

Transport and Environment Committee

Wednesday, 01 September 2021 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

- | | | |
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| 1 | Minutes of last meeting held on 19 July 2021 | 3 - 6 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Natural Environment and Woodland Creation | 7 - 10 |
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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 Noel McMenamin (Tel. 0115 977 2670) 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>

Meeting Transport and Environment Committee

Date 19 July 2021 (commencing at 2:00 pm)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

Neil Clarke MBE (Chairman)
Mike Adams (Vice-Chairman)
John Ogle (Vice-Chairman)

Matt Barney **A**
Maureen Dobson
Glynn Gilfoyle
Penny Gowland

Tom Hollis
Sam Smith
Nigel Turner
John Wilmott

SUBSTITUTE MEMBERS

Bruce Laughton.

OTHER COUNTY COUNCILLORS IN ATTENDANCE

None.

OFFICERS IN ATTENDANCE

Mick Allen	-	Place Department
Doug Coutts	-	Via East Midlands Ltd
Sally Gill	-	Place Department
Suzanne Heydon	-	Via East Midlands Ltd
Derek Higton	-	Place Department
Sue Jaques	-	Place Department
Stephen Pointer	-	Place Department
Adrian Smith	-	Place Department
Gary Wood	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1. MINUTES OF LAST MEETING HELD ON 15 JUNE 2021

The minutes of the last meeting held on 15 June 2021, having been circulated to all Members, were taken as read and were signed by the Chairman.

2. APOLOGIES FOR ABSENCE

Matt Barney – medical/sickness.

3. DECLARATIONS OF INTERESTS

None.

4. CORPORATE ENVIRONMENT STRATEGY AND THE CLIMATE EMERGENCY

During debate, it was agreed that the Committee should receive interim progress reports on the development of the Corporate Environment Strategy.

It was also agreed that details of Nature Recovery Networks in Nottinghamshire would be shared with the Committee.

RESOLVED 2021/011

That:

- (1) Committee considered the report and presentation to identify other priorities to be captured in the Corporate Environment Strategy and Action Plan and to identify any other resources required to deliver those priorities within the context of the declaration of a Climate Emergency and the aspiration to achieve carbon neutrality in all its activities by 2030;
- (2) A Greenhouse Gas emissions report be commissioned to assess the current carbon emissions from the County Council's activities, being funded through existing energy and carbon management budgets;
- (3) It be recommended that the County Council moves onto a fully renewable 'green' electricity tariff and that the matter be referred to the Economic Development and Asset Management Committee to consider in more detail;
- (4) A further report of the finalisation of the Environment Strategy and any enhanced actions be presented to the Committee in the Autumn of 2021.

5. MANSFIELD GREEN RECOVERY FLOOD RESILIENCE PROGRAMME

RESOLVED 2021/012

That:

- (1) The work outlined in the report be endorsed, and that the recruitment of a Temporary Principal Officer post to be funded by the Green Recovery project be supported;
- (2) It be agreed that the Committee receive a regular six-monthly update on countywide flood risk matters.

6. JOINT WASTE LOCAL PLAN UPDATE

RESOLVED 2021/013

That:

- (1) the progress on the preparation of the Joint Waste Local Plan be noted;
- (2) the Chairman and Vice-Chairman – Environment be nominated to work on a Joint Councillor Working Group;
- (3) no further actions following consideration of the report were identified.

7. FUTURE CASUALTY REDUCTION TARGET FOR 2030

RESOLVED 2021/014

That:

- (1) the proposed target to reduce preventable road traffic casualties resulting in people being killed or seriously injured by 40% by 2030, be approved;
- (2) A further report and presentation be brought to Committee in the Autumn of 2021, detailing all aspects of road safety and casualty reduction carried out within Nottinghamshire.

8. WORK PROGRAMME

It was explained that the Work Programme was subject to additions, amendments and deletions in response to emerging and shifting priorities on an ongoing basis, and would reflect a balance of transport and environment priorities.

RESOLVED 2021/015

That, subject to the inclusion of progress reports on the Corporate Environment Strategy, the Work Programme be approved.

The meeting concluded at 3.50 pm

Chairman

1 September 2021**Agenda Item:4****REPORT OF THE SERVICE DIRECTOR, INVESTMENT AND GROWTH****NATURAL ENVIRONMENT AND WOODLAND CREATION****Purpose of the Report**

1. To provide the Transport and Environment Committee with an overview of the natural environment work of the Authority's Conservation Team.

Information

2. This report is accompanied by a presentation that will provide Members with an overview of the natural environment work of the Conservation team, including management of the County Council's Green Spaces and the Trees for Climate woodland creation programme.
3. The Natural Environment unit comprises:
 - ecology, including the provision of specialist advice on the County Council's plans and programmes;
 - biodiversity, including support for the work of the Biodiversity Action Group and for volunteering;
 - management of the Authority's Green Spaces;
 - and, Greenwood Community Forest.
4. The County Council's Green Spaces currently comprise over 80 sites across the County, equating to approximately 1600 hectares of land, managed for people and wildlife. 46 sites are wholly or partly designated as Local Wildlife Sites, 6 are Local Nature Reserves and 5 are legally protected as Sites of Special Scientific Interest (SSSIs).
5. The Green Spaces can make a significant contribution to delivering the objectives of the County Council's Environment Strategy in relation to protecting and enhancing habitats and species; achieving net gains in biodiversity; creating new woodlands; and, establishing a nature recovery network across the County to increase the resilience of biodiversity to the negative impacts of a changing climate.
6. The current Green Estate Development Strategy 2013-2023 is due to be reviewed and a further 10 year Strategy developed.
7. Greenwood Community Forest, which is hosted by the County Council, was formed in the early 1990s and its core area covers 161 square miles of west Nottinghamshire, from Mansfield in the north to Nottingham in the south and from Eastwood in the west to Farnsfield in the east. It supports Nottinghamshire's communities to create, improve and enjoy

woodlands and other high quality accessible green spaces in a sustainable way that benefits the environment, landscape and the local economy.

8. Trees for Climate is a five-year programme (2020-2025) committed to the creation of over 6000ha of new woodland across England's eleven Community Forests, with funding coming from Defra as part of the government's Nature for Climate Fund.
9. In Nottinghamshire, Greenwood Community Forest has contracted to create 250ha of new woodland as part of the Trees for Climate programme, establishing new accessible green space for local communities, new habitat for wildlife, and capturing thousands of tonnes of carbon.
10. The work of the Biodiversity Action Group, which is hosted by the County Council, includes the completion of Biodiversity Opportunity Mapping to inform nature recovery work; actions to protect priority habitats and species; and, a programme of control measures to address invasive non-native species issues across the County.

