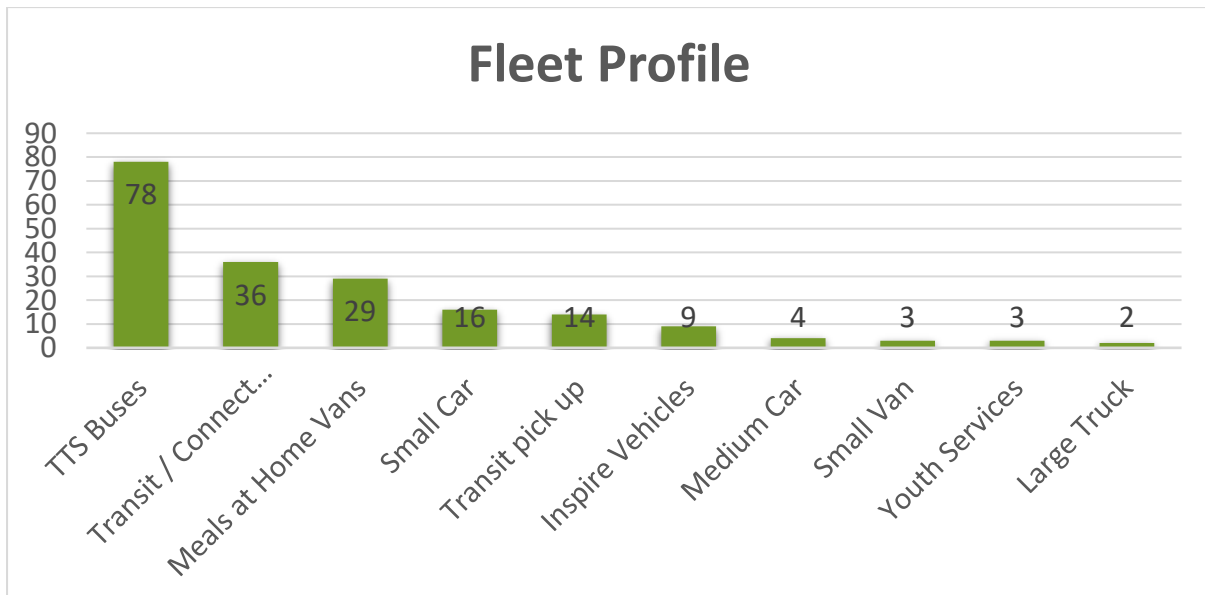


Table 5. Key actions to reduce emissions from the Council's fleet

Area of action & Lead Officer	Existing & Planned activity	Notes
<p>Greening of the fleet – vehicles and operation Group Manager Highways & Transport Group Manager Property Asset Strategy (on-site vehicle charging or fuelling infrastructure)</p>	<ul style="list-style-type: none"> • Reduce the number of fleet vehicles. • Replace vehicles with electric and other zero/low emission vehicles. • Offer initiatives such as driver training and improved journey planning to improve fuel consumption. • Provide appropriate electric vehicle charging or other low/zero emission vehicle infrastructure at Council properties. 	<p>Baseline emissions for core fleet were calculated using fleet mileage data, whereas in future this could switch to using fuel consumption, which would be a more accurate method and allow greening of fleet vehicles and more efficient driving, etc to positively impact on the Council's emissions.</p>

7.4 Reducing emissions from business travel in private cars (grey fleet)

Background

Emissions from Council travel and transport account for 24% of the baseline total. In 2019-20, staff business travel in private vehicles amounted to 6,380,376 miles at a cost of £2,871,169. This was responsible for around 11% of total baseline emissions.

In the following year, impacted by the Covid pandemic, such costs amounted to £1,267,422, with a total of 2,816,493 miles - a reduction in miles travelled of around 3.6 million (56%).

In 2021-22, staff business travel in private vehicles amounted to £1,771,512, with a total of 3,936,693 miles.

Table 6, below, sets out the expenditure across all four departments over the last two years.

Table 6. County Council staff business travel claims by Department, Business Travel costs:

Department	2020-21 Expenses £	2021-22 Expenses £
Adult Social Care/Public Health	509,158	646,094
Chief Executive's	42,718	63,680
Child Families and Cultural Services	564,577	836,141
Place	150,969	225,597
Total	1,267,422	1,771,512

Table 7. Key actions to reduce emissions from grey fleet travel

Area of action & Lead Officer	Existing & Planned Activity	Notes
<p>Reducing business mileage in private cars</p> <p>Group Manager HR Group Manager Highways & Transport Group Manager Place Commissioning</p>	<ul style="list-style-type: none"> • The Hybrid Working Strategy has been in place since July 2021 allowing staff to work flexibly. • A salary sacrifice car lease scheme is in place since April 2022 for low emission cars (75g/km or lower). • The Investing in Nottinghamshire programme seeks to find the best possible location solution for Council Offices and Services. • ICT ensures appropriate technology is available to enable remote/home working, removing much of the need to travel. • HR to explore terms and conditions around casual and essential car users. • Develop a staff travel plan to encourage and support staff to use active travel and public transport alternatives and exploring the option of a car hierarchy strategy. 	<p>Through enabling and encouraging virtual meetings to avoid unnecessary travel where appropriate, greening and expanding pool car provision, better journey planning, and promoting modal shift through implementation of an approved and enforced travel hierarchy.</p> <p>It is worth bearing in mind if emissions are calculated using mileage (rather than fuel type and use) and a standard ‘average car’ conversion factor, then the critical factor to effect change upon is the total number of miles driven on Council business.</p>
<p>Supporting greener commuting and home working</p> <p>Group Manager HR Group Manager Highways & Transport Group Manager Place Commissioning</p>	<ul style="list-style-type: none"> • The Hybrid Working Strategy has been in place since July 2021 allowing staff to work flexibly. • A salary sacrifice car lease scheme has been in place since April 2022 for low emission cars (75g/km or lower). 	<p>Whilst emissions from travel to and from work do not form part of the Council’s current carbon footprint, influencing the need and means of travel for commuting can positively impact emissions from business travel. Similarly, a progressive approach to work-related travel can</p>

	<ul style="list-style-type: none">• Public transport season ticket scheme allows staff to obtain a reduced season pass.• Promote within the recruitment process travel and commuting options and benefits.	positively impact on wider travel and transport choices (beyond those that are work-related), with wider environmental and social benefits.
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8. SUMMARY OF KEY ACTIONS

The below table summarises the existing and planned actions within each source areas and includes a suggested target milestone for each action to be delivered by:

Source of emissions	Key Action	2021/22 Emissions tonnes CO _{2e} /%	Percentage %		
			Target milestone (2024/25)	Target milestone (2027/28)	Target milestone (2030/31)
Property	Property Rationalisation	4,012/38%	25	60	90+
	Energy efficiency/carbon reduction Investment		50	100	
	Small scale, on site renewable energy investment		50	75	100
	Property Design and Maintenance		75	100	
	Site operation and management		50	100	
	Behaviour Change		50	75	100
	Investment in large scale off-site renewable energy		25	50	100
	Procurement		50	100	
Service Level Carbon Reduction Plans	100				
Highways Assets	Complete current Programme of LED street lighting conversion	4,331/41%	100		
	Consideration of part-night lighting and enhanced dimming		50	100	
	Programme to reduce emissions from signs, signals, and lit bollards		50	100	
	Pilot use of micro-generation		50	75	100
Core Fleet	Greening of the core fleet – vehicles and operation	615/6%	50	75	100
Grey Fleet	Reducing business mileage in private cars	1,086/10%	25	50	
	Supporting greener commuting and home working		50	100	

9. DEALING WITH RESIDUAL EMISSIONS

To achieve zero emissions for the Council's activities within the scope of this plan by 2030 without there being any residual emissions would be an unrealistic ambition. Whilst we can look to reduce demand, increase energy efficiency, and make more use of renewable energy, at best it is likely that we will still be using some gas for heating our buildings, grid-supplied electricity will not yet be zero-carbon, and our own fleet and the private vehicles used by staff for business travel will not be without associated greenhouse gas emissions. Therefore, we will need to consider how we would deal with the residual emissions that remain after we have done our best to reduce our carbon footprint, which is where action needs to be prioritised.

Deciding how to deal with any residual emissions is a complex area and requires further work to identify and appraise options. Meanwhile actions already underway that may come in to play include the following:

Tree planting

Through our Trees for Climate Programme, we will plant 250,000 trees on Council land and already manage hundreds of hectares of existing green space, much of it woodland, that is helping to absorb carbon emissions. We will also create a Greener Highways Plan to enhance green corridors and road verges.

