



Newark TOWN COUNCIL

Thursday 6th February 2025

Dear Councillors

You are summonsed to attend a meeting of the Environmental Stewardship Sub-Committee at **6.30pm** on Thursday 13th February 2025, in the Pickin Room at the Town Hall.

Yours sincerely

A handwritten signature in black ink, appearing to be 'M. Gleadell', written in a cursive style.

MATTHEW GLEADELL
Town Clerk

A G E N D A

ENVIRONMENTAL STEWARDSHIP SUB-COMMITTEE

THURSDAY 13TH FEBRUARY 2025

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Committee membership

Cllr L Roulstone (Chairman)

Cllr E Cropper (Vice-chairman)

Cllr S Crosby

Cllr G Rix

Cllr M Skinner



Newark TOWN COUNCIL

ENVIRONMENTAL STEWARDSHIP SUB COMMITTEE

Minutes of the Meeting of the Environmental Stewardship Sub Committee held at 6.30pm on Wednesday 16th October 2024 in the Pickin Room at the Town Hall.

Membership Present:	Councillor	Lynn Roulstone (Chairman)
	Councillors	Susan Crosby Mathew Skinner Glenis Rix
Apologies for Absence:		Esther Cropper
In Attendance:	Town Clerk	Matthew Gleadell
Venue:	Pickin Room, Town Hall	

CCWG/09/24/25 Apologies for Absence

Apologies received from Cllr. Esther Cropper.

CCWG/10/24/25 Minutes of the Meeting of the Climate Change Working Group held on Wednesday 22nd July 2024

The minutes of the meeting held Wednesday 22nd July 2024 were approved as a correct record.

CCWG/11/24/25 Declarations of Interest from Members

There were no Declarations of Interest.

CCWG/12/24/25 Solar Panels Update

The Clerk gave members an update on progress with installation of solar panels which was duly noted.

CCWG/13/24/25 Nottinghamshire Nature Recovery Strategy

Members noted the details of the strategy and heard from Cllr. Lynn Roulstone who had attended a meeting regarding the

strategy.

It was agreed to share the survey with all members to help promote the strategy and the consultation being undertaken.

CCWG/14/24/25 Highways and Transport

Members reviewed the Clerks report. There was extensive discussion around various matters that had been identified. It was agreed that focusing on too many issues would be foolish and that taking single issues at a time and working on them would be a sensible approach.

It was agreed to arrange a meeting with stakeholders that can seek to try and improve bus services from Newark to Kings Mill hospital. The Clerk will seek to develop the meeting as quickly as possible.

CCWG/15/24/35 Sustainable Planting

Members reviewed progress with sustainable planting. It was agreed that the initiative had been a success. Hanging baskets for 2025 were considered. Agreed to continue with the annuals and peat free compost but to trial some perennial baskets during the year with a view to assessing them for more permanent use.

CWG/16/24/25 Active Travel Network

The Clerk updated members on a meeting he had attended regarding a meeting he had attended in respect of a Nottinghamshire Active Travel network which links with NSDC's active travel initiatives. The group is seeking to influence how some of the Mayoral funds are spent in this area.

Members noted the report and the Clerk will continue to be involved and seek opportunities when they arise.

CWG/17/24/25 Town Hall Decarbonisation

The Clerk updated members on progress including the initial report from the planning consultants which members reviewed accordingly. The update was noted and the need to await the next part of the report.

CWG/18/24/25 Hack Space Lisa Geary

Cllr. Geary identified her ambition for a hack space in Newark and detailed the type of things that may happen in such a space. The old chuckles unit in the Town Hall was identified as a potential space. The Clerk identified plans for a repair café from the College and the need to work in partnership. A Collingham project called Men in Sheds was also identified as a successful model. Further investigation will be undertaken.

Meeting Closed:	21:15	Next Meeting:	TBC
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ENVIRONMENTAL STEWARDSHIP SUB-COMMITTEE

REPORT BY:	Matthew Gleadell
SUBJECT:	Solar Panels

1. Recommendations

- 1.1 That members note the report.

2. Background

- 2.1 Solar Panel installations at the Sherwood Avenue Bowls Green and Tolney Lane Public Toilets are schedule to be completed the week commencing 17th February 2025.
- 2.2 When the 2 sites are completed, attention will then turn to thinking more seriously about the Town Hall as a next target for solar panels. This will include a more focused approach to pre application advice from the planning authority, and consultation with Historic England.
- 2.3 Previous quotes for undertaking planning work on Town Hall solar panels were significant (£10,000). The Town Clerk will therefore seek to undertake some of the work himself to get as far as possible without requiring external support.

Financial, Legal, Equality, Environmental & Risk Issues

- 3.1 Relevant matters contained in the report.

Background Papers:	Working papers
Lead Officer:	Matthew Gleadell Tel: 01636 684801 Email: matthew.gleadell@newark.gov.uk

ENVIRONMENTAL STEWARDSHIP SUB-COMMITTEE

REPORT BY:	Matthew Gleadell
SUBJECT:	Herbicide Use

1. Recommendations

- 1.1 That members consider the report and determine their response thereto.
- 1.2 From an operational perspective for Cemetery maintenance, officers would not welcome the loss of herbicide use as a tool for making maintenance operations much more efficient, however officers recognise the environmental arguments that will be made.

2. Background

- 2.1 The issue of herbicide use by the Council has been highlighted recently by Extinction Rebellion.
- 2.2 Members have requested that the matter be discussed as an agenda item.
- 2.3 The Clerk issued a statement to all members recently explaining how herbicide is used by the Council. A copy of that statement is attached as Appendix 1.
- 2.4 The Cemetery is a sensitive site. There is a general expectation of certain levels of sensitive maintenance around the site. Grave owners like to see well maintained grounds that respect the nature of the site.

Financial, Legal, Equality, Environmental & Risk Issues**3.1 Financial and Risk**

If members are desirous of not using herbicide the following financial and risk issues arise.

1. Need for extra staff resource to undertake strimming work in the Cemetery in and around gravestones. This will likely require an additional staff member to ensure standards are maintained to their current levels. The cost of a staff member including on costs is circa £30,000.
2. Risk of damage claims to headstones arising from increased strimming around headstones and graves.
3. Increase in complaints over perceived poor maintenance of areas around graves.

Background Papers:	Working papers
Lead Officer:	Matthew Gleadell Tel: 01636 684801 Email: matthew.gleadell@newark.gov.uk

Email sent to all Members on 26th January 2025

Dear All

I am aware that Extinction Rebellion are campaigning around the use of herbicides and I believe there is to be or has been a meeting at the library. I am aware a newspaper article identified the Cemetery as a location where herbicide is used. A number of members have approached Anna and I about this.

I thought it may be useful to explain how we use herbicide and the context.

Once a year there is a programme of spraying around headstones, graves and other infrastructure in the Cemetery. The intent is to create a small mowing margin around the graves and other objects. The mowing margin assists in protecting graves from being damaged by strimmer's (usually a chunk taken out the corner of a kerb set). It is not possible to get right up to a grave with a mower and so strimming is essential to avoid weeds and grass growing around graves and looking unsightly. We use a product called Roundup which is a general herbicide commonly used by gardeners. Round up alone depending on soil conditions works for a few months. We therefore add a further product to the spraying mix called Chikara. When combined with Round Up it can provide up to 1 year of growth suppression thus reducing the frequency of applications.

I had a meeting recently with a farmer who talked about glyphosate use (round up) and his view was there is no viable alternative for his farming practices. Similarly, there have been many tests in the grounds industry on different organic alternatives and thus far there is nothing that I am aware of that has emerged as being fully effective. In time this may change.

I dare say there may be a push from members to stop using glyphosate. If so, it would mean more resource for Cemetery grass cutting operations and higher risk of gravestone damage.

The issue will be considered at the next Environmental Stewardship meeting.

Please do get in touch if you have any queries.

ENVIRONMENTAL STEWARDSHIP SUB-COMMITTEE

REPORT BY:	Matthew Gleadell
SUBJECT:	Highways and Transport – Kings Mill Service

1. Recommendations

- 1.1 That members note the report.

2. Background

- 2.1 The Clerk is underway with trying to pull together a meeting of relevant stakeholders and is awaiting responses from other partners on this issue.
- 2.2 Members may wish to note the following statement given by an officer at NSDC:

This is something that has been raised in numerous Mid Notts Health meetings and a task group has been formed to unpick the wider accessibility and aspect of bus travel across Mid Notts. There is currently nothing specific being looked at from Newark to Kings Mill and we have had numerous meetings with Sherwood Forest Hospitals CEO and Chair where transport is regularly mentioned. We support the CVS and their Door 2 Door Scheme, which is volunteer drivers and can often support people with appointments to Kings Mill.

- 2.3 Notwithstanding the above, efforts will continue to be made to get relevant people to the Town Hall with a view to discussing the matter further.
- 2.4 Due to focus being on budgets and finance in December and January the Clerk has only recently begun to make contact with relevant parties.

Financial, Legal, Equality, Environmental & Risk Issues

- 3.1 All relevant matters contained in the report.

Background Papers:	Working papers
Lead Officer:	Matthew Gleadell Tel: 01636 684801 Email: matthew.gleadell@newark.gov.uk

ENVIRONMENTAL STEWARDSHIP SUB-COMMITTEE

SUBJECT:	WASTE MANAGEMENT
REPORT BY:	MATTHEW GLEADELL

1. Recommendations

- 1.1 That members note the report.

2. Background

- 2.1 New recycling laws come into effect on the 31st March for businesses.
2.2 Full details can be found at the following web address.

<https://www.gov.uk/guidance/simpler-recycling-workplace-recycling-in-england#workplaces-that-must-follow-these-rules>

- 2.3 The Council is currently working with its waste providers to ensure that the Council meets its obligations when regulations take effect.

Financial, Legal, Equality, Environmental & Risk Issues

- 3.1 All relevant matters contained in the report.

Background Papers:	Working papers
Lead Officer:	Matthew Gleadell Tel: 01636 684801 Email: matthew.gleadell@newark.gov.uk

ENVIRONMENTAL STEWARDSHIP SUB-COMMITTEE

SUBJECT:	ACTIVE TRAVEL ALLIANCE UPDATE
REPORT BY:	MATTHEW GLEADELL

1. Recommendations

- 1.1 That members note the report.

2. Background

- 2.1 The Clerk reported on the Alliance at the last meeting.
- 2.2 The text below is from an email recently received from the Alliance by way of update.

Our last meeting back in October 2024 gave us all opportunity to input into our framework agenda and shared priorities; all of this information has been duly noted and will be carried forward into future meetings. We have also reviewed the Active Travel Alliance Principles, making a small addition to the opening paragraph. Please see attached and note the amended paragraph below.

The D2N2 Active Travel Alliance is made up of a group of voluntary and public sector organisations with a shared interest in making walking, wheeling and scooting more accessible, safe, and attractive across the East Midlands. We want active travel to be the natural choice for short journeys. We are made up of over 100 professional bodies, delivery organisations, strategic leaders, charities, campaigning groups and community organisations. With a reach of impacting over a million people across our members, we are active across the region, in urban and rural areas, working together to make walking, wheeling and scooting the first choice for short journeys in our region.

We are aware that the provisional dates for our meetings in 2024 have now passed; this is because we have been waiting for a broader picture to emerge of what EMCCA's Active Travel Strategy will look like in order to have something solid to apply our priorities to and give focused intention to our meetings.

With the EMCCA Active Travel Strategy still pending we are actively chasing the date of when it will be available and will schedule our next meeting based on this information. We also intend to raise concerns to EMCCA about local government reorganisation across Derbyshire and Nottinghamshire and ask for insights about this. We will invite an EMCCA representative to the next Active Travel Alliance meeting to discuss these points.

We spoke about the relevance of the Active Travel Alliance as being focused on working with EMCCA to create partnerships and strategic links, for the purpose of achieving delivery on the ground. In this sense we have been clear to recognise the Active Travel Alliance as less of a lobby group and more to look practically at what is available via EMCCA and their Active Travel Strategy so we can develop

positive change across the Counties, in line with our Principles and Priorities.

We will be in touch as soon as possible with a date for our next meeting and any further updates.

Financial, Legal, Equality, Environmental & Risk Issues

3.1 All relevant matters contained in the report.

Background Papers:	Working papers
Lead Officer:	Matthew Gleadell Tel: 01636 684801 Email: <u>matthew.gleadell@newark.gov.uk</u>



January 2025

The D2N2 Active Travel Alliance

The D2N2 Active Travel Alliance is made up of a group of voluntary and public sector organisations with a shared interest in making walking, wheeling, cycling and scooting more accessible, safe, and attractive across the East Midlands. We want active travel to be the natural choice for short journeys. We are made up of over 100 professional bodies, delivery organisations, strategic leaders, charities, campaigning groups and community organisations. With a reach of impacting over a million people across our members, we are active across the region, in urban and rural areas, working together to make walking, wheeling, cycling and scooting the first choice for short journeys in our region.

This document sets out our collective requests for the new East Midlands Combined County Authority Mayor. We seek the Mayor's commitment to place active travel at the heart of their transport plan for our region.