Reason for Recommendation

11. To enable Committee to consider the work of the Conservation Team in relation to the natural environment.
12. To enable Committee to consider and reaffirm support for the work of the Nottinghamshire Biodiversity Action Group, in view of the recent declaration of a Climate Emergency.

Statutory and Policy Implications

13. 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

14. There are no financial implications arising directly from this report.

Implications for Sustainability and the Environment

15. The implications for sustainability and the environment are set out in the report and will be discussed during the presentation.

RECOMMENDATION

- 1) It is recommended that Committee considers the information contained in the presentation, to inform any future reports.
- 2) It is recommended that Committee reaffirms its support for and commitment to the work of the Nottinghamshire Biodiversity Action Group, in view of the declaration of a Climate Emergency.

Matthew Neal
Service Director, Investment and Growth

For any enquiries about this report please contact: Heather Stokes, Conservation Team Manager

Constitutional Comments (CEH 19.08.2021)

16. The report and recommendations fall within the remit of the Transport and Environment Committee under its terms of reference.

Financial Comments [RWK 16/08/2021]

17. There are no specific financial implications arising directly from 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 Divisions and Members Affected

- All

1 September 2021**Agenda Item:5**

REPORT OF CORPORATE DIRECTOR, PLACE HIGHWAYS REVIEW UPDATE REPORT

Purpose of the Report

1. The purpose of this report is to:
 - Update Councillors on the County Council's Highway Services Review, which is underway following the motion agreed at Full Council on 27th May 2021;
 - Update on the Local Government Association Peer Review of Highways planned for September 2021;
 - Recommend that all Councillors are invited to an open day at Bilsthorpe Depot to gain a full understanding of operational highways activities.

Information

2. At the Transport and Environment Committee of 15th June 2021, Councillors agreed to the commencement of a cross-party highway review. The first meeting of the review panel took place on 14th July. The members of the Panel are:
 - Cllr Neil Clarke (Chairman)
 - Cllr John Ogle
 - Cllr Sam Smith
 - Cllr Nigel Turner
 - Cllr Tom Hollis
 - Cllr Penny Gowland
 - Cllr Maureen Dobson
3. The panel resolved to add the management of utility works to the scope of the review, and the revised terms of reference are attached at Appendix 1 reflecting that change. Members of the panel took part in an introductory discussion on highway services and agreed to write to all Councillors seeking views on what currently works well and where improvements are needed as well as seeking ideas for improvement from Councillors. This call for evidence was sent to all County Councillors following the meeting.
4. A page on the Council's website setting out the progress of the Highways Review work has been set up and is being updated regularly:
<https://www.nottinghamshire.gov.uk/transport/roads/cross-party-highways-review-panel>
5. As part of the review, it was agreed to seek support from external consultants to provide national and international knowledge and expertise. WSP have been appointed to support the work of the panel. WSP have many years experience of working in the highways sector and

currently have clients in over 20 highway authorities providing guidance and support on highways reviews and highway asset management and maintenance practice.

6. The second meeting of the panel, a day-long meeting, took place at Bilsthorpe Depot on 23rd July, and involved practical demonstrations of plant and equipment used in highway maintenance, specifically spray injection and mechanised patching and cold-bagged material pot-hole filling. Members of the panel discussed current approaches and techniques with front-line staff to understand their perspectives. Member also saw a range of environmental maintenance and winter maintenance plant and equipment and met some of the key staff involved in those activities. Training of staff was discussed and panel members viewed the new Via training centre. The interaction with frontline staff and seeing practical demonstrations was felt to be very useful by the panel. Following the demonstrations, members discussed possible improvements to approaches to road and footway maintenance with officers, and requested further work be undertaken on revised approaches, for consideration at the next meeting of the panel on 3rd Sept 2021. The third panel meeting will also consider current drainage and environmental maintenance matters, and will receive an initial input from WSP.
7. Further Panel meeting dates have been set for 7th and 20th October. In addition, dates are currently being finalised over the late summer/early autumn for the Panel to meet with members and officers from a number of Councils across the country to share their perspectives on highways matters and receive details of relevant innovations and approaches that may be worth consideration in Nottinghamshire.
8. As part of the overarching review, the Local Government Association (LGA) will undertake a targeted highways peer review to consider the progress made and emerging outputs from the highways review work. The LGA peer review is planned to take place during the week commencing 20th September. As part of the process a number of Councillors, officers and stakeholders will be interviewed. The peer review will be delivered by a group of Councillors and officers drawn from other local authorities

Bilsthorpe Depot Members Open Day

9. Following on from the success of the practical demonstrations which formed part of the second review panel, it is considered appropriate to offer a similar session to all County Councillors as part of an Open Day at Bilsthorpe Depot. This would be timed to be ahead of any recommendation emerging from the review coming to Transport and Environment / Policy Committee so that Councillors have the opportunity to see the practical techniques in action and to meet front line staff.

Other Options Considered

10. None

Reason for Recommendations

11. The review provides an opportunity to renew and develop highways services to match the ambitions of the County Council and expectations of residents to ensure the right services are being delivered in the most cost effective way.

Statutory and Policy Implications

12. 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

13. Per the Resolution of Transport & Environment Committee on 15th June, 2021, the cost of the review is being accommodated within the existing highway budget and is estimated to be £20-£40k . Any financial implications arising from the review will be considered as part of the review outcomes and reported to Committee.

Public Sector Equality Duty implications

14. Any public sector equality duty implications arising from the review will be considered as part of the review outcomes and report to Committee.

Implications for Sustainability and the Environment

15. Effective highway maintenance approaches can reduce congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes. Any specific implications for sustainability and the environment will be considered as part of the review outcomes and report to Committee

RECOMMENDATIONS

It is recommended that Committee:

- 1) Considers the update provided in the report
- 2) Approves the holding of a Members Open Day at Bilsthorpe depot ahead of final recommendations coming to this Committee.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Derek Higon – Service Director Place and Communities - 0115 9773498

Gary Wood – Head of Highways and Transport – 0115 9774270

Constitutional Comments (SJE – 03/08/2021)

16. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways and pavements has been delegated.

Financial Comments (RWK 05/08/2021)

17. There are no specific financial implications arising directly from 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.