Green tariff energy

From April 2022, all electricity used in Council properties and highways assets will be supplied via a green tariff. This option would allow the Council to report zero emissions for its electricity use under accepted 'market-based' reporting guidelines. However, the Council has chosen to report under 'locality-based' guidelines, which calculate emissions from electricity consumption based on the carbon intensity of grid-supplied power, not choice of tariff, as this is considered best practice. Hence reducing consumption of electricity in Council assets remains the priority and furthermore this serves to reduce overall demand, an essential precursor to meeting the UK's net zero targets.

10. NEXT STEPS

As each annual GHG emissions report is produced, there will be an annual review of the Carbon Reduction Plan and its future projections.

The focus will now be on developing the detailed action plans with area leads. The actions listed in tables 3-7 are subject to further feasibility studies and business cases.

APPENDIX A

Our Wider Footprint

The Council's impact on greenhouse gas emissions goes beyond those sources covered by its GHG emissions report and whilst our carbon reduction plan focuses on addressing our reported emissions to achieve net zero for those, we are also working with our service delivery partners, suppliers and others to reduce emissions that are beyond our direct operational control.

There is an expectation that our partners will have the same goals and ambitions for the services they deliver on our behalf when it comes to addressing the climate emergency and reducing carbon emissions across Nottinghamshire.

Below summarises how such organisations are helping to address the Council's wider footprint.

Arc Partnership

Arc Partnership is a joint venture between the County Council and [SCAPE](#) (itself a public sector partnership) committed to improving the built environment across Nottinghamshire, the East Midlands and beyond. Having baselined its greenhouse gas emissions, Arc has committed to prepare and publish a carbon reduction plan by April 2023, which will include targets for reducing emissions from its business travel, energy use, supply chain and construction services by 2028.

[Arc Partnership | Delivering real value, together \(arc-partnership.co.uk\)](https://arc-partnership.co.uk)

Gedling Borough Council

Gedling Borough Council jointly owns Bestwood Country Park with Nottinghamshire County Council and is responsible for its operational management. The park has 650 acres of varied landscape, wildlife, and industrial heritage.

[Climate Change - Gedling Borough Council](#)

Inspire: Culture, Learning and Libraries

Inspire: Culture, Learning and Libraries is a charitable community benefit society delivering cultural and learning and library services across Nottinghamshire. The society is owned and controlled by its members.

Inspire has a sustainability policy and sustainability action plan, which includes actions around reducing energy usage. The action plan is monitored through Inspire's cross-organisation Health, Safety and Environment Working Group, and in partnership with a network of Green Champions.

[Home | Inspire - Culture, Learning, Libraries \(inspireculture.org.uk\)](https://inspireculture.org.uk)

Parkwood Outdoors

Parkwood Outdoors is the outdoor activity arm of Parkwood Leisure and manages Rufford Abbey Country Park in partnership with Nottinghamshire County Council.

Parkwood reports its greenhouse gas emissions as part of reporting under the Streamlined Energy and Carbon Reporting (SECR) Regulations and has reduced its reported emissions at Rufford by 15% since 2020 through installation of more efficient lighting, and staff training and awareness programmes.

[Rufford Abbey in Partnership with Parkwood Outdoors](#)

RSPB

The RSPB leads a consortium that manages Sherwood Forest Country Park and visitor centre in partnership with the County Council. The 450-acre (182 hectare) park is home to the Sherwood Forest National Nature Reserve and is designated a Site of Special Scientific Interest.

Having achieved its previous target of a 30% reduction in its reported emissions between 2010-11 and 2020-21, the RSPB has a new target to reduce its greenhouse gas emissions **across all scopes** by 50% by 2030 and is developing a carbon management plan setting out reduction trajectories and associated actions. It reports progress in line with the UK Streamlined Energy and Carbon Reporting (SECR) Regulations.

In addition, the RSPB is seeking external accreditation of its corporate EMS through a phased process. Already a substantial part of the charity has reached Green Dragon Level 2 (with some parts already at Level 3), and the remainder of the organisation, including Sherwood, will reach Level 2 during 2023/24.

[Annual Report 2021-22 SECR page v3.indd \(rspb.org.uk\)](#)
[Green Living at The RSPB - The RSPB](#)

Serco

Serco manages Holme Pierrepont Country Park, which is owned by Nottinghamshire County Council and home to the National Water Sports Centre.

Serco has a company-wide carbon reduction plan that commits to achieve net zero scope 1 and scope 2 emissions for its own assets, leases, and business travel by 2030 and net zero for all its emissions by 2050. This forms part of the company's wider environmental, social and governance (ESG) reporting. Serco Leisure has achieved ISO 15001 certification of its energy management system – a global first in the leisure industry this is in addition to an environmental management system, certified under ISO 14001.

There is a specific environmental delivery plan for the National Water Sports Centre, with actions and objectives addressing carbon and climate, resource efficiency, and environment protection. Actions on carbon include an ongoing LED lighting replacement programme, staff training and close attention to settings and management of building facilities and systems.

[Environmental | ESG | Serco serco-ltd-carbon-reduction-plan-2021.pdf](#)

Veolia

In Nottinghamshire's two-tier structure, the County Council is the Waste Disposal Authority (WDA), whilst the 7 district and borough councils are the Waste Collection Authorities (WCA). As WDA the Council has responsibility for organising the disposal and recycling of local authority collected waste. This includes arrangements for the recycling, composting and disposal, of wastes collected at the kerbside by Nottinghamshire WCAs and waste delivered to the household waste recycling centres.

The Council has a 26-year Private Finance Initiative (PFI) contract with Veolia to carry out the services required. Greenhouse gas emissions associated with Veolia's services on behalf of the Council form one of the performance measures within the contract.

Veolia UK and its subsidiaries are committed to achieving net zero by 2050. A [carbon reduction plan](#) was published in September 2021.

[Planet | Veolia Sustainability](#)

Via East Midlands

Via East Midlands provides sustainable highways and fleet management services in Nottinghamshire on behalf of the County Council and can trade commercially to gain work (of up to 20% of its turnover) across Nottinghamshire and the wider East Midlands region. Via has been fully owned by the Council since April 2019.

Via East Midlands reports its GHG emissions in line with SECR Regulations and is committed to supporting the County Council's ambitions.

[Via East Midlands – The Partner of Choice for Engineering Services \(viaem.co.uk\)](#)

Appendix C

Summary of Green Investment Fund Projects

Department	Team	Project Title & Summary	Environment Strategy Actions Supported	Location	Cost
Place	Conservation	<p>Green Spaces Habitat Improvements:</p> <ol style="list-style-type: none"> Habitat management works on 5 Sites of Special Scientific Interests (SSSIs) to remove encroaching scrub and remove invasive plant species at 2 sites. Habitat management works to benefit Local Wildlife Sites and non-SSSI Green Spaces sites supporting priority species. Production of 2 management plans to allow designation of two new Local Nature Reserves (already identified) to contribute to target of 5 LNRs. 	1, 3, 5 and 6	Countywide	£34,250
Place	Development & Partnerships	<p>Mansfield Bus Station Improvements:</p> <ol style="list-style-type: none"> Halogen lighting changed to LED at a cost of £37,000 - estimated annual carbon saving of 3,400 kgCO₂e, annual cost saving of £2,000. Solar panel installation at a cost of £115,000 - estimated annual carbon saving of 9,000 kgCO₂e, annual energy offset of £5,000. 	18, 19 and 20	Mansfield	£152,000
Place	Development & Partnerships	<p>Mobility Hub Infrastructure Improvements:</p> <p>Pilot of photovoltaic glass to power bus shelter lighting and the digital information provision in the mobility hub in Ollerton. This will support future investment decisions, particularly the procurement of the new advertising shelter contract in 2024/25.</p>	18 and 20	Newark & Sherwood	£20,000
Children, Families & Cultural Services	Notts Outdoors	<p>Future Footprints:</p> <p>Further improvements to The Mill Adventure Base to reach carbon neutrality. Increase size of solar PV system to provide 100% of centre's electricity (£80,000). Install Netbiter data collector to site's energy meters and store energy use in the cloud storage (£65,000). Install 4 x 22kW 3 phases, fully load balanced EV chargers (£5,000).</p>	18, 19, 20 and 48	Ashfield	£150,000 (£75,000 – Green Investment Fund, £75,000 available from Additional Capital for Energy fund)

Place	Traffic Management	Replace School Parking Enforcement vehicle for electric: The school parking enforcement runs 3 vehicles around the county, patrolling and enforcing school entrances and zigzag areas to ensure parking restrictions are being adhered too. These vehicles not only enforce but are visible across the county daily. The funding is to replace one of those vehicle's (£38,000) as it is near to the end of its life and any additional EV charge points required (£10-12,000) to support the transition.	42, 45 and 48	Countywide	£50,000
Place	Conservation	Woodland Creation at Willey Wood Farm: Willey Wood farm is being acquired to help towards our Climate for Change Programme. The funding will support the creation of a new native broadleaved woodland with over 75,000 trees to be planted on the land. The scheme will help the Authority meet the 2030 carbon neutrality target. Registration of scheme with Woodland Carbon Code provides potential for further carbon trading.	4, 6, 7, 21, 24 and 58	Broxtowe	£218,750
Place	Flood Risk Management	Burton Joyce Natural Flood Management Burton Joyce has a historic record of fluvial flood risk with pluvial flood issues also present. Following a Natural Flood management (NFM) scoping study in March 2022 to assess the feasibility of NFM within the upper catchment of the Crock Beck, Burton Joyce, the study identified NFM options which would temporarily attenuate water to reduce downstream discharge whilst promoting environmental benefits. Leaky barriers will be installed to create a stream wood introduction, these barriers will reduce high flows. 250 native trees species will be planted, and the site will provide a new enhanced habitat for wildlife.	2, 4, 7, 25, 27, 59	Gedling	£34,500
Place	Investing in Nottinghamshire Programme	Cycle Shelter at Middle Street office, Beeston To create a secure cycle storage facility for NCC staff to use at the Middle Street Office in Beeston. Currently approximately 6 staff cycle and store their bikes in the office, which is not ideal. The project would provide the necessary storage and encourage others to take up active travel.	28, 44, 52	Broxtowe	£15,000
Place	Contract Management/Via East Midlands	Greener Streets Across the County there are over 900 empty tree pits on highway streets. The project involves filling the tree pits of one street within each 7 Districts, with the potential to plant up to 70 native trees.	4, 41, 54, 59	All 7 Districts	£40,000
Place	Contract Management	Green Cars The project supports the greening of the fleet by 50% target by 2025. The funding ask is the cost of the difference between conventional powered vehicles and electric vehicles. For example, a new diesel transit costs £33,000 and a new electric transit costs £60,000, therefore the ask is for the £27,000 difference. The funding will support the replacement purchase of an electric Mellor High Floor tail lift bus for the Transport & Travel Services fleet.	43, 46, 47	Various	£80,000 (Application total £359,000)

Place	Conservation	<p>Green education shelter, Cotgrave Country Park</p> <p>Install a green roofed shelter to provide an educational space for local schools to visit all year round and for local community groups and volunteers at the Country Park. It's hoped the improved facilities would encourage young people to become more engaged with the environment around them and increase volunteer numbers.</p> <p>The shelter will be constructed of metal with an open sided structure with green living roof and seating. Benefitting both wildlife and people.</p>	6, 58	Rushcliffe	£50,000
Place	Development & Partnerships	<p>Bus station smart cycle storage pilot</p> <p>Installation of secure cycle parking facilities at Mansfield Bus Station (initial pilot, could be extended to Worksop & Retford stations) to support the growing demand for active travel for first and last mile of passengers' journeys. The cycle storage would benefit staff and the wider community.</p>	44, 47	Mansfield	£30,000

REPORT OF CABINET MEMBER, TRANSPORT & ENVIRONMENT**ELECTRIC VEHICLE CHARGING INFRASTRUCTURE****Purpose of the Report**

1. The development and delivery of electric vehicle (EV) charging infrastructure across Nottinghamshire involves several County Council functions, as well as those carried out at a national, regional, and district level. The purpose of this report, which will be accompanied by a presentation at the meeting, is to update Committee on the work undertaken to date and planned on the development of EV charging infrastructure across Nottinghamshire to inform the scrutiny process.

Information

2. Currently no single organisation has responsibility for the planning and/or delivery of local EV charging infrastructure, and its delivery is not solely within the County Council's authority and is dependent on several organisations fulfilling their role (including, importantly, the electricity distribution network operators).
3. In late 2021 the Office of Zero Emission Vehicles (OZEV) consulted on proposed new primary legislation that would give the government powers to introduce a statutory duty to plan for EV infrastructure (and where this responsibility should lie); and whether a statutory duty should be introduced to deliver EV infrastructure (and where this responsibility should lie). The outcome of the consultation (and where these powers will lie) is still to be announced by OZEV but government's subsequent UK EV infrastructure strategy 'Taking charge: the electric vehicle infrastructure strategy' published in March 2022 states that government will put an "*obligation on local authorities (subject to consultation) to develop and implement local charging strategies to plan for the transition to a zero emission vehicle fleet*". The strategy also states that "*Updated guidance on producing Local Transport Plans will be published in 2022. Subsequent updates to Local Transport Plans should include the area's EV charging strategy*". Whilst the Department for Transport (DfT) is yet to publish its Local Transport Plan (LTP) guidance it expects highway authorities to have reviewed their LTP by the end of March 2024.
4. Should the proposed D2N2 Mayoral Combined Authority be established as planned, the above responsibilities (in relation to LTP and EV charging infrastructure) will pass to the mayor, but in the meantime officers continue to work with partners on the planning and delivery of the EV infrastructure network.

5. To help local authorities develop an integrated, consistent, public EV charging network government has funded:
 - a dedicated local authority (LA) support programme to help provide LAs with the expertise they need to work out their specific local challenges and plan accordingly
 - Sub-national Transport Bodies in England to assess charging demand at a regional level and develop tools to assist LAs in developing their own EV charge point plans.
6. Government also understands that local authorities need additional resources to undertake the work required to develop EV charging strategies and to plan EV charging networks. Government therefore intends to make capacity funding available to help enable LAs undertake this work during 2023/24 and 2024/25.
7. The County Council's current public EV charging infrastructure policy was determined by Policy Committee at its 18 July 2018 meeting. Policy Committee determined that the County Council would not, at the time, seek funding for the roll-out of a widespread on-street charging network but would focus on the delivery of off-street EV charging infrastructure within public and workplace car parks. Initial planning and delivery work therefore focussed on working with organisations/landowners with responsibility for off-street public parking provision; and this work was undertaken as part of the Nottingham Go Ultra Low programme (of which the County Council was a partner) which operated between 2016/17 and 2020/21.
8. In February 2022 Transport & Environment Committee determined that, to avoid abortive work (and wasted resources), on-highway EV infrastructure planning work would be paused pending the outcome of national and regional research. This was because the research being undertaken would influence future on-street EV infrastructure solutions in the county, in terms of providing a joined-up consistent regionwide approach across administrative boundaries as well as procurement delivery mechanisms (and potential value for money through economies of scale). Committee therefore highlighted that the Council would wait until the OZEV and Midlands Connect research had been completed (anticipated in 2022/23) before implementing large scale permanent on-street infrastructure solutions in the county (such as on-street charging infrastructure or 'charging hubs').
9. Recognising the need to provide an interim solution to enable residents without off-street parking provision to charge their vehicles at home, Transport & Environment Committee determined that EV cable channels cut into the footway would be trialled in the county. The Council subsequently secured £774,000 Local Electric Vehicle Infrastructure (LEVI) pilot funding from OZEV (received in late January 2023) to roll-out this pilot across the county during the following 12 months. Officers also continued to undertake work to identify potential delivery of further trials. An update on the EV cable channel programme and development work will be provided in the presentation.
10. As part of its ongoing Sub-regional Transport Body EV research and development, Midlands Connect has developed:
 - An EV infrastructure planning tool, made available to LAs in September 2022, designed to help LAs plan their local networks, including the identification of the most suitable sites for EV charge points and information required to make a more compelling business case to access government funding available for their installation

- A strategic outline business case demonstrating how groups of LAs can work together to achieve economies of scale to deliver EV charge points (which resulted in a successful LEVI pilot funding bid for the five LAs involved).
11. The next stages of Midlands Connect development work primarily focuses on procurement and delivery models to maximise efficiencies and value for money for its constituent LAs, as well as updating the Midlands EV charge point baseline and forecasts data to support local EV strategies and future LEVI funding bids.
 12. Further details on the work being led by Midlands Connect will be provided in the presentation.
 13. When determining planning applications all local planning authorities are obliged to make decisions with regard to guidance in the 'National Planning Policy Framework 2021' (NPPF), which includes for the provision of EV charge points. Similarly, the County Council's 'Highway Design Guide' includes minimum standards for the provision of EV charge points at residential and non-residential developments. Further details on these requirements and how they are applied by the local planning authorities will be provided in the presentation.
 14. Government has made funding available for the provision of EV infrastructure to encourage and accelerate the uptake of EVs. Businesses, organisations, landlords, residents, and homeowners with off-highway parking facilities can apply for government grants to help fund the installation of EV charging infrastructure on their property. The County Council's EV charging webpages include links to the current government grants available to help fund charging infrastructure on off-highway private property.
 15. The County Council is currently undertaking an in-depth scrutiny review of its current building portfolio and the future consideration of EV charge points on the Council's own estate will therefore be influenced by the outcomes of this review. An update on EV charging infrastructure on the Council's own estate will be provided in the presentation.

