

Place Select Committee

Wednesday, 05 July 2023 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

- 1 To note the appointment by Full Council on 11 May 2023 of Councillor Nigel Moxon as Chairman and Councillor Tom Hollis as Vice-Chairman of the Committee for the 2023-24 municipal year
- 2 To note the membership of the Committee for the 2023-24 municipal year as follows: Councillors Richard Butler, Anne Callaghan BEM, Penny Gowland, Mike Introna, John Ogle, Kane Oliver, Roger Upton, Jonathon Wheeler, Elizabeth Williamson
- 3 Minutes of the previous meeting held 15 March 2023 3 - 14
- 4 Apologies for Absence
- 5 Declarations of Interests by Members and Officers (see notes below)
- 6 Crime and Disorder Strategy 15 - 24
- 7 Progress report on the Household Waste Recycling Centre Strategic Review 25 - 30
- 8 Recommendations from the Scrutiny Review of Concessionary Travel 31 - 36
- 9 Work Programme Report 37 - 56

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
Jonathan Wheeler
Elizabeth Williamson

OTHER COUNCILLORS IN ATTENDANCE

Councillor Neil Clarke MBE
Councillor Mike Adams

OFFICERS

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

1. MINUTES

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

2. APOLOGIES FOR ABSENCE

None

3. DECLARATIONS OF INTERESTS

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

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

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

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

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

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

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

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

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

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

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

RESOLVED 2023/05

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

and

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

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

and

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

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

5. ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

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

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

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

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

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

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

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

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

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

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

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

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

RESOLVED 2023/006

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

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

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

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

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

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

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

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

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

RESOLVED 2023/007

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

7. OUTCOMES OF THE SCRUTINY REVIEW OF CONCESSIONARY TRAVEL

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

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

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

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

RESOLVED 2023/008

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

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

8. WORK PROGRAMME

The Committee considered its Work Programme

RESOLVED 2023/009

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

The meeting closed at 1:19pm

CHAIRMAN

REPORT OF THE CABINET MEMBER FOR COMMUNITIES**CRIME AND DISORDER STRATEGY SCRUTINY****Purpose of the Report**

1. The report seeks to inform the scrutiny of the delivery of the crime and disorder strategy (The Nottinghamshire Community Safety Agreement 2023-2025) as required by the Crime and Disorder (Overview and Scrutiny) Regulations 2009.

Information

2. After scrutiny arrangements were introduced in the Local Government Act 2000 as part of the modernisation agenda the role was broadened by the Police and Justice Act 2006 and the Crime and Disorder (Overview and Scrutiny) Regulations 2009. A duty was placed on local authorities to establish a crime and disorder scrutiny committee to look at crime and disorder issues. Within Nottinghamshire County Council the Place Select Committee fulfils this function.
3. The crime and disorder strategy subject to scrutiny is the Nottinghamshire Community Safety Agreement 2023-2025.
4. There is a statutory requirement within the Crime and Disorder (Formation and Implementation of strategy) Regulations 2007 for a county-level group in two-tier areas that has responsibility for preparing and implementing a Community Safety Agreement. In Nottinghamshire the county-level group is the Safer Nottinghamshire Board (SNB).
5. The collective legislation specifies the responsible authorities and cooperating bodies that form the SNB. The specified responsible authorities are, the county, district and borough councils, police, the fire service, probation and the Clinical Commissioning Groups. In July 2022, Integrated Care Systems (ICSs) became legally established through the Health and Care Act 2022, and Clinical Commissioning Groups were closed down, as such the relationship between the SNB and the ICS arrangements is being explored.
6. The Police Reform and Social Responsibility Act 2011 saw the introduction of Police and Crime Commissioners, and whilst not a responsible authority in legislation, there is a duty of mutual co-operation.
7. The regulations state that the Community Safety Agreement (CSA) must identify:
 - The countywide community safety priorities that arise from the strategic assessment and that require escalating to the county level.
 - Ways of coordinating activity across the county to address priorities.

- How the responsible authorities might otherwise contribute to reducing crime, disorder and substance misuse through closer joint working across the county.
8. The strategic assessment used by the Safer Nottinghamshire Board to inform priority setting is the Police and Crime Needs Assessment produced by the Office of the Police and Crime Commissioner for Nottinghamshire (OPCC). This is also the evidence base for the Police and Crime Plan 2021-2025.
 9. This needs assessment, which is not a statutory product, is produced in collaboration with Nottinghamshire Police and other relevant stakeholders and is informed by a range of local and national information sources. The needs assessment highlights the main issues, risks and threats that are likely to impact upon crime and community safety services. There is also information from the Police and Crime Survey.