- Report to Transport and Environment Committee 15th June 2021 – Highways Review

Electoral Division(s) and Member(s) Affected

- All

Highways Review – Nottinghamshire County Council

Revised Scope July 2021 edited to include Utility Works at Item 5

Key lines of enquiry

1. **Context setting** – Review of relative performance against national and county council metrics, both financial and non-financial including NHT survey results, relative spend, condition indicators and maintenance backlog- to include a review of insurance costs and claims performance.
2. **Practice, Policy and Guidance** For the relevant key areas under consideration, a review to confirm that relevant NCC practice, policy and guidance fits within national policy, strategy and guidance framework.
3. **Capital Maintenance Programme** – Review capital scheme selection processes and how funding is allocated across the County for the annual capital maintenance programme, to include repair methods, use of technology and innovation.
4. **Revenue Maintenance Programme** - Review highway and associated footway repair treatment selection processes and techniques to ensure right repair at the right time and value for money – to include review of the use of Viafix / insitu-recycling and consideration of longer lasting repairs, to include use of technology and innovation.
5. **Utility Works** – Review the County Council's approach to coordinating the activity of utility companies and its own work to avoid unnecessary abortive work and expenditure – including the Permit Scheme. Consider current practice around utility companies approaches to traffic management (road closures etc) and also the impact of utility works on highway assets especially drainage infrastructure.
6. **Work Quality and Value for Money** - Review of processes in place to ensure good quality work and value for money is delivered this to include review of performance management / programme management / quality testing of works / risk and issue controls and supply chain controls in Via.
7. **Performance Management** - Review of performance management arrangements, budget management and reporting and contract management of Via EM.
8. **Communication** - Review of internal and external highways communications, focussing on any areas of best practice from other Local Authorities, which could further enhance our communications approach. including a review of generic/tailored responses to resident and Member enquiries
9. **Drainage, Tree Maintenance and Verge Maintenance** - Review of progress made to improve service provision and outcomes in the areas of drainage, tree maintenance and verge maintenance, focussing on any areas of best practice from other Local Authorities which could further enhance outcomes for residents.

10. **Functions and Leadership** - Based on the experience since Via was established, a review of functional split of between NCC and Via. Key aspects of the functional review are to consider whether adequate quality assurance is in place and if arrangements are fit for purpose, with functions best placed to communicate with and enhance outcomes for residents. The review will cover asset management, district management and overall approaches to leadership and governance.

REPORT OF THE CORPORATE DIRECTOR, PLACE

RESPONSES TO PLANNING CONSULTATIONS

Purpose of the Report

1. To seek endorsement of an updated protocol on Councillor involvement and approval of comments issued on behalf of the County Council on:
 - Planning applications;
 - Local plans, Neighbourhood Plans and other related strategies;
 - Government consultations on planning matters.

Information

2. The Planning Policy Team co-ordinate the Councils response to planning applications, emerging Local Plans, Neighbourhood Plans and Government consultations on planning and related matters. This involves collating comments on proposals and plans from the following County Council service areas:
 - a. Adult Social Care and Supported Housing
 - b. Early Years
 - c. Economic development
 - d. Education
 - e. Historic environment
 - f. Landscape & reclamation (dependant on scheme)
 - g. Libraries (Inspire)
 - h. Minerals and Waste Planning
 - i. Nature conservation
 - j. Property
 - k. Public health
 - l. Public transport
 - m. Rights of way
 - n. Strategic Transport
 - o. Energy Management and Sustainability
 - p. Waste management
3. The Planning Obligations Officer supports County Council service areas in providing detail on what planning obligations are required to make development acceptable. The comments of the Council on planning proposals as Highway Authority and Lead Local Flood Authority are made separately.

4. A Protocol was agreed by the former Environment and Sustainability Committee in 2013 and revised in 2017 by the Communities and Place Committee to set out thresholds for responses to proposals which should be subject to Councillor approval, based on the strategic significance or concern raised by the proposal or plan. This area of work now falls into the remit of the Transport and Environment Committee.
5. The Transport and Environment Committee will approve consultation responses where officers and Chairs consider this necessary, but in light of the need to meet external response deadlines, planning responses over the thresholds appended to this report will normally be agreed by the Chair or Vice Chair of the Committee.
6. For the proposals meeting the thresholds in the appendix:
 - a) The Chair, Vice Chair, Opposition spokesperson/s and Divisional Councillors for the site will be notified of the proposals sent for consultation and be asked for any comment;
 - b) Copies of the Draft response will be circulated to The Chair, Vice Chair, Opposition spokesperson/s and Divisional Councillors for the site;
 - c) The final response will be approved by the Chair before being submitted.
7. Councillors may ask that a proposal meeting the threshold should be considered by the Committee. Officers may also consider that a specific consultation response should be approved by the Committee. In both cases Officers will liaise with the Chair/Vice Chair to determine if a consultation response should be brought to the Committee for approval, taking into account external deadlines for making responses.
8. As a separate exercise, consultations received by the County Council as Highways Authority are notified to Councillors through a weekly list compiled by the Highways Development Control team which is circulated to all Groups.

Other Options Considered

9. To not have an agreed protocol on Councillor involvement in developing and submitting comments to the relevant Local Authorities and statutory bodies. This would result in an arbitrary approach to how Councillors are involved in consultation responses, resulting in difficulties in operational work and potential delays in responding to consultations which would be unsatisfactory.

Reason for Recommendation

10. To ensure that the County Council has an agreed approach to securing agreement on responses made on planning applications, local plans and other planning publications.

Statutory and Policy Implications

11. 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.

RECOMMENDATION

- 1) That Committee approve the Protocol as appended to this report for dealing with comments on planning applications and other planning proposals.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Stephen Pointer, Team Manager Planning Policy, Tel: 0115 993 9388

Constitutional Comments (RHC 03/08/2021)

12. Transport and Environment Committee is the appropriate body to consider the contents of this report by virtue of its terms of reference.

Financial Comments (SES 16/07/2021)

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

Background Papers

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.

**Appendix: Protocol on agreeing observations on planning consultations
(other than those made as highway or local lead flood authority)**

(updated September 2021)

The Chair of the Transport and Environment Committee (or Vice Chair in their absence) will approve County Council comments on the following types of planning applications and planning proposals as set out below. Where these instances are not met, comments will be agreed at officer level.

Type	Chair approval
Planning Applications	
Residential Development (Use Class C1)	<ul style="list-style-type: none">• 0-50 dwellings: which raise strategic planning concerns;• 51-200 dwellings: which are contrary to local or national planning policy;• 201+ dwellings: all applications
Commercial, Business and Service Development (Use Class B2,B8, E)	<ul style="list-style-type: none">• Applications over 2500m² floorspace;*• All applications outside a defined urban boundary*
Other development	<ul style="list-style-type: none">• To be decided by officers on a case by case basis
Development Plan and other Strategies/Guidance	
Local Plans	<ul style="list-style-type: none">• All Local Plans within the County (pre submission)• All Local Plans prepared by neighbouring authorities (pre submission)
Neighbourhood Plans	<ul style="list-style-type: none">• To be decided by officers on a case by case basis
Other Plans/Strategies/ Government consultations	<ul style="list-style-type: none">• To be decided by officers on a case by case basis

* except for proposals on an established industrial estate, retail park or within an allocated employment area.

Where consultations require Chair approval, a consultation email will be sent to the Chair, Vice Chair, opposition spokespersons and Councillors for the relevant Division(s), seeking views on planning matters

A copy of the draft response will be circulated to the same Councillors seeking comment.

The final response will be agreed with the Chair (or Vice Chair in their absence).

The response will not include highway or flood management matters which are the subject of separate responses provided to the District and Boroughs from the respective teams. Any Councillor wishing to discuss responses from a highway or flood management perspective should contact the relevant teams.

Any requests by a Councillor for a specific planning consultation to be considered at Committee should be made to the Planning Group Manager and /or Planning Policy Team Manager.

They will then discuss with the Chair/Vice Chair, considering the significance of the proposal and the deadlines for responses to be made.

Equally officers themselves may consider that a consultation response should be considered by Committee and will discuss with the Chair/Vice Chair as part of setting the work programme for the Committee.

REPORT OF THE SERVICE DIRECTOR FINANCE, INFRASTRUCTURE & IMPROVEMENT

TRANSPORT AND ENVIRONMENT PERFORMANCE REPORT FOR QUARTER 1 PLACE CORE DATA SET

Purpose of the Report

1. To provide the Committee with an update of performance for Transport and Environment for quarter 1 2021/22 (1 April 2021 to 30 June 2021).

Background

2. The Council's Planning and Performance Framework establishes the approach that the Council takes to planning and managing its performance to deliver effective and responsive services.
3. The Council has agreed that the key measures of its performance will be defined through a number of core data sets which are detailed in its Council Plan and each of its Departmental Strategies. Performance against these core data sets is reported to committee every three months (quarterly) to support the performance management of the delivery of services.
4. Key measures from the existing Council Plan (2017-2021) will continue to be reported until a new Council Plan can be established, and the subsequent core data set agreed upon.

Information and Advice

5. Relevant key measures from the Core Data Set is included in Appendix A, and when considering the appendix it should be noted that:
 - The previous figures are for the preceding quarter or financial year (2020/21), although in some cases this is highlighted as not applicable where the data is unavailable for the previous quarter/annual.
 - The appendix also indicates whether the measure is
 - a cumulative measure (C) which shows performance from 1 April 2021 to 30 June 2022,
 - a measure which is reported annually (A),
 - or a measure which only includes the value for the individual quarter

6. The report highlights those core data set measures which have been identified as a risk in the appendix based on the latest performance figures.
7. A number of Council services, reporting to this committee, are delivered through external parties, these include:
 - Via East Midlands, a company owned by County Council (NCC), who deliver the Highways Service for the benefit of the County's residents, visitors, businesses and highways users, with some key strategic functions retained by NCC.
 - Veolia Environmental Services (VES), who have a long term Private Finance Initiative (PFI) contract (to 31 March 2033) with NCC to manage the bulk of the Local Authority Collected waste. This includes providing the recycling network and operating and maintaining the Material Recovery Facility (MRF) at Mansfield. It also includes arranging composting services and waste disposal through subcontractors for the production and processing of Refuse Derived Fuel (RDF) from residual waste, and for the use of the Sheffield Energy Recovery Facility (ERF) with Veolia Sheffield. Two other significant contracts are also used to manage waste streams in the County.

Core Data Set

Highways

8. VIA's Street Lighting Teams have achieved a Q1 result of 93.6% of street lighting faults under the control of the Highway Authority repaired within the response time of 7 days, remaining stable from the previous Q4's figure of 93.7%, and up from 73.5% in Q3 20/21. This is down to the hard work of Street Lighting Operatives, working to amended working practices due to Covid-19.
9. For Q1 21/22, there were no children killed or seriously injured in road traffic accidents. In 2010, the target of a 40% reduction in the number of children killed or seriously injured (KSI) in road accidents by 2020 - using 2005-09 KSI averages - was set. By the end of 2020/21, through the work of Via East Midlands casualty reduction schemes, the Council had achieved a 40% reduction.
10. The Nottinghamshire Local Flood Risk Management Strategy (LFRMS) was implemented in 2016, a core objective of this strategy is to integrate local flood risk management into the planning process and support sustainable growth. For Q1, the number of properties with enhanced levels of flood protection, due to safeguarding through the planning response process, was 6,564

Waste Services

11. The percentage of household waste sent to reuse, recycling and composting provisional figure is 40.40%, which is above target. The figures were adversely affected by the Covid-19 situation, with Recycling Centres having to operate at reduced capacity due to social distancing requirements. Mansfield District Council kerbside glass collections commenced in April 2021.

Finance Performance

12. The 2021/22 revenue budget for the Transport and Environment Committee is £111.224 million. As of the end of Q1 21/22, the forecast outturn against this budget is £111.194 million resulting in a forecast underspend of £30,000. A summary of the Transport and Environment financial performance is included as Appendix B. The main reasons for forecast under and over-spending are set out below.
13. Highways is forecasting an underspend of £318,000 due to increased s38/s278 income (£200,000) and savings on employee costs (£140,000).
14. Transport is forecasting an underspend of £307,000 after the use of reserves. Concessionary fares are forecast to underspend by £400,000 due to the agreed reimbursement levels with transport operators in addition to Government advice to fund operators based on levels of service from April onwards. SEND/Home to School transport is forecast to overspend by £151,000 due to an increase in the number of pupils requiring support and increases in the cost of contracts.
15. Waste is forecasting an overspend of £449,000. The Waste PFI contract is forecasting an overspend of £245,000 due to the additional contractual costs (£150,000) associated with the booking system at the West Bridgford HWRC. There are also additional traffic management costs at other sites due to COVID (£50,000) and additional costs on ad-hoc Waste services (£45,000). The Waste Retained Client is forecasting an overspend of £200,000 due to the COVID-related impact on recycling credits caused by the additional glass tonnage generated as people are spending more time at home.
16. Conservation is forecast to overspend by £146,000 due to increased planned maintenance to keep sites safe and accessible to the public and additional reactive expenditure on infrastructure repairs.

Other Options Considered

17. This report is provided as part of the Committee's constitutional requirement to consider performance of all areas within its terms of reference on a quarterly basis. The departmental strategy was agreed on 24 January 2018 and the format and frequency of performance reporting were agreed by Improvement and Change Sub Committee on 12 March 2018. Due to the nature of the report no other options were considered appropriate.

Reason/s for Recommendation/s

18. This report is provided as part of the Committee's constitutional requirement to consider performance of areas within its terms of reference on a quarterly basis.

Statutory and Policy Implications

19. 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.

RECOMMENDATION

- 1) That Committee considers whether there are any actions it requires in relation to the performance information on the Council's services for communities and place for the period 1 April 2021 to 30 June 2021.

Nigel Stevenson

Service Director for Finance, Infrastructure & Improvement

For any enquiries about this report please contact:

Chris Williams

Business Intelligence Partner

T: 0115 8041841

E: chris.williams@nottsc.gov.uk

Constitutional Comments (CEH 23/08/2021)

1. The report falls within the remit of the Transport and Environment Committee. If Committee resolves that any actions are required, it must be satisfied that such actions are within the Committee's terms of reference.

Financial Comments (RWK 05/08/2021)

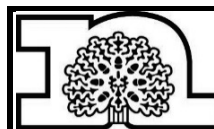
2. There are no specific financial implications arising directly from the report. The financial performance of the Transport and Environment Committee up to the end of Q3 is set out in paragraphs 12 to 17 of the report and in Appendix B.

Background Papers and Published Documents

The performance measures included within appendix A are measures which have previously been included within the performance section of committee reports. These committees are as follows; community safety committee, culture committee, environment and sustainability committee, personnel committee, planning and licensing committee, transport and highways committee, communities and place committee.

Electoral Division(s) and Member(s) Affected

All



Key Performance Indicators	Nottinghamshire				
	Latest	Target	Previous	Period	Risk
Highways and Transport					
Supports Commitment 2 - Children are kept safe from harm					
Number of children and young people seriously injured/killed in road traffic accidents (C)	0	32 (40% reduction from the 2005-09 average)	20	Q1 21/22	
Supports Commitment 5 - Nottinghamshire is a great place to live, work, visit and relax					
Number of properties with enhanced levels of flood Protection as a result of NCC schemes	6,564	426	8,954	Q1 21/22	
% of street lighting faults under the control of the Highway Authority repaired within response time – 7 days	93.6%	85%	93.7%	Q1 21/22	
Increase in average journey time per mile during the morning peak on the urban centre networks in the county (A)	Expected Late 2021	102 (1% increase or lower)	-	2020/21	
Supports Commitment 11 - Nottinghamshire is a well-connected county					
% of A roads in good condition and not requiring maintenance (A)	98.0%	>96%	98.00%	2020/21	
% of B and C roads in good condition and not requiring maintenance (A)	97.0%	>91%	96.00%	2020/21	
% of unclassified roads in good condition and not requiring maintenance (A)	75.0%	>81%	77.50%	2020/21	
Overall satisfaction with the bus journey (A)	Impacted by COVID19	93.0%	94.0%	2020/21	
Place Commissioning - Waste Services					
Supports Commitment 5 - Nottinghamshire is a great place to live, work, visit and relax					
% of household waste sent to reuse, recycling or composting	40.40%	40.0%	40.2%	Q4 20/21	
% of Household Waste diverted from Landfill	94.50%	94.0%	95.1%	Q4 20/21	

Key Performance Indicators

Nottinghamshire

Latest

Target

Previous

Period

Risk

Key: (C) = cumulative measure updated from 1 April to end of reporting quarter
(A) = annual measure updated from previous financial year, or current financial year if quarter 4 and data is
Risk Key: (R) = Red, (A) = Amber, (G) = Green

Transport and Environment Committee - Period 3 2021/22

Previous Forecast Variance £000	Change in Variance £000	Service	Annual Budget £000	Actual Spend £000	Year-End Forecast £000	Latest Forecast Variance £000
0	0	Highways				
0	0	Highways Retained Client	22,618	8,131	22,300	(318)
0	0	VIA East Midlands Contract	19,639	4,432	19,639	0
0	0	Transport				
0	0	Concessionary Fares	11,250	1,508	10,850	(400)
0	0	Local Bus Services	3,995	214	3,995	0
0	0	Other Running Costs	2,984	(423)	3,021	37
0	0	SEND/HtS Transport	15,550	1,711	15,701	151
0	0	Waste				
0	0	Waste PFI Contract	33,900	3,347	34,145	245
0	0	Waste Retained Client	2,577	366	2,781	204
0	0	Minerals and Waste	0	21	0	0
0	0	Consevation Division	738	52	884	146
0	0	Transport and Environment Total	113,251	19,359	113,316	65
		<u>Transfers To (From) Reserves</u>				
0	0	BSOG Related Reserves	(161)	0	(255)	(94)
0	0	Transport Running Costs	(410)	0	(411)	(1)
0	0	Waste	(1,456)	0	(1,456)	0
0	0	Transport and Environment Total	(2,027)	0	(2,122)	(95)
0	0	TRANSPORT AND ENVIRONMENT	111,224	19,359	111,194	(30)

1 September 2021**Agenda Item:8****REPORT OF CORPORATE DIRECTOR, PLACE****ACTIVE TRAVEL FUND TRANCHE 3****Purpose of the Report**

1. The purpose of this report is to:
 - a. update Committee on the submission of the County Council's Active Travel Fund (ATF) Tranche 3 bid; and to seek Committee approval for delivery of the proposed programme should the Department for Transport (DfT) allocate funding for its delivery;
 - b. update Committee on the submission of the County Council's Expression of Interest in undertaking feasibility and development work on a potential Mini-Holland scheme in Stapleford; and to seek Committee approval for delivery of the proposed programme should the DfT allocate funding for its delivery;
 - c. seek Committee approval on the next stages of the development of the D2N2 Local Cycling & Walking Infrastructure Plan (LCWIP).

Information

2. In May 2020 government announced a £250m Active Travel Fund (ATF) available during 2020/21 to deliver interventions to encourage more walking and cycling and embed them as part of long-term commuting habits to secure the associated health, air quality and congestion benefits. Two tranches of the ATF have been released by the DfT to date, including £0.263m towards County Council's Tranche 1 proposals; and £2.178m towards our Tranche 2 proposals being developed for delivery during 2021/22 (as detailed within the 'Highways Capital & Revenue Programmes 2021/22' report considered and approved by Committee at its the 10 June 2021 meeting).
3. On 14 June 2021 DfT invited local authorities (LAs) to bid for capital funding from the third tranche of the Active travel Fund and to submit an expression of interest in the Government's 'Mini-Holland' programme. The deadline for submission of the Active Travel Fund bid and the Mini-Holland expression of interest was 9 August 2021.
4. DfT has stated that it would like all highway authorities (HAs) to develop a Local Cycling & Walking Infrastructure Plan (LCWIP) setting out its future strategic cycling networks, as well as priorities for future cycling and walking infrastructure investment. The DfT required a technical assessment of each of the proposed cycle routes included within the LCWIP to identify those that have the greatest propensity to convert short car journeys to cycling/walking if infrastructure was built at that location, which in turn should form the future cycling infrastructure priorities. Future funding available to HAs (including the ATF) will also be prioritised on the infrastructure priorities identified within the LCWIPs.