Link to Nottinghamshire Plan/Annual Delivery Plan

16. Should the proposed programmes be approved, they will help deliver the following Nottinghamshire Plan ambitions/delivery plan priorities:
 - *'Helping our people live healthier and more independent lives'* ambition, and specifically the action to *'Use our influence to create healthy and sustainable places'*
 - *'Making Nottinghamshire somewhere people love to live, work and visit'* ambition; and specifically, the actions to *'Ensure that developments across Nottinghamshire are attractive, sustainable and well planned'*, *'Deliver Levelling Up to improve quality of life in our prioritised places'*, and *'Create healthy and sustainable places that promote people's wellbeing'*
 - *'Attracting investment in infrastructure, the economy, and green growth'* ambition; and specifically, the action to *'Help businesses to adopt low carbon practices'*
 - *'Improving transport and digital connections'* ambition, and specifically the actions to: *'Improve local and regional transport connections to make journeys easier'*, and *'Support people with transport options that are healthier and more sustainable'*
 - *'Protecting the environment and reducing our carbon footprint'* ambition, and specifically the actions to *'Reduce the impact of our work-related travel and transport'*, *'Drive use of public transport and other green ways to travel'*, *'Reduce air pollution and greenhouse gas emissions'*.

Statutory and Policy Implications

17. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

18. There are no direct financial implications resulting from this report. Any future development or delivery programmes, including their financial implications, will be subject to consideration and approval by the Transport & Environment Cabinet Member.

Consultation

19. The programmes detailed in this report and its appendices are developed to deliver the priorities and objectives of the Nottinghamshire Plan 2021-2031 and the Nottinghamshire Local Transport Plan 2011-2026. Consultation on these priorities/objectives was undertaken as part of the development of those documents, including with local members, communities, businesses, and stakeholders. Similar consultation will be undertaken on the proposed EV charging infrastructure strategy to help inform its content.

20. Any proposed EV charging infrastructure on the highway will be subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations. This will involve consultation and/or pro-active information provision on most schemes and the level of the public engagement will be determined/dependent on the improvements being considered. For most individual schemes statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e., households or businesses along the route of a proposed scheme).

Public Sector Equality Duty implications

21. Equality Impact Assessments are carried out where appropriate for highways programmes and as part of individual scheme development and design to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

Implications for Residents

22. The programmes contained within this report and its appendices have all been developed to deliver the Nottinghamshire Plan 2021-31 objectives and associated benefits for residents. These benefits are summarised in the section above detailing their links to the Nottinghamshire Plan/Annual Delivery Plan. Where specific schemes have implications for residents these implications will be considered in line with the proposed consultation set out in paragraphs 19-20 above and will be reported to the Cabinet Member as appropriate

Implications for Sustainability and the Environment

23. Encouraging and enabling the switch to electric vehicles forms part of the Council's actions to address climate change and reduce carbon and other harmful emissions from transport. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). The proposals contained within this report have therefore been developed to address the effects of harmful emissions from transport on the environment, including climate change and air quality, and its impacts on local communities.

RECOMMENDATION/S

1. Members consider and comment on the report.
2. Members identify the areas of activity that they would like to explore further and determine how this could be carried out.

Councillor Neil Clarke MBE
Cabinet Member, Transport and Environment

For any enquiries about this report please contact

Constitutional Comments (LPW 27/02/2023)

24. The recommendations fall within the remit of the Place Select Committee by virtue of its terms of reference.

Financial Comments (SES 22/02/2023)

25. There are no specific financial implications arising directly from this report.

26. Any future development or delivery programmes, including their financial implications, will be subject to consideration and approval by the Transport & Environment Cabinet Member.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- 'Taking charge: the electric vehicle infrastructure strategy' – UK government, March 2022
- 'Electric Vehicle Charging Infrastructure' report to Policy Committee – 18 July 2018
- 'Electric Vehicle Charging Infrastructure' report to Communities & Place Committee – 19 July 2018
- 'On-street electric vehicle charging infrastructure' report to Transport & Environment Committee – 9 February 2022
- 'Supercharging the Midlands' – Midlands Connect, September 2021

- '2022/23 Highways capital & revenue programmes' report to Transport & Environment Cabinet Member – 19 September 2022
- 'National Planning Policy Framework' UK government, July 2021'

Electoral Division(s) and Member(s) Affected

- All



15 March 2023

Agenda Item: 6

**REPORT OF THE CABINET MEMBER FOR TRANSPORT AND THE ENVIRONMENT
RESPONSE TO THE COMMITTEE ON JOINT WORKING TO IMPROVE RECYCLING RATES ACROSS NOTTINGHAMSHIRE**

Purpose of the Report

1. At the meeting of the Place Select Committee held on 11 January 2023 it was resolved:

“That the Cabinet Member for Transport and Environment, in consultation with officers, gives consideration to how the Council can work further with the District and Borough Councils to increase recycling rates across Nottinghamshire.”
2. This report provides a response to that resolution and advises the Place Select Committee on the current position on supporting the Borough and District Councils in undertaking their statutory roles as Waste Collection Authorities (WCA) for Nottinghamshire.

Information

3. The statutory two tier structure for management of municipal waste in Nottinghamshire is governed by the requirements of the Environmental Protection Act (EPA) 1990. Under the EPA the WCA are responsible for collecting waste at the kerbside from households and businesses who request the service, and the delivering that waste to the County Council as Waste Disposal Authority (WDA) for Nottinghamshire for recycling, composting, treatment and disposal as appropriate.
4. The WDA delivers it’s statutory obligations through contractual arrangements with various waste companies, but mainly the long term Private Finance Initiative (PFI) arrangements with Veolia and the historic contract with FCC for the Eastcroft Energy from Waste plant.
5. The Statutory responsibility between the WDA and WCA is supplemented by a Waste Partnership Agreement which acts as a framework for joint working, and is managed through a Joint Waste Management Board (JWMB) comprising the responsible Members and and lead officers from the 7 WCA, the WDA, Nottingham City Council and senior management from Veolia.
6. The JWMB is currently chaired by the member representative from Bassetlaw District Council and meets quarterly, also supported by quarterly meetings of the Joint Officer Board (JOB), and individual task and finish groups comprising technical experts to deal with specific initiatives as required.

7. The JWMB and JOB has recently been focussing on the delivery of the requirements of the Resources and Waste Strategy for England.

Resources and Waste Strategy for England 2018

8. The Government published its Resources and Waste Strategy (RWS) for England in December 2018 with a proposal that any statutory requirements were subsequently brought into legislation through the Environment Bill (Act). The strategy sets out a roadmap towards increasing recycling rates to 65% by 2035 by improving consistency of collection services across England, requiring weekly kerbside collections of food waste, and supporting the circular economy by using “polluter pays” principles.
9. Consultations on the proposals within the strategy took place in Spring 2019 and in early 2021 however due to the Covid-19 Pandemic and changes in Government leadership the responses to these consultations have been delayed. The Department for the Environment Food and Rural Affairs (DEFRA) has indicated that the outcomes are expected to be published very soon. These responses will confirm further detail and expected timelines around the introduction of these key proposals, including any available funding.
10. DEFRA has indicated the calculation of funding support for new net burdens for WCA will be done on a standard formula basis meaning pooling of costs and resources at a county level may be more equitable. There is however no funding identified to support WDA costs.

Waste and Resources Action Programme (WRAP) modelling work

11. Despite the lack of policy and funding clarity, work has already commenced to ensure that Nottinghamshire is at the forefront of the new Government requirements.
12. WRAP has provided free consultancy support to look at options for implementing the changes proposed in the RWS including modelling weekly food waste collections, and enhanced dry recycling services across Nottinghamshire to identify costs effective ways of ensuring compliance with Government requirements.
13. The County Council Commissioned WRAP and their consultants Resource Futures to develop the proposals, but Bassetlaw District Council (BDC) has lead the project on behalf of the partners.
14. The final report from Resource Futures recommending the most efficient and cost-effective way of collecting food and dry recycling was considered and agreed as preferred solution by JWMB on 8 February 2023. The chosen options ensure a continued consistent approach to recycling and waste collections across the County, but would drive enhanced performance.
15. These service changes are subject to detailed development once the timescales and funding available from central government are clarified, and would require changes to collection arrangements, and renegotiation of the PFI contract. At the moment it seems likely no changes will be implemented until 2025 at the earliest, and potentially later.

16. Any service charges would be subject to approvals at individual WCA level, as well as at the WDA and where they affect the PFI Waste contract also through DEFRA and His Majesty's Treasury (HMT).
17. The County Council will continue to work collaboratively and proactively with the 7 WCA, Nottingham City Council, Veolia and other contractors to develop these proposals and seek to ensure services continue to be delivered efficiently and effectively and at the minimum overall cost to the residents of Nottinghamshire.

Previous Initiatives

18. The County Council has a long history of supporting the WCA to improve kerbside recycling performance by providing financial assistance to implement new and enhanced services where a sound business case exists and delivers a saving to the WDA by moving waste up the hierarchy from disposal towards recycling and reduction.
19. Over the last 10 years the WDA has provided significant funding to support free garden waste collection services in Ashfield, chargeable green waste services in Newark and Sherwood, and free kerbside glass collections in Mansfield.
20. This is alongside ongoing financial support for communications and enforcement across the whole Council both directly and in partnership with Veolia.
21. The Council provides a range of shared communication assets and resources and hosts strategic communications meetings with all of the WCA to ensure annual communications plans and projects are aligned and deliver more impactful outcomes.
22. Veolia continue to support community groups through visits to the Mansfield Material Recovery Facility (MRF) and through their Reduce, Reuse, Recycling funding for community groups and schools.

Recycling Centre Strategic Review

23. In 2022 Transport and Environment Committee approved a strategic review of the recycling centre provision in Nottinghamshire to ensure individual facilities and the wider network is fit for the future.
24. The scope of the review considered:
 - The level of RC provision in Nottinghamshire and the accessibility of the site locations
 - Opportunities for improvement of the RC network
 - Implications of the proposals contained within the RWS and Environment Act as noted above
 - Population and household growth and the gaps in coverage due to new communities emerging
 - Management processes on the sites.
25. A report by the external consultant appointed, AECOM, containing detailed operational and strategic recommendations is currently being finalised and will be used to inform future decisions around the RC network and its integration with kerbside services.

Future Opportunities

26. The RWS, the East Midlands Combined Mayoral Authority devolution plans, and the County Councils aspiration to be Carbon Neutral in all its operations by 2030 provide a range of new and exciting opportunities to find ways to work together with partners both within Nottinghamshire and across the wider D2N2 area to enhance and regularise waste recycling at a local and regional level.
27. The Council will continue to explore these opportunities and work closely through the JWMB, JOB and appropriate regional and national bodies and networks to identify cost effective enhancements to services provided directly by the Council, or by partners, where a suitably robust and viable business case for investment exists.

Financial Implications

28. Whilst there are no direct financial implications from this report the County Council currently spends circa £35m per annum on waste recycling, treatment and disposal, and is always seeking opportunities for invest to save projects which deliver improved and enhanced public services whilst also reducing operational costs.

Implications for Service Users

29. None at this point although implementation of the RWS will lead to changes in kerside services provided by the WCA in due course.

Implications for Sustainability and the Environment

30. The current contractual arrangements for waste management in the County provide a sustainable and affordable service with high levels of landfill diversion performance, average recycling performance and localised provision of facilities.
31. These factors combine to minimise the environmental impact of the service and provide a robust contractual and commercial basis for delivery of the requirements of the RWS and Environment Act to enhance recycling performance in the future.

RECOMMENDATION

1. That the Place Select Committee notes the response of the Cabinet Member for Transport and the Environment, and the plans to improve recycling rates as part of the work to deliver the requirements of the Resources and Waste Strategy.

Councillor Neil Clarke MBE
Cabinet Member for Transport and the Environment

For any enquiries about this report please contact:

Mick Allen

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Constitutional Comments (EH 03/03/2023)

32. The report falls within the remit of what the Place Select Committee can consider.

Finance Comments (KP 03/03/2023)

33. There are no direct financial implications arising from the contents of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

None.

Electoral Division(s) and Member(s) Affected

All.



12 March 2023

Agenda Item: 7

**REPORT OF THE CHAIRMAN OF THE PLACE SELECT COMMITTEE
OUTCOMES OF THE SCRUTINY REVIEW OF CONCESSIONARY
TRAVEL**

Purpose of the Report

1. To share with the Place Select Committee the findings that have arisen from the task and finish review of Concessionary Travel.
2. To seek the endorsement of the committee for the recommendations from the scrutiny task and finish review of Concessionary Travel to be submitted to the Cabinet Member for Transport and Environment for their consideration.

Information

Background

3. At the meeting of the Place Select Committee held on 12 October 2022 members received a report that provided an overview on the Council's role in the provision of buses and other public transport. As part of that report information was provided on the Council's Concessionary Travel Scheme where it was noted that there were currently 143,000 older persons concessionary pass holders, 11,000 disabled concessionary pass holders and 3,500 companion pass holders in Nottinghamshire. It was noted further that there were plans to look at the possibilities for an under-22's scheme and a job seekers scheme as part of the Bus Service Improvement Plan.

Minute extract from Place Select Committee 12 October 2022

"A review of concessionary fares was requested that would look at valid times for travel and the financial impact that that they had. Concerns were raised that isolated, elderly, or vulnerable citizens may choose not to travel using the current scheme due to bus reliability, further isolating them. There were also queries around the potential for NHS staff and Care Workers to receive concessionary passes which would support additional busses by encouraging more people to use the routes."

As a result of the discussion that took place it was agreed that:

“That a member-led review be carried out on the Council’s Concessionary Travel Scheme by members of the Place Select Committee”.

Scoping the Review

3. Subsequently work was carried out to “scope” the review. This work was carried out by the Chairman of the Place Select Committee, in consultation with the Interim Corporate Director – Place, the Head of Highways and Transport and other officers. This work identified the key objectives for review as well as setting out the strategic context in which the issues involved would be considered.
4. As a result of the scoping work that was carried out the key objectives that would guide the review were identified as being:
 - To gain an understanding of the Council’s concessionary fares scheme.
 - To examine what the Council’s Concessionary Fare scheme could look like in the future taking into consideration factors including:
 - the financial sustainability of the scheme for the Council.
 - the decline in the number of concessionary pass holders using public transport in comparison to before the pandemic.
 - the current discretionary elements of the scheme and the options / issues surrounding any potential changes to these.
 - the impact of concessionary travel on the sustainability of bus services.

In the context of the review, it was noted that there were a series of statutory obligations and discretionary elements to the concessionary fare scheme, and that whilst the Council could liaise with commercial bus operators the Council did not have the powers to enforce any changes to their policies.

Link to Council Priorities

5. The work of the Council’s scrutiny function should always be focussed on supporting delivery of the Council’s strategic priorities, which will in turn support the delivery of the best possible services to the residents of Nottinghamshire. The work that was carried out in scoping the review identified that a review of Concessionary Travel supported a wide range of strategic priorities, as well as the strategies and policies that underpinned them.

The Nottinghamshire Plan 2021 - 2031

6. The Nottinghamshire Plan 2021 -2031 is an ambitious plan for the County Council that sets out the Council’s strategic vision for the future of Nottinghamshire and the local authority. The activity in the Nottinghamshire Plan is built around achieving a bold 10-year vision for a ‘healthy, prosperous and greener future for everyone’. This vision is supported by nine ambitions which will act as a framework for all County Council activity. The scoping of the review identified would support the following ambitions that support the overall vision of the Plan.
 - Helping our people live healthier and more independent lives

- Making Nottinghamshire somewhere people love to live, work and visit.
- Protecting the environment and reducing our carbon footprint
- Improving transport and digital connections
- Supporting communities and families

The Review process

7. The members of the review group were:
 - Councillor Nigel Moxon (Chairman)
 - Councillor Penny Gowland
 - Councillor Mike Introna
8. The review was carried out using a variety of different methods, including informal meetings, and the consideration of written evidence. The different stages of the review are detailed below.
9. The first meeting of the review group took place on Wednesday 18 January. At this meeting members received a presentation that provided detailed information on:
 - the legislation that was in place that set out how concessionary travel schemes were provided, including:
 - Section 93 of the 1985 Transport Act
 - the 2000 Transport Act
 - the 2007 Concessionary Travel Act (that had introduced free bus travel nationwide for pass holders)
 - the 2022 Concessions Guidance from the Department for Transport that was underpinned by the “No better, no worse off” principles that had been designed to ensure that the financial implications for bus operators of providing concessionary fares were revenue neutral. It was noted that the “No better, no worse off” principles were currently suspended whilst enhanced support from the Government to support public transport recover from the pandemic was in place until April 2024.
 - the statutory requirement to provide a concessionary pass based on age and disability and the concessions that this pass provided. Information was also provided on the number of age-related and disability concessionary pass holders in Nottinghamshire.
 - the discretionary elements of the disabled scheme that had been agreed locally with transport providers that included the provision of concessionary passes to the companions of people with defined disabilities categories.
 - that Nottinghamshire had above national average take up on age grounds with 84% of those entitled having a pass compared to 73% nationally.