The Nottinghamshire Community Safety Agreement 2023-2025 - Priority Setting

10. In setting priorities for inclusion in the Community Safety Agreement (CSA), the SNB worked to agreed principles including:
 - The CSA will focus on what is new and different, plus statutory duties where there are performance issues.
 - The priorities set out in the CSA will be aligned with the Police and Crime Plan 2021-2025.
 - Priorities should be set around developing agendas and not the issues that are already effectively embedded.
 - The CSA and the work of the Board will be action focused, using the agreed SNB priority setting evidence base (the Police and Crime Needs Assessment) to pinpoint where the SNB can make a distinct and significant contribution.
11. The priorities in the Nottinghamshire Community Safety Agreement 2023-2025 are set out in the paragraphs below with a brief outline of the reasoning.
12. **Serious Violence** and **Domestic Abuse** - These are both issues that were included in the previous CSA and where there are good strategies, plans and delivery arrangements in place. However, both issues are subject to new statutory duties where the SNB can have a specific role in ensuring responsibilities are met.
13. The plans and arrangements for the Serious Violence priority (led by the Nottingham City and Nottinghamshire Violence Reduction Partnership) put a strong focus on work with young people. For this reason, the 'Young People at risk of offending and/or criminal exploitation' priority included in the previous CSA is now incorporated within the Serious Violence priority.
14. **Violence Against Women and Girls** is an emerging risk since the last CSA was produced and so is included as a key category under the Serious Violence priority.
15. There are two further continuing priorities, **Modern Slavery** and **Prevent**, that it was identified would benefit from further development work to ensure all relevant partners understand their responsibilities and that appropriate delivery arrangements are in place to meet these.

16. In the previous Community Safety Agreement, **Fraud and Cyber Crime** was the focus of a work programme that the SNB had a role in the governance of. Given the growing risk in this area, particularly during and post pandemic, this issue has been escalated to a priority.

17. In addition to the priorities three cross-cutting issues have been identified:

- Substance Misuse
- Reducing Reoffending
- Feelings of Safety

18. **Antisocial Behaviour** and **Neighbourhood Crime** are also recognised as important matters; however, it was agreed by the district Community Safety Partnership Chairs, who are members of the Safer Nottinghamshire Board, that these be led in localities. This reflects where these issues are largely managed. Neighbourhood Crime includes robbery, burglary, vehicle crime and rural crime.

Ensuring the Delivery of the Nottinghamshire Community Safety Agreement 2023-2025

19. In preparation for the development of a new CSA, a partnership self-assessment was undertaken to establish the maturity of the SNB arrangements. Subsequently a programme of work led by the Chair of the SNB Performance Group was agreed to improve the effectiveness and impact of the Board.

20. It was agreed by the SNB that the CSA would be formed from two parts to allow time for a new operating model to be developed. The first part of the CSA is an overarching document that functions as a standalone short public facing document setting out the 'what' of the SNB – including its purpose, principles, and priorities. This was in place for April 2023. This document is attached at **Appendix One**.

21. The second part will be a set of appendices for partners that describe the different aspects of the 'how', i.e., the new operating model. The Board agreed a transition period to allow these appendices to be developed.

22. The agreed features of the new SNB operating model are:

- **One overarching SNB delivery plan** so there is more transparency about how the strategic intents set out in the CSA will be translated into operational delivery. This will identify the specific issues the Board will address in relation to each priority to add value.
- **A new performance management approach** aligned to that utilised by the OPCC so there is 'one version of the truth'.
- **A forward plan** structured around a set agenda that intentionally builds in challenge and oversight of the work of the Board and the delivery of the CSA.
- **A Memorandum of Understanding** – setting out a shared understanding of leadership, roles and responsibilities.
- **An SNB Communication Strategy** – This strategy will describe an approach to external and internal communications. The SNB strategy will align with existing partner strategies and related planned activity designed to increase public trust and confidence.
- **A Partnership Improvement Plan** – continuing to address identified issues impacting on partnership effectiveness and reviewing the new arrangements put in place.

Home Office Review of Community Safety Partnerships (CSPs)

23. In 2022 the Government published the findings from Part Two of its review of Police and Crime Commissioners (PCCs). The PCC Review found that whilst the importance of local partnerships such as CSPs was widely acknowledged, they were not being used as effectively as they could be. The PCC Review recommended that the Home Office undertake a full review of CSPs across England and Wales to improve their transparency, accountability and effectiveness. The PCC Review made other recommendations relating to CSPs, including to examine the role of CSPs in relation to antisocial behaviour.
24. At the end of March 2023 the Home Secretary wrote to local authority Chief Executives and Leaders about the Community Safety Partnerships and Antisocial Behaviour Powers consultation launch. The consultation included questions about the relationship between CSPs and PCCs and the role of CSPs and PCCs in tackling antisocial behaviour.
25. The consultation considered whether the work of the CSPs and PCCs should be aligned more closely and whether strengthening the accountability of CSPs to PCCs would improve the delivery of more effective outcomes for the public.
26. The consultation ended on the 22 May 2023. It is recognised that any subsequent new requirements introduced following the consultation could require some revision of the operating model of the Safer Nottinghamshire Board as the county level CSP. The Board however is already aligned with the PCC on areas including strategic assessment, priorities and some delivery approaches, as such the Board is confident in continuing with its current direction of travel.

Other Options Considered

27. Other options are not available as the scrutiny of the delivery of the Nottinghamshire Community Safety Agreement 2023-2025 is required by the Crime and Disorder (Overview and Scrutiny) Regulations 2009.

Reason for Recommendations

28. To meet the requirements of the Crime and Disorder (Overview and Scrutiny) Regulations 2009.

Statutory and Policy Implications

29. 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

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

Crime and Disorder Implications

31. This report is driven by crime and disorder related legislation that seeks to improve community safety across the county.

RECOMMENDATIONS

It is recommended that:

- 1) Members consider and comment on the report and the Nottinghamshire Community Safety Agreement 2023-2025.

Councillor John Cottee
Cabinet Member - Communities

For any enquiries about this report please contact: Vicky Cropley, Programme Manager Safer Nottinghamshire Board, 0115 9772040, Vicky.cropley@nottscc.gov.uk

Constitutional Comments (LPW 16/05/2023)

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

Financial Comments (SES 12/05/2023)

33. 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.

- None.

Electoral Division(s) and Member(s) Affected

- All.



Community Safety Agreement for Nottinghamshire 2023 - 2025

This agreement is formed from two parts:

Part One: This part sets out the purpose, principles and priorities of the Safer Nottinghamshire Board.

Part Two: This part sets out how the strategic intents set out in the CSA will be translated into operational delivery that improves community safety in Nottinghamshire.

Part One: Purpose, Principles and Priorities

Purpose

There is a statutory requirement within the Crime and Disorder (Formation and Implementation of strategy) Regulations 2007 for a county-level group in two-tier areas that has responsibility for preparing and implement a Community Safety Agreement (CSA). In Nottinghamshire the county-level group is the Safer Nottinghamshire Board (SNB). The regulations state that the Agreement must identify:

- The county-wide community safety priorities that arise from the strategic assessment and that require escalating to the county level.
- Ways of co-ordinating activity across the county to address priorities.
- How the responsible authorities might otherwise contribute to reducing crime, disorder and substance misuse through closer joint working across the county.

The principles that underpin the Nottinghamshire CSA 2023-2025

1. The CSA will focus on what is new and different plus statutory duties where there are performance issues.
2. The role of the Board will be adding value, identifying what things can only be done at a strategic level including identifying what the priority delivery groups need from the SNB.
3. The CSA will ensure strategic coherence – join-up with other key strategic Boards around aligned agendas but being clear on lead responsibilities to avoid duplication.
4. The priorities set out in the CSA will be aligned with the Police and Crime Plan 2021-2025.
5. The CSA and the work of the Board will be action focused, - using the agreed SNB priority setting evidence base (the Police and Crime Needs Assessment) to pinpoint where the SNB can make a distinctive and significant contribution.
6. Priorities will be set around developing agendas not the issues that are already effectively embedded.
7. The focus and range of work will relate closely to available resources.

Priorities and Cross-cutting Themes for 2023-2025

The strategic assessment used by the SNB to inform priority setting is the Police and Crime Needs Assessment produced by the Office of the Police and Crime Commissioner for Nottinghamshire. This is also the evidence base for the Police and Crime Plan 2021-2025. This needs assessment is produced in collaboration with Nottinghamshire Police and other relevant stakeholders. It is informed by a range of local and national information sources and highlights the main issues, risks and threats that are likely to impact upon crime and community safety services. It also considers information from the Police and Crime Survey.

Police and Crime Commissioners are not a responsible authority in legislation so are not a statutory member of the Safer Nottinghamshire Board however there is a duty of mutual co-operation.

Priorities:

- Domestic Abuse
- Serious Violence (incorporating Young People at risk of offending and/or criminal exploitation, Sexual Violence and Violence Against Women and Girls)
- Prevent

- High Harm Offences – slavery and exploitation
- Fraud and Cybercrime

Cross-cutting Themes:

- Reducing Reoffending
- Substance Misuse
- Feelings of safety

Community Safety Partnership led priorities

- Neighbourhood Crimes – robbery, burglary, vehicle crime and rural crime
- Antisocial Behaviour

These priorities and cross-cutting themes will be reviewed annually by the SNB.

Part Two: Delivering the CSA

In preparation for the development of this CSA the mechanisms through which the strategic intents set out in part one will be translated into operational delivery were subject to a partnership self-assessment. Subsequently the Board agreed a transition phase to allow a new operating model to be implemented to ensure the effectiveness and impact of the SNB.

The SNB sits within a complex partnership landscape in which it seeks to make links with the strategies and plans of relevant organisations and partnerships to achieve its ambitions. A key relationship for the SNB is with the Community Safety Partnerships (CSPs) across the county. The SNB and CSPs will work cooperatively to mutually support common aims and ambitions but with clarity on where specific responsibility and activity sits.

When finalised the second part of this CSA will set out the detail of the agreed features of the new SNB operating model. An overview of the key features is set out below:

- **One overarching SNB delivery plan** so there is more transparency about how the strategic intents set out in the CSA will be translated into operational delivery. This will identify the specific issues the Board will address in relation to each priority to add value.
- **A new performance management approach** aligned to that utilised by the OPCC so there is 'one version of the truth'.
- **A forward plan** structured around a set agenda that intentionally builds in challenge and oversight of the work of the Board and the delivery of the CSA.
- **A Memorandum of Understanding** – setting out a shared understanding of leadership, roles and responsibilities.
- **An SNB Communication Strategy** – This strategy will describe an approach to external and internal communications. The SNB strategy will align with existing partner strategies and related planned activity designed to increase public trust and confidence.
- **A Partnership Improvement Plan** – continuing to address identified issues impacting on partnership effectiveness and reviewing the new arrangements put in place.

5 July 2023**Agenda Item: 7**

REPORT OF THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT PROGRESS REPORT ON THE HOUSEHOLD WASTE RECYCLING CENTRE (HWRC) STRATEGIC REVIEW

Purpose of the Report

1. To provide a progress report to the Place Select Committee on the review of recycling centres.
2. To allow the Place Select Committee to consider the review and any further actions they require.

Background and context

3. In January 2022, the Transport and Environment Committee gave approval to undertake a Strategic Review of the Household Waste Recycling Centre (HWRC) network in Nottinghamshire to ensure that individual facilities and the wider network are fit for the future, in light of the impact of proposed changes to kerbside collections needed to meet the statutory obligations of the Resources and Waste Strategy (RWS) and the impending Environment Act (EA), as well as assessing the impact of housing growth across Nottinghamshire.
4. The following were agreed as the scope for the review:
 - To assess the condition and potential of the current network of 12 HWRCs using appropriate assessment criteria i.e., scope for development, accessibility, suitability of location/surrounding land use, household coverage, travel times/distances, environmental impact, meeting RWS requirements and affordability.
 - To recommend a core long-term network of HWRCs for the county, including consideration of the above criteria, the need to replace those sites that have a limited life span, and any opportunities for providing sites in new locations to serve key areas of the county.
 - Identify strategic locations of any new HWRCs.
 - Consider the issues of cross border usage and trade waste.
 - Assess the potential to expand the reuse offer.
5. Officers commissioned independent advice and support from consultants AECOM.

Methodology Used

6. To achieve the review scope, success criteria were identified, and future policy implications considered. An operational assessment was undertaken of the current HWRC provision (including outlining potential for improvement at each site), as well as identifying recommendations to improve the overall network based on maximising network efficiency and balancing the challenges of location, sufficiency, and site access.
7. The recommendations identified still require additional analysis to fully understand the implications of any changes. This is because there are many permutations and combinations, and it would be helpful to have input from Members to narrow down the potential work required.
8. Part of the further work required includes resolving commercial issues with the Council's Waste PFI partner and securing approval from DEFRA (the sponsoring department on behalf of His Majesty's Treasury (HMT)) and who need to agree any HWRC service changes.

National Waste Policy review

9. Existing policy and legislation determine how the County Council manages its HWRC network. The legislation (mainly the Environmental Protection Act 1990) outlines, what waste needs to be accepted, whether waste collection can be charged for, and how certain materials must be collected.
10. The Government is seeking to fundamentally overhaul the waste system through the Resources and Waste Strategy and the impending Environment Act, and a new set of policies:
 - **Extended Producer Responsibility (EPR)** - to encourage greener production, which could result in increased data collection requirements and changed revenue streams to authorities and contractors.
 - **Consistency of kerbside collection** - could see a reduction in materials received at the HWRC by making the collection of various waste streams and material types compulsory at the kerbside
 - **Deposit Return Scheme (DRS)** - to increase capture rates, which again may reduce certain materials deposited at HWRCs.
11. The full impacts from these policy changes are not yet known as Government has yet to announce the outcome of the consultations. This delay in setting the national policy framework, has meant it has not been possible to finalise the HWRC Strategic Review in the original timescales.
12. Two proposals that were explored in the review were the option of charging for DIY waste at HWRCs and using booking systems for demand management.
13. Government has recently published the outcome of its consultation on both subjects and whilst not currently committing to a position on booking systems has confirmed that charging for household DIY waste at HWRC's will be forbidden under legislation during 2023.

Operational assessment

14. As part of the strategic review, all sites were visited in July 2022 and highlighted the key challenges each site faced, as well as suggesting improvements to improve operational efficiency, recycling performance, or improve user satisfaction.
15. The operational assessment focussed on locality and access, traffic flow, container management, materials collected, potential for reuse activity, and unauthorised usage of the site by non-residents and tradespeople.

Wider HWRC Network Assessment

16. The existing HWRC network was assessed on service provision to residents using geographic information system (GIS) tools. Service provision has been evaluated using travel times to the HWRCs in five-minute bandings for a percentage of the population. This provides an assessment of current coverage and identifies any gaps.
17. Population growth forecasts were also considered, with current estimations predicting a 5.8% increase in the population by 2032. It was determined that the impact of population growth on HWRC requirements is limited and places no special considerations on the location of a HWRC.
18. Currently 98% of the Nottinghamshire population lives within 20 minutes of their nearest HWRC based on using a car at peak travel times, with the 2% not within a 20-minute drive split between the southeast and northeast of the county in isolated properties and hamlets.
19. The National Assessment of Civic Amenity Sites (NACAS) recommends a maximum driving time of 20 minutes in urban areas and 30 minutes in rural areas for the vast majority of residents. So, Nottinghamshire has particularly good coverage.
20. Despite variation across the County overall tonnage collected per person per year in Nottinghamshire is in line with the England average.

Alternative Network options

21. The current network comprises 12 sites of varying quality located largely around previous landfill disposal sites, other sites with a history of waste use, or on areas of land owned or controlled by the County Council.
22. As a result, the network has not necessarily been planned in a structured way around public needs or with specific reference to the wider highway network capacity.
23. A number of different issues have to be carefully considered and balanced in identifying the most suitable long term recycling centre network including both geographic factors (e.g., population coverage) and operational factors (e.g., the efficiency and operability of individual sites), but within the context of national waste policy and strategy, and local planning and development frameworks.
24. Additionally, there are more local priorities that also need to be considered.

- a) A gap in service capacity in the southeast of the county.
 - b) Cross border and devolution impacts.
 - c) Operational, locality and performance related issues at some sites.
 - d) Recent network investments.
25. There is a need to look at options to deliver a long-term sustainable network of sites within the NACAS principles outlined above.

Additional Considerations

26. The review so far has also identified that to improve the efficiency and performance of the HWRC offer in Nottinghamshire the Council could consider:
- a. Expanding the range of materials collected
 - b. Introduction of a meet and greet system or ANPR
 - c. Introduction of reuse systems on sites
 - d. Introduction of technological applications

Next Steps

27. Because of the number of permutations that could be considered, and the complexities of getting location, sufficiency, and access to sites right, with the resultant impact on residents, relevant background information and data supporting the review conclusions more work is required, and it would be helpful to get input and feedback from Members.
28. The Place Select Committee will need to consider the review work undertaken so far and to be done and if there is anything further that they require.

Financial Implications

29. There are no direct financial implications from this report, but the Council spends circa £35m per annum on waste recycling, treatment, and disposal, and is always seeking to deliver improved public services whilst reducing operational costs.
30. Any investment in new or enhanced sites will need capital investment which will need to be identified within the relevant capital programme and may require revenue savings to be identified to offset any additional borrowing. Detailed financial modelling will need to be completed to support any investment business cases.
31. As the HWRC sites form part of the wider PFI Waste Contract approval to any revisions to the network will need to be obtained from His Majesty's Treasury (HMT) and the Department for the Environment Food and Rural Affairs (DEFRA) in order to ensure the central government Waste Infrastructure Credit (WIC) payments are not affected by the changes.
32. Any reduction (or increase) in WIC payments will need to be factored into service budgets and the business case for change.

Implications for Service Users

33. Options which deliver a better quality service at a lower cost are more sustainable in the longer term.
34. Any new sites developed would be designed to modern Disability Discrimination Act access standards and will therefore make the sites more inclusive.
35. Before any proposals are taken forward, they will be subject to a full Equality Impact Assessment and public consultation.

Implications for Sustainability and the Environment

36. The current PFI contractual arrangements for HWRC provision provide a sustainable and affordable service with high levels of overall landfill diversion performance, exceptional HWRC recycling performance, and numerous local sites.
37. These factors minimise the environmental impact of the service and provide a robust contractual and commercial basis for delivery of the HWRC service to enhance recycling performance in the future.

RECOMMENDATIONS

That the Place Select Committee:

- 1) Notes the progress on the Household Waste Recycling Centres Strategic Review.
- 2) Considers whether there is any further information the Committee require or any other steps they wish to take in respect of the review.

Councillor Neil Clarke
Cabinet Member for Transport and Environment

For any enquiries about this report please contact:

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Constitutional Comments (CEH 26.06.2023)

The report falls within the remit of the Place Select Committee under their terms of reference.

Finance Comments (PAA 21/06/2023)

The financial implications are set out in paragraphs 29 to 32.

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.

**REPORT OF THE CABINET MEMBER FOR TRANSPORT AND
ENVIRONMENT****RESPONSE TO THE RECOMMENDATIONS FROM THE SCRUTINY REVIEW
OF CONCESSIONARY TRAVEL****Purpose of the Report**

1. To provide a response to the Place Select Committee on the recommendations arising from the committee's review of Concessionary Travel.

Information

2. At the meeting of the Place Select Committee held on 15 March 2023 it was resolved that:
 - 1) *That the report be amended to note that Transport for London offered a scheme of concessionary travel for certain armed forces veterans.*
 - 2) *That, subject to the amendment detailed above, that the recommendations from the scrutiny review of Concessionary Travel, as detailed in the report, be endorsed and referred to the Cabinet Member for Transport and Environment for their consideration.*
3. In accordance with Section 21B of the Local Government Act 2000 the relevant Cabinet Member is required to provide a response to the recommendations of the Overview Committee within two months of receiving the recommendations of the Overview Committee. In providing this response the Cabinet Member is asked to state whether or not they accept each recommendation and the reasons for this decision. The Cabinet Member must also indicate what action, if any, it proposes to take in response to each recommendation.
4. The responses to the recommendations made are set out in the table at **Appendix 1**.

Other Options Considered

5. None. In accordance with Section 21B of the Local Government Act 2000 the relevant Cabinet Member is required to provide a response to the recommendations of the Overview Committee within two months of receiving the recommendations of the Overview Committee.

Reason/s for Recommendation/s

6. To provide the Overview Committee with the response of the Cabinet Member for Transport and Environment on the recommendations made by the committee's review of Council of Concessionary Travel.

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 are no direct financial implications relating to the recommendations of this report.

