



NOTTINGHAM CITY COUNCIL

JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

Date: Friday, 21 March 2014

Time: 10.00 am

Place: Ground Floor Committee Room - Loxley House, Station Street, Nottingham,
NG2 3NG

Councillors are requested to attend the above meeting to transact the following business

Deputy Chief Executive/Corporate Director for Resources

Constitutional Services Officer: Direct Dial: 01158764303

AGENDA

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2 DECLARATIONS OF INTERESTS

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IF YOU NEED ANY ADVICE ON DECLARING AN INTEREST IN ANY ITEM ON THE AGENDA, PLEASE CONTACT THE CONSTITUTIONAL SERVICES OFFICER SHOWN ABOVE, IF POSSIBLE BEFORE THE DAY OF THE MEETING

CITIZENS ATTENDING MEETINGS ARE ASKED TO ARRIVE AT LEAST 15 MINUTES BEFORE THE START OF THE MEETING TO BE ISSUED WITH VISITOR BADGES

JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

**MINUTES of the meeting held at Loxley House on 13 DECEMBER 2013 from
10.02 am to 10.45 am**

Nottinghamshire County Council

- ✓ Councillor Jim Creamer (Vice-Chair)
- Councillor Kevin Greaves
- ✓ Councillor Stan Heptinstall
- Councillor Richard Jackson

- ✓ Councillor Steve Calvert (substitute for Councillor Kevin Greaves)

Nottingham City Council

- ✓ Councillor Alan Clark
- ✓ Councillor Ian Malcolm
- ