



JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

**MINUTES OF A MEETING HELD ON FRIDAY 21 DECEMBER 2007 AT
THE COUNCIL HOUSE FROM 10.00 AM TO 11.30 AM**

NOTTINGHAM CITY COUNCIL

- ✓ Councillor A M Clark
- ✓ Councillor M Edwards
- ✓ Councillor A Foster
- ✓ Councillor B Parbutt

NOTTINGHAMSHIRE COUNTY COUNCIL

- ✓ Councillor P Lally
Councillor B Laughton
- ✓ Councillor D Pulk
Councillor S Smedley
- ✓ Indicates present at meeting

19 APOLOGY FOR ABSENCE

An apology for absence was received from Councillor Smedley.

20 DECLARATIONS OF INTERESTS

No declarations of interest were made.

21 MINUTES

RESOLVED that the minutes of the last meeting held on 14 September 2007, copies of which had been circulated, be confirmed and signed by the Chair.

22 NEW RAIL FRANCHISE AND INFRASTRUCTURE ISSUES - PRESENTATION

Mr D Mather, East Midlands Trains, and Mr S Gibbons, Network Rail, presented members with the following information:-

- the Network Rail Strategic Business Plan included three projects that were pertinent to the area which included line speed improvements, regeneration of Nottingham Station and enhancements to the track layout around Nottingham station in association with the East Midlands re-signalling scheme;

- the most efficient options for line speed improvements were currently being investigated and would be achieved through incremental track improvements;
- funding for the regeneration of Nottingham Station was currently less than was needed for all of the work to be carried out. Other sources of funding were being investigated and it was hoped that implementation would commence in late 2008;
- the East Midlands re-signalling scheme was ongoing and the third phase, covering Nottingham Station, was due for implementation in 2010/2011. The approach to Nottingham would be changed to segregate trains to improve capacity, flexibility and speeds on the approaches to the station. The first phase of re-signalling along the Erewash Valley was almost complete and showing improvements;
- there would be one enhanced journey time of 98 minutes from Nottingham to St Pancras, London by December 2008 and a 90 minute journey time would be introduced in 2010/2011, once the line speed improvements had been made. The ambition of the service was one express and one semi-fast train to London from Nottingham every hour;
- stock was being refurbished and new staffing arrangements were to be implemented but it would take over a year to get performance to the level required by the industry;
- taxis, cyclists, pedestrians and traffic would all have separate routes into the new Nottingham Station and there would be more signage directing people to trams, buses, etc so people were clear on where they needed to go and it would hopefully enable the public transport system to run more smoothly. The booking office and departure board would be central within the station and there would also be a greater number of ticket machines;
- extension of the Robin Hood Line was being investigated so that Nottingham Station was no longer a terminus for the service;
- plans for the redesign of the track layout around Nottingham Station had to be finalised by the end of February 2008 so that detailed design could start by Easter 2008;
- the Department for Transport were being lobbied for the electrification of Midland Main Line as they wanted the route and region to be recognised with the importance it had in the country;
- Beeston station was being investigated for improvement which included greater car parking facilities, CCTV, toilets and disabled access on both sides of the station;
- there would soon be four senior managers to work with external stakeholders such as councils and they would be happy to meet with councils to develop joint business cases to improve the chances of obtaining what was needed for the rail industry. To get the funding required for all of the work to be carried out it needed to be proved that the rail system could help to improve the local economy;
- one of the aims was to make rail journeys a pleasant experience and attract more people to Nottingham e.g. offer a discounted group ticket for those travelling into the City to shop;

- links with NET and NCT were being investigated to establish whether a joint ticketing system could be operated to encourage people to use the whole of the public transport system available to them.

RESOLVED that Mr Mather and Mr Gibbons be thanked for their presentation.

23 REVIEW OF PROTOCOL

Consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated.

Mr Gregory, Team Leader, Policy and Information Team, informed members that the following had been deleted from paragraph six of the revised protocol:-

‘the Joint Committee will be responsible for advising on strategic planning and transport matters across the whole area known as South Nottinghamshire in the Nottinghamshire and Nottingham Joint Structure Plan 2006’

and replaced with:-

‘the Joint Committee will be responsible for advising on strategic planning and transport matters across the Nottinghamshire part of the 3 Cities Sub Area as defined by the East Midlands Regional Spatial Strategy’.

RESOLVED

- (1) that the revised protocol be agreed;**
- (2) that the revised protocol be referred to the relevant bodies of the two Councils for adoption;**
- (3) that the proposed establishment of a Nottingham Core Housing Market Area Programme Board be noted;**
- (4) that the Joint Officer Steering Group in future submit reports relating to the recommendations of the Nottingham Core Housing Market Area Programme Board to this committee.**

24 EAST MIDLANDS REGIONAL SPATIAL STRATEGY

Consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated, concerning the progress of the draft Regional Spatial Strategy and informing members of a future opportunity to comment on any proposed modifications to the strategy.

RESOLVED that the report be noted.

25 LOCAL DEVELOPMENT FRAMEWORK ALIGNMENT

Consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated, regarding joint working and alignment of Local Development Frameworks on the Nottingham Core Housing Market Area.

RESOLVED that the report be noted.

26 NEW GROWTH POINT FUNDING ANNOUNCEMENT

Consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated, confirming that the 3 Cities NGP secured £13 million for 2008/09 and £24.2 million (indicative) for 2009-11.

RESOLVED that the report and the intention to submit details to this committee of the split of expenditure between the 3 Housing Market Areas be noted.