RECOMMENDATION/S

- 1) That the Place Select Committee receives and notes the response of the Cabinet Member for Transport and Environment to the recommendations arising from the committee's review of Concessionary Travel.
- 2) That the Place Select Committee continues to monitor the implementation of the recommendations arising from the committee's review of Concessionary Travel.

COUNCILLOR NEIL CLARKE MBE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT

For any enquiries about this report please contact:

Martin Elliott, Senior Scrutiny Officer, Tel: 0115 9772564, e-mail: martin.elliott@nottsc.gov.uk

Constitutional Comments (KK 21/06/2023)

The proposals in this report are within the remit of the Place Select Committee.

Financial Comments (PAA 21/06/2023)

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.

- [Outcomes of the Scrutiny Review of Concessionary Travel](#)

Electoral Division(s) and Member(s) Affected

All

Appendix 1

Response of the Cabinet Member for Transport and Environment to the recommendations arising from the committee's review of Concessionary Travel

Place Select Committee recommendation	Cabinet Member Decision (Accept or Reject)	Action to be taken (if any) and timescale for completion
<p>1. That members of the review group note with approval:</p> <p>a) the effective delivery of the statutory concessionary scheme by the Council.</p> <p>b) the provision of the additional discretionary elements of the concessionary travel scheme.</p>	Accept	<p>Thank you for recognising the effective and efficient administration of the Concessionary fare schemes.</p>
<p>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 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</p>	Accept	<p>The Concessionary Fare review currently being undertaken by the DfT includes consideration of existing eligibility criteria, times of validity and the reimbursement methodology alongside funding implications.</p> <p>Therefore, it would be prudent to wait for the outcome of the national review which is expected in Autumn 2023 before consulting on any future discretionary elements of the scheme. It is the County Council's intention to carry out suitable engagement after the DfT national review</p>

	Member for Transport and Environment on any future potential amendments to the discretionary elements of the concessionary travel scheme.		
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.	Accept	We recognise that regular engagement at suitable intervals would be beneficial in the future and plan to ensure either Nottinghamshire County Council or the Mayoral Combined Authority in the future undertake such engagement.
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.	Accept	<p>It is prudent to wait for the outcome of the national review, before commencing with a feasibility study.</p> <p>Nottinghamshire County Council have asked the Department for Transport to give this time window extension consideration as part of their national review of the concessionary travel scheme. We have also asked that the Department for Transport gives consideration to a suitable concessionary scheme for armed forces veterans in line with that provided by Transport for London.</p>
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.	Accept	Thank you for your positive feedback on the Bus Service Improvement Plan proposals.
6.	That if at a time that the requirements of the statutory concessionary travel scheme are expanded by the	Accept	If there is any future underfunding this will be considered.

	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.		
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**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 23 MAY 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 the 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 23 MAY 2023

Meeting Date	Agenda Item	Cabinet Member Responsibility	Purpose/Outcomes	Resolutions
11 January 2023	Highways	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> <ul style="list-style-type: none"> 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.

WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 23 MAY 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 23 MAY 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 23 MAY 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.	<p>1. That the report be noted.</p> <p>2. That the following issues raised by the Committee in its consideration of the report on the Council's activities in response to the Challenges of Climate Change and to the Climate Emergency Declaration be progressed:</p> <p>a) That to support the activity being carried out to meet the ambition of the Council to be Carbon neutral by 2030, further work should be carried out to enable a greater understanding on the impact of hybrid working on the Carbon emissions related to the delivery of Council services.</p> <p>b) That further work should be carried out to gain a greater understanding of the amount of Carbon emissions related to the delivery of Council services provided through alternative delivery models.</p> <p>and</p> <p>that consideration should be given to how this information could potentially be included in the Council's Greenhouse Gases Report.</p> <p>c) That further work should be carried to investigate the potential opportunities</p>