Active Travel Fund

5. The DfT has not provided LAs with indicative funding allocations for the funding to be made available in 2021/22 but has stated that “*the total amount of funding being made available is £239 million, and eligible local authorities may therefore receive broadly similar levels of funding to 2020/21*”. DfT has also advised that only those schemes that meet the Bid criteria will be eligible for funding, i.e. those that:
- have been identified through the LCWIP and form part of the Council’s LCWIP priority cycling network (the Council’s LCWIP provisional priorities were determined at 3 September 2020 Communities & Place Committee);
 - deliver carbon, air quality and congestion benefits;
 - tackle areas with poor health outcomes and with high levels of deprivation;
 - meet Local Transport Note (LTN) 1/20 cycling infrastructure design standards;
 - are deliverable before the end of March 2023;
 - demonstrate they offer value for money.
6. As part of the Bid conditions the Council also had to commit to consultation on all the bid proposals (as it has done on the previous tranches of the ATF); and to ensuring that sufficient time is given to the scheme’s bedding in period, to help enable the scheme benefits to be realised before any changes are made to them. The Leader of the Council provided a letter of commitment to this effect which accompanied the submitted Bid.
7. The ATF Tranche 3 proposals included in the Bid are those schemes that have been prioritised based on the schemes that:
- help deliver the Council’s LCWIP priorities;
 - have been assessed as having the greatest potential to increase cycling levels if infrastructure is provided at the location; and deliver the above carbon, air quality, congestion, and health benefits (using the LCWIP technical analysis tool);
 - are able to be delivered to LTN 1/20 design standards before the end of March 2023;
 - offer ‘high’ or ‘very high’ value for money based DfT’s assessment methodology; and add value to other proposed infrastructure programmes;
 - are able to form a deliverable programme within the approximate likely funding allocation (based on the Council’s £2.44m 2021/22 ATF allocation plus a proposed £0.55m contribution from the integrated transport block).
8. Based on the above the following Active Travel Fund programme is proposed for delivery during 2022/23 and was been submitted as part of the Bid (in their delivery priority order).

Priority	Scheme	District	Benefit Cost Ratio (DfT category)	Cost (£m)	Cumulative cost (£m)
1	B6021 Kirkby Folly Road, Sutton in Ashfield (Links to Sutton Parkway)	Ashfield	3.13 (High)	£1.79	£1.79
2	Baulk Lane, Stapleford (Stapleford to Toton Tram Station Link - HS2 Connection)	Broxtowe	4.52 (Very high)	£0.67	£2.46
3	Cycle Parking Infrastructure Programme (countywide)	Various (TBD)	NA	£0.21	£2.67
4	River Trent Path, West Bridgford (Lady Bay Bridge to Holme Pierrepont)	Rushcliffe	4.02 (Very high)	£0.60	£3.27

9. The two schemes below were also detailed in the Bid as reserve schemes, should the DfT make additional ATF funding available to the County Council.

Priority	Scheme	District	Benefit Cost Ratio (DfT category)	Cost (£m)	Cumulative cost (£m)
5	A611 Derby Road, Mansfield (West Notts College)	Mansfield	2.78 (High)	£1.40	£4.67
6	A612 Colwick Loop Road, Netherfield (Section Private Road #1 to A6211)	Gedling	4.88 (Very high)	£1.80	£6.47

10. Even should the funding be made available the schemes are still subject to the necessary consultation, detailed design, and Committee approvals.

Mini-Holland Programme

11. Government's Mini-Holland programme involves intensive, transformational spending on local roads and streetscapes to make them, over time, as cycle and pedestrian-friendly as their Dutch equivalents. This includes installation of high-quality segregated cycle lanes on main roads, low-traffic neighbourhoods, and high streets, and greater roadspace allocation for people walking.
12. Government has previously funded three Mini-Holland schemes in London which resulted in dramatic shifts to people walking and cycling – with walking increasing by 13% and cycling increasing by 18% in the first year after construction. It is also reported that congestion did not increase in the longer term because the changes allowed many people who had previously driven very short journeys to walk or cycle instead.
13. Following the success of the London schemes, Government is looking to develop a shortlist of around 12 non-London local authority areas to benefit from intensive investment in mini-Holland schemes on the same model; and has therefore invited local authorities to submit an expression of interest in developing a Mini-Holland within their area. The main focus of such schemes must be on replacing short car trips and the DfT has also indicated that the locations likely to be shortlisted are locations:
- where there is serious political commitment to dramatic change – not just for cyclists but for everyone who lives and works there;
 - where there are currently low levels of cycling;
 - which are integrated into wider cycling and walking network plans (prioritised through the LCWIP development process);
 - they focus on a specific area, not a whole town;
 - with links to other levelling-up and regeneration programmes.
14. Technical analysis was therefore undertaken at ward and lower super output area to identify areas that met the above criteria and had the greatest propensity to increase the numbers of people cycling and walking. Given the number of market towns, as well as district, village and local centres in the county, many locations in Nottinghamshire would benefit from a Mini-Holland scheme and deliver the proposed objectives of the scheme. Further sifting of potential locations was therefore undertaken to identify those where the introduction of a Mini-Holland scheme would maximise, and add value, to other regeneration investment programmes currently in development (e.g. Levelling Up Fund, Town Deals, etc.); as well as other significant growth and infrastructure projects (e.g. significant employment/housing development, major transport schemes, and cycling and walking infrastructure programmes).

15. The above work has identified areas of Stapleford as a priority location for a Mini-Holland scheme. Our LCWIP development work has identified that infrastructure in this area would have a significant propensity to increase cycling and walking trips; and several priority routes have already been identified to improve the town's connectivity (including links to nearby planned employment/housing growth, as well as the HS2 major transport project). A Mini-Holland in Stapleford would therefore integrate with the Council's strategic cycle network priorities (and our Active Travel Fund Tranche 3 bid proposals includes one of these schemes). There are also already committed investment plans for dramatic change for everyone who lives and works in Stapleford; and Government has prioritised and allocated funding for Stapleford as part of its Town Deal programme, to help regenerate the town and improve its connectivity, skills and enterprise infrastructure. The proposed Mini-Holland scheme will therefore also integrate with, maximise, and add value to the projects included in the Stapleford Investment Plan, especially those that help improve connectivity (including its proposed 'Cycle Superhighway').
16. The specifics of what would be delivered as part of a Mini-Holland scheme would be determined through consultation with the selected targeted area. This is because it is considered that to deliver the most effective Mini-Holland scheme and get the greatest results from it, what is delivered as part of the scheme should be driven by the local communities – the people who live, work and use the local shops and facilities within them; and the local businesses and services operating within them. This would involve all road user types (and protected groups) to make sure that the needs of, and benefits for, all users are considered in its development. Our Mini-Holland proposal therefore includes:
17. Should Nottinghamshire be shortlisted it will receive development funding from to work up their ideas into a compliant business case. If shortlisted the County Council therefore proposes to use the funding to undertake:
- further data collection and analysis to identify the local issues/trends to help local communities when considering potential options;
 - extensive consultation with the targeted local community to identify existing barriers to them making short car journeys on foot or by bike, as well as potential solutions to these barriers;
 - Feasibility and scheme design (including modelling traffic impacts to allay fears that proposals will negatively impact congestion, etc.);
 - Business case development.

Future Cycling Scheme Development

Local Cycling & Walking Infrastructure Plan

18. Following DfT's recommendation to develop a LCWIP, the Council developed a D2N2 area wide LCWIP in partnership with the other D2N2 HAs to help ensure cross-boundary links and consistency of infrastructure delivery across the whole area. Communities & Place Committee subsequently provisionally approved the D2N2 LCWIP and its short-term infrastructure priorities at its 3 September 2020 meeting. This report noted that further technical assessment work was underway to help identify the Nottinghamshire cycling infrastructure priorities and this work is now nearing completion.
19. The four D2N2 HAs are also required to undertake public consultation on the LCWIP document and its infrastructure priorities. Three stakeholder consultation events were held at key stages of the D2N2 LCWIP development to add stakeholder (district councils, cycling groups, etc.) local knowledge, advice, and scrutiny. As part of its DfT Capability Fund

allocation, the Council has secured £10,000 to undertake this consultation and the four D2N2 HAs now plan to undertake wider public consultation on the document and its priorities before the end of the calendar year.

20. This will give all County Council members, communities, and stakeholders to comment on the proposed networks and make additional suggestions to the proposed D2N2 strategic cycling network. It should also be noted that the LCWIP is a 'live' document and will be reviewed regularly. Any scheme/route suggestions can therefore be assessed and included in the network if they are evaluated as a priority.
21. It is proposed that, following the above consultation, a report will be brought to a future Committee meeting to enable it to determine the Council's future short, medium, and long-term cycling infrastructure priorities.

Future Scheme Design

22. As part of its DfT Capability Fund allocation, the Council has secured £50,000 for the design of short/medium-term priority LCWIP routes. It is hoped that this will enable the Council to develop a portfolio of feasible/deliverable schemes ready for construction should funding become available.

Further Scheme/Programme Development, Design and Consultation

23. Each of the schemes detailed in this report is still 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 the majority of schemes.
24. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system). Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses on schemes that fall wholly within the highway boundary. The proposed schemes in the ATF programme included in this report will require more pro-active communications with local residents (to be set out in the consultation plan that will be required as part of their delivery).
25. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.

Other Options Considered

Other options considered are set out within this report. The schemes included in the programme are those identified as best meeting the funding criteria using the Council's LCWIP technical assessment tool.

Reasons for Recommendations

26. The capital programmes detailed within this report have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and

objectives. The programme/schemes detailed in the report have been developed to meet the funding criteria as set out in paragraphs 5, 7 and 13 of the report.

Statutory and Policy Implications

27. 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

28. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 25 February 2021 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids; and County Council contributions will be subject to future Council and Committee approval. The Council's section 151 officer confirmed that the schemes within it offer value for money.

Public Sector Equality Duty implications

29. All programmes detailed within this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.

30. Should funding be secured for their delivery, equality impact assessments of each of the schemes to be delivered will be undertaken by project managers as part of the scheme design to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

Implications for Sustainability and the Environment

31. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. 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 programmes and measures contained within this report have therefore been developed to address congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATIONS

It is recommended that, subject to the provisions set out in paragraphs 23 and 28, Committee:

- 1) approve the proposed Active Travel Fund Tranche 3 bid and its delivery should the DfT allocate funding for its delivery
- 2) approve the proposed Expression of Interest in undertaking feasibility and development work on a potential Mini-Holland scheme in Stapleford; and the undertaking of this work should the DfT allocate funding for its delivery

- 3) approve the next stages of the development of the D2N2 Local Cycling & Walking Infrastructure Plan as set out in paragraphs 18-22.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Sean Parks – Local Transport Plans & Programme Development Team Manager, Tel: 0115 9774251

Constitutional Comments (EKH 18/08/2021)

32. The report falls within the remit of the Transport and Environment Committee under its terms of reference. If the bid for Tranche 3 funding is successful then a further report may need to be taken to Committee in accordance with the Constitution to approve any capital or revenue expenditure met by the external funding.

Financial Comments (GB 18/08/2021)

33. The Active Travel Fund capital grant already awarded to the Council is approved within the Transport and Environment's capital programme. Should the Council be successful in securing further capital grant, a request to vary the capital programme to incorporate the new grant will be required through the usual capital approval processes.

Financial Comments (SES 18/08/2021)

34. As part of its DfT Capability Fund allocation, the Council has secured £10,000 to undertake the consultations and the four D2N2 HAs now plan to undertake wider public consultation on the document and its priorities before the end of the calendar year.

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.

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Place Departmental Strategy – January 2018
- Cycling in Nottinghamshire – 3 September 2020 Communities & Place Committee report
- D2N2 Local Cycling & Walking Infrastructure Plan – 3 September 2020 Communities & Place Committee report
- Transforming Cities Fund Scheme update and funding agreements – 10 February 2021 Policy Committee report
- Annual Budget 2021/22 – 25 February 2021 County Council meeting
- The UK Community Renewal and Levelling Up Funds – 21 April 2021 Policy Committee report
- Highways Capital & Revenue Programmes 2021/22 – 10 June 2021 Transport & Environment Committee report.

Electoral Division(s) and Member(s) Affected

- All

1 September 2021**Agenda Item: 9****REPORT OF THE CORPORATE DIRECTOR, PLACE****ELECTRIC VEHICLE (EV) CHARGING INFRASTRUCTURE AC,DC,V1G, V2G
STAKEHOLDER FOCUS DAYS – 7-8 SEPTEMBER 2021****Purpose of the Report**

1. The purpose of the report is to seek approval for relevant Member attendance at the Electric Vehicle (EV) Charging Infrastructure Stakeholder Focus Days to be held in central London on 7-8 September 2021.