- the work that was being carried out around enhancements to the discretionary elements scheme that would look to provide concessionary travel to under-22's and those residents on jobseeker's allowance. Information was also provided about work that was being carried out regarding the implementation of multi-operator ticketing.
- the cost to the Council of delivering both the statutory and discretionary elements of the concessionary travel scheme. (£9.32million for the statutory elements and £0.14million for the discretionary elements).
- that whilst the number of all journeys on buses was currently at between 80% and 90% of the levels seen pre-pandemic, that concessionary pass holders had returned to using buses at a much lower rate with the number of concessionary pass holder journeys at significantly lower levels than those seen before the pandemic.
- how payments were made to transport providers for the concessionary journeys that they had provided. It was noted that each transport operator had individual arrangements negotiated with the Council on how they were reimbursed based on Department for Transport Guidance.
- how any further discretionary concessions around the time of use or eligibility for concessionary travel outside of the statutory scheme would need to be negotiated with each transport provider on an individual basis.
- how officers were not aware of any local authority that had discretionary elements of their scheme that provided concessionary travel to armed forces veterans or NHS staff. There is however some pre-0930 travel allowed across England.
- the issues that would need consideration around any potential expansion of the times that concessionary journeys could be made (currently after 9:30 weekdays and at any time at weekends).
- the issues that would need consideration around any potential expansion the eligibility for a concessionary travel to pass to other groups including armed forces veterans and NHS staff.

After receiving the information members of the review group took the opportunity to ask questions of Gary Wood, Head of Highways and Transport, and Pete Mathieson, Team Manager – Development and Partnerships on the information that had been provided and to discuss the issues that had been raised.

10. The second meeting of the review group took place on Thursday 2 February. At this meeting members received a presentation that provided detailed information on:

- The requirement for the Council to approve and publish a scheme notice on an annual basis that details the discretionary elements of the concessionary travel scheme and the reimbursement arrangements for 2023/24. It was noted that this decision would be taken by the Cabinet Member for Transport and Environment.
- The financial sustainability of the Council's Concessionary Travel Scheme noting that:

- The scheme was a statutory scheme and had to be funded by the County Council
- That any future changes to the concessions that were included in the scheme could put additional pressure on Council budgets.

11. At this meeting information was also provided in response to questions raised by members at the first meeting. These included:

- **The impact of concessionary travel on the sustainability of bus services.**

Members were advised that the operation of a concessionary travel scheme meant that a transport operator should be no better or no worse off than if the scheme was not in place, and as such transport providers would not benefit financially from an increase in concessionary pass holder journeys. It was also noted that the payment guidance for transport providers that was in place reflected modern travel patterns and that any extension of concessions would create additional costs for the Council.

- **The issues around extending the time window in which the disabled permit could be used from 09:30 to 09:00.**

It was noted that there were approximately 11,000 disabled pass holders in Nottinghamshire. Members were advised that there were numerous and complex issues that would have to be taken into consideration if the time window was to be extended that included provider capacity and the Peak Vehicle Requirement as well as issues around cost, times, area of operation, the level of discount applied at different times, additional administration, and operator acceptance, many of which were out of the Council's direct control.

- **The issues around providing care leavers with concessionary travel on the NET Trams**

Members were advised that there was a budget within the Children and Families department to support care leavers up to the age of 25 with transport costs. It was noted that this support was managed on a discretionary basis to provide care leavers with access to the most appropriate form of support for their travel needs and as such could provide financial support for tram travel.

12. At the conclusion of this meeting members discussed and reviewed the information and discussions that had taken place over the previous meetings in order to formulate and agree their recommendations.

Review activity and recommendations

13. Nottinghamshire County Council operates within the England National Concessionary Travel Scheme (ENCTS) that provides a statutory concession for free off-peak local bus travel to eligible older and disabled people anywhere in England. Bus operators providing eligible services must provide free travel during the core off-peak times of 09:30 until 23:00 Monday to Friday, and all-day Saturday, Sunday and bank holidays.

14. An eligible resident for concessionary travel is a resident of Nottinghamshire who qualifies because of their age (currently over 66 years but rising to 67 from 2026) or because they have a specified disability. The eligibility criteria are set by central government, the Council have no ability to change these. For those Nottinghamshire residents who are not yet eligible because of their age, but who have a qualifying disability, a Disabled Person's Pass is available. The entitlement to travel is currently the same with both passes.
15. In addition to the statutory concessions that are required to be provided by the ENCTS, in Nottinghamshire there are also some additional discretionary benefits that have been agreed by the Council with each transport operator to provide an enhanced service to pass holders. These are:
- Concessionary travel for the companions of the those with defined disabilities (those who are blind or have a severe walking or severe learning disability) and discounted travel on Section 19 services.
16. Members of the review group endorsed the inclusion of the discretionary elements of the scheme and how they enhanced the travel options for all pass holders. Members also noted how the companion pass available for severely disabled people enabled these pass holders to travel freely and with confidence by being able to take a companion with them. Members agreed that the provision of these discretionary elements, due to the direct action of the Council, showed the Council's commitment to providing a fair and accessible concessionary scheme to pass holders. Members also noted the additional work and negotiation with transport operators, as well as the additional costs to the Council, that the provision of these discretionary elements created.

Recommendation One

That members of the review group note with approval:

- a) the effective delivery of the statutory concessionary scheme by the Council.**
- b) the provision of the additional discretionary elements of the concessionary travel scheme.**

17. As part of the review process members examined the issues around the possibility of extending the discretionary elements of the concessionary scheme to other groups of residents, including armed forces veterans and members of the NHS. Members were advised that the Council was not aware of any other area in England that provided concessionary travel to these groups, although some Hospitals may fund some local travel schemes. It was however noted that some areas did offer discretionary concessionary travel to older and disabled people outside of the times set by the ENCTS.
18. Members were advised that the introduction of any additional discretionary elements to the concessionary travel scheme would however be dependent on numerous factors such the cost of providing the additional concession and whether the transport operators would be willing to provide this additional concession on their services. Members were also advised that the provision of all discretionary elements of the concessionary travel scheme were also subject to individual negotiations with each travel operator, and as such could be lengthy and

complex. Members also noted the Peak Vehicle Requirement (PVR) and how this impacted on travel providers. The PVR is the calculation used by operators to establish the number of vehicles required to operate a service. Members were advised that the availability of vehicles and drivers, especially at the current time where transport providers were also experiencing challenges in this area would also need to be a key consideration when considering the possibility of extending the availability of concessionary permits.

19. Members of the review group were in agreement that extending any discretionary element of the concessionary travel scheme would be very complex and difficult, especially at a time when Government support provided during the pandemic to transport providers was coming to an end and the uncertainty that this was creating for transport providers. Members also noted that the financial challenges currently being faced by the Council.
20. Members of the review group were however in agreement that the concessionary travel scheme should aim to meet the needs of its users and felt that concessionary pass holders should have the opportunity to provide feedback on how they used the scheme and on how they might like to see it work in the future. Members noted that this feedback could then be used to formulate any work and activity on the options and viability of any potential changes to the scheme.

Recommendation Two

That consultation and engagement activity be carried out with both older persons and disabled persons permit holders to gather further information on how they currently use their travel pass and how potentially they would like to be able to use their pass in the future to meet their travel needs.

and

that the results of this consultation and engagement activity be used to inform the focus of further considerations by the Cabinet Member for Transport and Environment on any future potential amendments to the discretionary elements of the concessionary travel scheme.

21. As the impact of the Covid-19 pandemic has shown the way in which residents travel and use public transport changes and evolves over time. The lifestyles, needs and expectations of residents may also change over time as these different generations gain access to concessionary travel.

Recommendation Three

That consultation and engagement activity be carried out with concessionary permit holders at suitable intervals in the future to ensure that the concessionary travel scheme in Nottinghamshire continues to meet the needs of its users.