				<p>around the options for using the Council's estate for renewable energy production.</p> <p>d) That further information be circulated to the members of the Place Select Committee on the activities being carried out with staff around the efficient use of energy in Council buildings.</p> <p>and</p> <p>that consideration should be given to how all elected members can be involved in supporting the delivery of this work.</p> <p>e) That a further progress report on the implementation on the Council's activities in response to the challenges of Climate Change be brought to a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.</p> <p>3) That a progress report on the review of recycling centres be brought to the July 2023 meeting of the Place Select Committee.</p>
	Electric Vehicle Charging Infrastructure	Cabinet Member – Transport and Environment	<p>To receive a report on, and to scrutinise activity regarding the development of Electric Vehicle charging infrastructure across Nottinghamshire.</p> <p>Page 44 of 56</p>	<p>1. That the report be noted.</p> <p>2. That the following issues raised by the Committee in its consideration of the report on Electric Vehicle Infrastructure be progressed:</p> <p>a) That in further work should be carried out to examine how applications by residents to the Electric vehicle cable channel pilot</p>

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

				<p>programme could be encouraged and increased.</p> <p>b) That a further progress report on Electric Vehicle Infrastructure be brought to a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.</p>
	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>	<p>1. That the report be noted.</p> <p>2. That the following issues raised by the Committee in its consideration of the report on the Council's activities in response to the response to the Committee on Joint Working to Improve Recycling Rates across Nottinghamshire be progressed:</p> <p>a) That the Cabinet Member for Transport and Environment, in consultation with officers, gives further consideration to what further activities could be carried out through the Joint Waste Management Board to increase recycling rates across Nottinghamshire.</p>

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

	Outcomes of the scrutiny review of Concessionary Travel		To consider the findings of the task and finish review of Concessionary Travel.	<ol style="list-style-type: none"> 1) That the report be amended to note that Transport for London offered a scheme of concessionary travel for certain armed forces veterans. 2) That subject to the amendment detailed above, and that consideration is also given to the feasibility of introducing free off-peak travel for armed forces veterans in Nottinghamshire, that the recommendations from the scrutiny review of Concessionary Travel, as detailed in the report, be endorsed and referred to Cabinet for their consideration 3) That a progress report on the Bus Network Review be brought to a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.
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WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: UPDATED 23 MAY 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>	
	Concessionary Travel	Cabinet Member – Transport and Environment	To receive the response from the Cabinet Member on the recommendations made from the review of Concessionary Travel.	
	Recycling Centres Review	Cabinet Member – Transport and Environment	Resolved at the March 2023 meeting that <i>"That a progress report on the review of recycling centres be brought to the July 2023 meeting of the Place Select Committee."</i>	

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

	Recycling	Cabinet Member – Transport and Environment	<p>DEFERED</p> <p>To receive the response from the resolution made at the March 2023 meeting:</p> <p><i>“That the Cabinet Member for Transport and Environment, in consultation with officers, gives further consideration to what further activities could be carried out through the Joint Waste Management Board to increase recycling rates across Nottinghamshire.”</i></p>	
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Items pending scheduling or removal

Item	Cabinet Member Responsibility	Details	Status
Section 19 Report – Ravenshead Flooding	Cabinet Member – Transport and Environment	Statutory Section 19 report following flooding in Ravenshead	To be scheduled for September 2023
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 considered for scheduling
Waste and Recycling	Cabinet Member – Transport and Environment	Resolved at the January 2023 meeting: “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.”	To be considered for scheduling once situation around the issue is clearer.
Climate Change	Cabinet Member – Transport and Environment	Resolved at the March 2023 meeting: “That a further progress report on the implementation on the Council's activities in	To be considered for scheduling

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		response to the challenges of Climate Change be brought to a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.”	
Electrical Vehicle Charging	Cabinet Member – Transport and Environment	Resolved at the March 2023 meeting: That a further progress report on Electric Vehicle Infrastructure be brought to a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.	To be considered for scheduling
Bus Network Review	Cabinet Member – Transport and Environment	Resolved at the March 2023 meeting: That a progress report on the Bus Network Review be brought to a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.	To be considered for scheduling
Off-peak travel for armed forces veterans	Cabinet Member – Transport and Environment	Resolved at the March 2023 meeting: That a report on the feasibility of introducing free off-peak travel for armed forces veterans in Nottinghamshire be presented at a future meeting of the Place Select Committee at a date to be agreed by the Chairman of the Committee.	To be scheduled
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 superfast broadband and digital inclusion.	To be considered for scheduling

Reviews

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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 be considered at March meeting.</p> <p>Monitoring to continue of the recommendations made.</p>

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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>Pre-decision work carried out and fed into the decision making process.</p> <p>COMPLETED - Monitoring to continue of the recommendations made.</p>

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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 CYPs 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>	

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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.	

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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.