Information and Advice

2. This Committee's terms of reference include approving councillors' attendance at relevant conferences and similar events for which fees are payable. While a fee is not payable in this instance – the Council is benefitting from one of 10 free passes being made available to Local Government Association members – there will be both travel and overnight accommodation costs incurred. It is therefore considered appropriate to seek the Committee's approval to attend. It is proposed that the Chairman of the Transport and Environment Committee attend the event, with the contingency that one of the Committee Vice-Chairmen attend in his place should this prove necessary.
3. The Stakeholder Focus event is a jointly-sponsored by the Department for Transport and a range of public and private sector organisations, and will showcase how the Council can contribute to net zero carbon commitments through facilitating EV charging infrastructure across its property portfolio and beyond.
4. As well as highlighting the latest technology developments, the event provides the opportunity for attendees to learn more about the lessons learnt from EV infrastructure installation and operation to date, the costs involved and wider opportunities to address the Climate Emergency.

Other Options Considered

5. None.

Reason/s for Recommendation/s

6. It is recommended that approval be given for attendance at the event so that the County Council can continue to learn from shared best practice and network with local authorities and other partners in relation to EV infrastructure installation and operation.

Statutory and Policy Implications

7. 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

8. There is no charge for attending the event, as the County Council will receive one of ten free delegate places for Local Government Association members. There will be costs in respect of travel to and from the event, and subsistence and overnight accommodation costs. These costs will be approximately £400.
9. The costs of accommodation and travel for the Chairman of Transport and Environment Committee will be met from the budget for Members' Conferences for which there is an allocation of £6,000 in 2021/22.

RECOMMENDATION

That approval be given for the Chairman of the Transport and Environment Committee, or one of the Committee Vice-Chairmen if required, to attend the Electric Vehicle (EV) Charging infrastructure AC, DC, V1G, V2G Stakeholder Focus Days in central London on 7-8 September 2021 together with any necessary travel and accommodation arrangements.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact Noel McMenamin, Democratic Services, Tel 0115 993 2670

Constitutional Comments (CEH 23/08/2021)

10. This decision falls within the Terms of Reference of Transport and Environment Committee

Financial Comments (CSB 20/08/2021)

11. The cost of attending the event is covered by the Local Government Association. The costs of travel, accommodation and related costs are expected to be approximately £400, which can be met from the 2021-22 revenue budget for Members' Conferences of £6,000.

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.

- ukwideinvestment.com

Electoral Division(s) and Member(s) Affected

All

1 September 2021**Agenda Item: 10**

REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES

WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2021-2022

Information

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

7. This report has been compiled after consideration of implications in respect of finance, public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these as required.

RECOMMENDATION/S

- 1) That the Committee's work programme be agreed, and consideration be given to any changes which the Committee wishes to make.

Marje Toward
Service Director, Governance and Employees

For any enquiries about this report please contact: Noel McMenamin, Democratic Services Officer on 0115 993 2670

Constitutional Comments (CEH)

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

Financial Comments (SES)

9. There are no financial implications arising directly from this report.

Background Papers

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

Place Department Committee Forward Plan - Transport and Environment (T&E)

Month	Committee	Report Title	Report Author
15 JUNE			
June	T&E	TRO Slack Walk, Worksop	Derek Higton, SD / Gary Wood, GM/ Naomi Cook, VIA
June	T&E	TRO New Lane, Blidworth	Derek Higton, SD / Gary Wood, GM / Sonya Hurt, TM (VIA)
June	T&E	National Bus Strategy and Transport Update	Gary Wood, GM/Peter Mathieson, TM
June	T&E	Responses to Petitions	Sean Parks, LTP Manager/Joanne Horton VIA
June	T&E	Highways Review	Gary Wood (awaiting)
June	T&E	Highways Capital & Revenue Programmes 21/22	Sean Parks, LTP Manager
June	T&E	Home to School Transport Policy	Gary Wood/Chris Ward
June	T&E	A616 Ollerton Road, Little Carlton	Gary Wood
June	T&E	Health Worker Permits	Gary Wood
19 JULY			
July	T&E	Joint Waste Local Plan	Stephen Pointer/Nina Wilson
July	T&E	Mansfield Green Recovery Flood Resilience Bid Update	Gary Wood/Sue Jaques
July	T&E	Cultural Service Strategy Refresh	Mick Allen
July	T&E	Future Casualty Reduction Target for 2030	Gary Wood
1 Sept			
Sept	T&E	Highways Review Update	Gary Wood
Sept	T&E	Protocol on Planning Consultations	Stephen Pointer
Sept	T&E	Natural Environment and Woodland Creation	Heather Stokes
Sept	T&E	Active Travel Fund Tranche 3	Sean Parks
Sept	T&E	Finance and performance report (Q1- delayed from July due to changed which need to be made on BMS)	Chris Williams/Stephanie Shardlow
Oct	T&E	Highways Winter Maintenance 2021/22	Gary Wood
Oct	T&E	Nottinghamshire and Nottingham Waste Local Plan	Sally Gill/Stephen Pointer/Nina Wilson
Oct	T&E	LCWIP Priorities for Future Investment	Gary Wood
Oct	T&E	Highways Review Update (standing item for Oct, Nov)	Gary Wood
Nov	T&E	Flood Risk Management Update	Gary Wood/Sue Jaques
Nov	T&E	National Bus Strategy	Gary Wood/Chris Ward/Pete Mathieson
Nov	T&E	EV Charging Update (deferred from Sept)	Gary Wood
Nov	T&E	Civil Parking Enforcement and Permit Scheme Update	Gary Wood/Gareth Johnson
Nov	T&E	Highways Review Update (standing item for Oct, Nov)	Gary Wood

Dec	T&E	Finance and performance report Q2	Chris Williams/Steph Shardlow
Dec	T&E	Flood Risk Management Strategy 2021 -	Gary Wood/Sue Jaques
Dec	T&E	Highway Drainage Programmes	Gary Wood/Martin Carnaffin
Dec	T&E	Gedling Access Road	Gary Wood/Via
Dec	T&E	Highway Network Management Plan	Gary Wood
Jan	T&E	Provisional Highways Capital & Revenue Programmes 2022/23	Gary Wood
Feb	T&E	Charging for Highways and Transport Services	Gary Wood
Mar	T&E	Finance and performance report Q3	Chris Williams/Steph Shardlow
Apr	T&E	Highways Capital & Revenue Programmes 2022/23 – April 2022	Gary Wood
Apr	T&E	LTP Implementation Plan	Gary Wood/Sean Parks
May			
June			
July			