22. As part of the review process members considered the issues around enabling concessionary pass holders to use their concessionary permits from the earlier time of 09:00 as a discretionary element of the concessionary travel scheme offered by the Council. It was noted that whilst not widespread, that this additional discretionary concession was offered by some other Travel Concession Authorities (TCA's).

23. Members expressed concern that in some areas of Nottinghamshire, especially in many rural areas where bus services were less frequent, that concessionary permit holders were sometimes unable to access medical appointments or other local community facilities using their concessionary travel permit due to limited bus services having journeys commencing after 09:30 . Members also noted wider concerns around concessionary permit holders across Nottinghamshire having to pay full fares in order use buses before 9:30 when having to travel to access medical appointments.
24. Members also noted the factors that would need to be taken into consideration into introducing concessionary travel before 09:30, as detailed at paragraph 18.

Recommendation Four

That the Cabinet Member for Transport and Environment gives consideration to a feasibility study being carried out to fully examine the issues and costs around extending the time window in which the older persons and disabled permit could be used from 09:30 to 09:00.

25. The Government published its Bus Back Better, National Bus Strategy for England in March 2021. Within this document there was a requirement for local authorities within England to prepare and publish Bus Service Improvement Plans (BSIPs) by 31 October 2021 that covered such issues as bus priority infrastructure and other infrastructure, bus fares, bus service support, marketing and zero emission buses. There are two different plans in Nottinghamshire, which are the BSIP for the Greater Nottingham (Robin Hood) area and the BSIP for Nottinghamshire. The plan for the Greater Nottingham (Robin Hood) area has been developed in partnership with Nottingham City Council and covers the Nottingham Conurbation, while the Bus Improvement Plan for Nottinghamshire covers the rest of the county outside of the Greater Nottinghamshire area. In April 2022 it was announced that there had been £11.4million of Government funding made available for the delivery of the Greater Nottingham BSIP and £18.7million for the delivery of the Nottinghamshire BSIP.
26. During the review process members learnt how the BSIP's that were in place contained the key objective of providing a network which was affordable and delivered good value for money. This objective would be delivered in part by the universal delivery of the Government's scheme for concessionary travel for jobseekers and the delivery of a scheme that provided reduced fares for young people.
27. Members of the review group agreed that the introduction of these schemes would have a positive impact on these new groups of residents in accessing education and employment. Throughout the review process members of the review group had learnt about the complex range of issues that were involved in the delivery of concessionary travel schemes, including negotiations with travel operators, and as such were pleased to learn that despite these complexities that preparations for the launch of both these schemes were progressing well, with the objective being to launch both schemes across Nottinghamshire by September 2023.

Recommendation Five

That the current activity being carried out as part of the Bus Service Improvement Plan around the expansion of concessionary travel to residents aged 22 and under and to residents in receipt of job seekers allowance, be commended.

28. As already noted, whilst the requirements of the ENCTS must be provided by the Council as the local TCA as part of its concessionary travel scheme, the Council does not receive any specific funding from Government to cover the costs of providing the scheme. Members of the review group were advised that the cost of providing the statutory elements of the concessionary travel scheme was approximately £9.32million.
29. As part of the review process members were advised that the Government was currently reviewing the ENCTS reimbursement guidance and that the results of this review would be made public during 2023.
30. Members noted their concern that if the requirements of the statutory concessionary travel scheme in place in England were expanded by the Government with no additional funding being put in place, then this could place an additional financial burden on the Council at a time when the Council's budget was already under significant pressure. Members also expressed their concern that any unfunded expansion of the statutory scheme could also reduce the ability of the Council to provide the discretionary elements of the scheme already in place in Nottinghamshire. Members of the review group agreed that any expansion of the statutory elements of the national scheme should be supported by an appropriate level of Government funding.

Recommendation Six

That if at a time that the requirements of the statutory concessionary travel scheme are expanded by the Government that appropriate lobbying should take place to request that this expansion is supported with the appropriate level of funding being made to local authorities.

32. Summary of recommendations

	Recommendation	Cabinet Member response
1.	That members of the review group note with approval: a) the effective delivery of the statutory concessionary scheme by the Council. b) the provision of the additional discretionary elements of the concessionary travel scheme.	
2.	That consultation and engagement activity be carried out with both older persons and disabled persons permit holders to gather further information on how they currently use their travel pass	

	<p>and how potentially they would like to be able to use their pass in the future to meet their travel needs.</p> <p>and</p> <p>that the results of this consultation and engagement activity be used to inform the focus of further considerations by the Cabinet Member for Transport and Environment on any future potential amendments to the discretionary elements of the concessionary travel scheme.</p>	
3.	That consultation and engagement activity be carried out with concessionary permit holders at suitable intervals in the future to ensure that the concessionary travel scheme in Nottinghamshire continues to meet the needs of its users.	
4.	That the Cabinet Member for Transport and Environment gives consideration to a feasibility study being carried out to fully examine the issues and costs around extending the time window in which the older persons and disabled permit could be used from 09:30 to 09:00.	
5.	That the current activity being carried out as part of the Bus Service Improvement Plan around the expansion of concessionary travel to residents aged 22 and under and to residents in receipt of job seekers allowance, be commended.	
6.	That if at a time that the requirements of the statutory concessionary travel scheme are expanded by the Government that appropriate lobbying should take place to request that this expansion is supported with the appropriate level of funding being made to local authorities.	

Acknowledgments

33. The Chairman and members of the review group would like to express their thanks for the invaluable support provided during review process to, Derek Higton, Interim Corporate Director – Place, Gary Wood, Head of Highways and Transport and Pete Mathieson, Team Manager – Development and Partnerships.

Other Options Considered

34. None. The recommendations of the review, if approved and to comply with the requirements of the Constitution are required to be submitted to the Cabinet Member for Transport and Environment for their consideration.

Reason/s for Recommendation/s

35. To comply with the requirements of the Constitution that the findings of a scrutiny review are submitted to the Cabinet Member for Transport and Environment for their consideration.

Statutory and Policy Implications

36. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

37. There are no direct financial implications relating to the recommendation of the report.

RECOMMENDATION

- 1) That the recommendations from the scrutiny review of Concessionary Travel, as detailed in the report, be endorsed and referred to the Cabinet Member for Transport and Environment for their consideration.

Councillor Nigel Moxon
Chairman, Place Select Committee

**For any enquiries about this report please contact: Martin Elliott, Senior Scrutiny Officer,
Tel: 0115 9772564, e-mail: martin.elliott@nottscc.gov.uk**

Constitutional Comments (LPW 27.02.2023)

38. The recommendations fall within the remit of the Place Select Committee by virtue of its terms of reference.

Financial Comments (SES 22/02/2023)

39. There are no specific financial implications arising directly from this report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Public Transport and Local Bus Review – Report to Place Select Committee 12 October 2022

Minutes of the Place Select Committee 12 October 2022

Electoral Division(s) and Member(s) Affected

- All

**REPORT OF SERVICE DIRECTOR, CUSTOMERS, GOVERNANCE AND
EMPLOYEES**

WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme.

Information

2. The attached work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning.
3. The work programme has been developed using suggestions submitted by committee members, the relevant Cabinet Member(s) and senior officers and has been approved by the Overview Committee. The work programme will be reviewed at each pre-agenda meeting and committee meeting, where any member of the committee will be able to suggest items for possible inclusion.

Other Options Considered

4. None

Reason/s for Recommendation/s

5. To assist the committee in preparing its work programme.

Statutory and Policy Implications

6. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATIONS

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

Marjorie Toward
Service Director, Customers, Governance & Employees

For any enquiries about this report please contact: Martin Elliott, Senior Scrutiny Officer, martin.elliott@nottsc.gov.uk.

Constitutional Comments (HD)

7. The Committee has authority to consider the matters set out in this report by virtue of its terms of reference.

Financial Comments (NS)

8. There are no direct financial implications arising from the contents of this report. Any future reports to Committee on operational activities and officer working groups, will contain relevant financial information and comments.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- All

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Meeting Date	Agenda Item	Cabinet Member Responsibility	Purpose/Outcomes	Resolutions
12 October 2022	Public Transport and Concessionary Travel	Cabinet Member – Transport and Environment	To receive a progress report on, and to scrutinise the Council’s activity in supporting the provision of Public Transport across Nottinghamshire.	<ol style="list-style-type: none"> 1. That the report be noted. 2. That a member-led review be carried out on the Council’s Concessionary Travel Scheme by members of the Place Select Committee. 3. That as soon as available, full performance data on all aspects of the “On Demand” bus services be circulated to members of the Place Select Committee. 4. That members of the Place Select Committee be given the opportunity to feed into the development of the scheduled Bus Services Review. 5. That as soon as available, details of the promotional campaign to encourage bus use in Nottinghamshire be circulated to members of the Place Select Committee. 6. That information on the Council’s policy for providing school transport for Looked After Children be circulated to members of the Place Select Committee. 7. That a report be brought to a future meeting of the Place Select Committee on the subsidies and support provided by the Council for bus services in Nottinghamshire.