Our Shared Vision

An increase in walking, wheeling, cycling and scooting across the region which will deliver:

- Improved access to jobs, education, training and services, especially for those on low incomes.
- Reduced carbon emissions from transport supporting Net Zero commitments.
- Reduced congestion and therefore improved productivity.
- Cheaper transport options for residents in financially challenging times.
- Increased physical activity direct from homes which improves residents' health outcomes.
- Improved choices to access public transport.
- Improved community cohesion and reduced anti-social behaviour through the increased presence of people on streets and in public spaces.
- Better air quality and less traffic noise.
- Active travel friendly high streets seeing increased footfall and increased retail spend.
- Better recreational opportunities for both residents and visitors.


Our asks for the Mayor

Provide strong leadership, accountability and strategic direction for active travel.

Set a target and develop strategies so that by 2030 active travel is responsible for 50% of all local journeys. These are journeys of less than five miles by cycling and two miles for walking. This is in line with the Government's target as stated in The Department for Transport Gear Change document (2020).

Provide leadership for the region by appointing a paid independent Active Travel Commissioner





reporting directly to the Mayor. The Active Travel Commissioner will bring together existing plans, best practice and knowledge to deliver a pioneering approach to active travel.

Lead on changes to planning processes to ensure greater connectivity between planning and highways authorities.

Place active travel at the centre of the new D2N2 Local Transport Plan ensuring both rural and urban active travel needs are catered for. Protect and expand our public rights of way network.

Provide strategic direction by reviewing and publishing the first D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP). Within a refreshed D2N2 LCWIP strengthen the plans for the key economic growth zones located outside of D2N2 urban areas. This will ensure that facilitating active travel for these businesses and their workers is given higher strategic priority.

Ensure that active travel has strategic direction at all levels of local government by supporting the development of district level Local Cycling and Walking Infrastructure Plans.

Ensure that D2N2 LCWIPs are embedded in the appropriate Local Plans and the regional Local Transport Plan.

Create the conditions in which active travel can flourish by ensuring there is sufficient funding and knowledge in the region


Commit to expenditure on active travel, being the equivalent of £50 per head of population by 2029/30 and to the equivalent of 10% of the transport budget for the period 2030 -2035 as outlined in the recent IPPR report. This will achieve the same levels of funding as currently seen in Scotland.


- Infrastructure: high quality infrastructure making active travel easier and safer.
- Behaviour change interventions: community focused programmes which provide residents with the confidence and skills to use active travel in their daily lives.
- Maintenance: ongoing work to ensure infrastructure remains usable to all.
- Removal of barriers: the removal of obstacles which prevent routes from being accessed by residents with mobility issues and/or using non-standard cycles.
- Deliver infrastructure such as seating, signage, cycle parking, and shelter that support those travelling actively.

Work with The Department for Transport and Active Travel England to ensure that local authority officers and leaders receive the most up to date training on design and the importance of delivering infrastructure to Local Transport Note 1/20 (LTN 1/20) standards. Consideration should be given to both urban and rural requirements.

Listen to and deliver for residents and communities

Ensure community insight informs policy and strategy by establishing a forum of active travel organisations, businesses, community and voluntary groups to advise the active travel commissioner. Require that the four D2N2 councils also establish a local forum where one is not already in place.





Centralise the voices of those most often disadvantaged by current transport arrangements by establishing a Disability Access Group to advise the active travel commissioner.

Create a marketing and media campaign to normalise and promote the benefits of active travel in the D2N2 region.

Ensure that all new housing developments, whether urban or rural, will have internal but importantly external walking, cycling and public transport routes. This will make it easier for residents to reach workplaces, shops, schools and leisure facilities without needing to use a car.

Make it safer to walk and cycle by working with the Nottinghamshire and Derbyshire police forces to improve road safety. Ensure the police adopt and deliver on close pass strategies, make it easier to report road incidents. Run public campaigns informing drivers of their responsibilities in ensuring the safety of those walking, wheeling and cycling.

Champion active travel for the region's youngest residents by committing to deliver more School Streets.

Pressure national government to give local authorities the power to ban pavement parking and make it easier for local authorities to introduce default 20mph speed limits for built up areas, where communities support these measures.

Prioritise active travel integration with public transport. Use quality infrastructure, cycle parking, signage, and education to help residents start and end their public transport journeys with active travel.

Remove unnecessary obstructions from our pavements to allow those walking and wheeling easier passage.

Consider the safety needs of people cycling when inspecting roads and ensure that potholes and cracks are repaired in a manner which makes the carriageway safe for these residents. Ensure that pavements and cycle routes are maintained with the same priority as the road network.



We are Living Streets, the charity for everyday walking. Our mission is to achieve a better walking environment and inspire people to walk more.