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Meeting Date	Agenda Item	Cabinet Member Responsibility	Purpose/Outcomes	Resolutions
11 January 2023		Cabinet Member – Transport and Environment	<p>To receive a progress report on the implementation of the recommendations of the Highways Review Panel.</p> <p>To receive information on and to scrutinise the Council’s activity on road safety (including road safety around schools)</p>	<p>That the following issues raised by the Committee in its consideration of the Highways and Road Safety report be progressed:</p> <p>a) That a progress report on the delivery of the Highways Joint Continuous Improvement Plan be brought to the December 2023 meeting of the Place Select Committee.</p> <p>b) That a briefing note detailing the outcomes of the recent peer review of highways be circulated to members of the Place Select Committee.</p> <p>c) That members of the Place Select Committee receive regular briefing notes on highways issues in a format and at a frequency to be agreed by the Chairman of the Place Select Committee, in consultation with the Cabinet Member for Transport and Environment and officers.</p> <p>d) That the Place Select Committee carries out pre-decision scrutiny in advance of any decisions taken by the Cabinet Member for Transport and Environment on the location of 20mph speed limit pilot schemes.</p>

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

				e) That the data that has been collected from the exiting 20mph speed limits pilot schemes be circulated to members of the Place Select Committee.
	Waste and Recycling	Cabinet Member – Transport and Environment	<p>To receive a progress report on the outcomes of the HWRC Strategic Review.</p> <p>To receive a progress report on, and to scrutinise activity around recycling across Nottinghamshire.</p>	<p>That the following issues raised by the Committee in its consideration of the Waste Management in Nottinghamshire report be progressed:</p> <p>a) That the statement received from Veolia regarding its operations in Russia be circulated to members of the Place Select Committee.</p> <p>b) That the Cabinet Member for Transport and Environment, in consultation with officers, gives consideration to how the Council can work further with the District and Borough Councils to increase recycling rates across Nottinghamshire.</p> <p>c) That once available, a report on the recommendations arising from the review of recycling centres be brought to a meeting of the Place Select Committee.</p> <p>d) That once the situation regarding the responsibilities being placed on local councils by Government around the kerbside collection of food waste become clearer, that the Cabinet Member for Transport and Environment gives consideration to how the Council could support</p>

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

				the District and Borough Council's in the provision of collection receptacles.
	Response to the Flooding in Worksop and surrounding areas in August 2022.	Cabinet Member – Transport and Environment	To receive a report on the Council's response to the Flooding in Worksop and surrounding areas in August 2022 as part of the committee's statutory responsibility for flood risk management scrutiny.	That in accordance with Section 19 of the Flood and Water Management Act 2010 and the Council's Lead Local Flood Authority responsibilities, that the Section 19 Report – Worksop – August 2022, as attached as an appendix to the officer's report, be approved and published.

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Meeting Date	Agenda Item	Cabinet Member Responsibility	Purpose/Outcomes	Resolutions
15 March 2023	Climate Change	Cabinet Member – Transport and Environment	To receive a progress report on the Council's activity to respond to the challenges of Climate Change and in response to the Climate Emergency that was declared by the Council in May 2021.	
	Electric Vehicle Charging Infrastructure	Cabinet Member – Transport and Environment	To receive a report on, and to scrutinise activity regarding the development of Electric Vehicle charging infrastructure across Nottinghamshire.	
	Recycling in Nottinghamshire	Cabinet Member – Transport and Environment	<p>To receive a response from the Cabinet Member for Transport and Environment on the resolution made at the January 2023 meeting:</p> <p><i>“That the Cabinet Member for Transport and Environment, in consultation with officers, gives consideration to how the Council can work further with the District and Borough Councils to increase recycling rates across Nottinghamshire.”</i></p>	

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

	Outcomes of the scrutiny review of Concessionary Travel		To consider the findings of the task and finish review of Concessionary Travel.	That the recommendations from the scrutiny review of Council buildings, as detailed in the report of the Chairman of the Place Select Committee, be endorsed and referred to the Cabinet Member for Transport and Environment for their consideration.
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WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Meeting Date	Agenda Item	Cabinet Member Responsibility	Purpose/Outcomes	Resolutions
5 July 2023	Crime and Disorder	Cabinet Member – Communities	<p>To sit as the Council’s statutory Crime and Disorder committee to scrutinise delivery of crime and disorder strategies.</p> <p>To meet the requirements of the Crime and Disorder (Overview and Scrutiny) Regulations 2009.</p>	
	Access to Digital Services and Digital Inclusion	Cabinet Member – Economic Development and Asset Management	To receive a report on, and to scrutinise activity regarding the Council’s activity regarding access to Digital Services and Digital Inclusion.	

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Items pending scheduling or removal

Item	Cabinet Member Responsibility	Details	Status
Country Parks	Cabinet Member – Communities	To be further discussed with Chairman and Vice-Chairman.	To be considered for scheduling
Subsidised Bus Services	Cabinet Member – Transport and Environment	Resolved at the October 2022 meeting: “That a report be brought to a future meeting on the Place Select Committee on the subsidies and support provided by the Council for bus services in Nottinghamshire.”	To be scheduled
Recycling Centres Review	Cabinet Member – Transport and Environment	Resolved at the January 2023 meeting: “That once available, a report on the recommendations arising from the review of recycling centres be brought to a meeting of the Place Select Committee.”	To be scheduled

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Reviews

Project Start Date	Item	Cabinet Member Responsibility	Purpose of Review	Current Status and activity
January 2023	Concessionary Travel	Cabinet Member – Transport and Environment	<p>Resolved at the October 2022 meeting:</p> <p>“That a member-led review be carried out on the Council’s Concessionary Travel Scheme by members of the Place Select Committee.”</p>	<p>COMPLETED – Report to considered at March meeting.</p> <p>Monitoring to continue of the recommendations made.</p>

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Project Start Date	Item	Cabinet Member Responsibility	Purpose of Review	Current Status and activity
February 2023	Visitor Economy Strategy	Cabinet Member – Communities	<p>Resolved at the December 2022 Overview Committee meeting:</p> <p>“That the Place Select Committee carry out pre-decision scrutiny on the refreshed Visitor Economy Strategy in advance of the strategy being considered by the Cabinet Member for Communities.”</p>	<p>To be considered by Cabinet Member in February. Pre-decision work carried out and fed into the process.</p> <p>COMPLETED - Monitoring to continue of the recommendations made.</p>

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Project Start Date	Item	Cabinet Member Responsibility	Purpose of Review	Current Status and activity
25 January 2023	Waste Local Plan	Cabinet Member – Transport and Environment	Pre-decision scrutiny on the draft Waste Local Plan	Meeting carried out 25 January. Second meeting to be scheduled.

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Project Start Date	Item	Cabinet Member Responsibility	Purpose of Review	Current Status and activity
TBC	<p>Free School Meals</p> <p>(To be coordinated with the work that the CYP Select Committee will be carrying out on the impact on services for families related increased number of children in receipt of Free School Meals).</p>	<p>Cabinet Member - Communities</p> <p>Cabinet Member – Children and Young People</p>	<p>To gain assurance that the quality of Free School Meals is not being negatively impacted by the increased number of children in receipt of Free School Meals.</p>	

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Project Start Date	Item	Cabinet Member Responsibility	Purpose of Review	Current Status and activity
TBC	20mph Pilot Schemes	Cabinet Member – Communities	Resolved at the January 2023 meeting that the Place Select Committee carries out pre-decision scrutiny in advance of any decisions taken by the Cabinet Member for Transport and Environment on the location of 20mph speed limit pilot schemes.	

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 28 FEBRUARY 2023

Items to be scheduled for 2023/24

Item	Cabinet Member Responsibility	Details	Status
Highways Joint Continuous Improvement Plan – Progress Report	Cabinet Member – Transport and Environment	Resolved at January 2023 meeting “That a progress report on the delivery of the Highways Joint Continuous Improvement Plan be brought to the December 2023 meeting of the Place Select Committee.”	To be scheduled for December 2023 meeting.
Visitor Economy Framework	Cabinet Member – Economic Development and Asset Management	To scrutinise the implementation and of the Visitor Economy Framework	To be scheduled for March 2024 meeting.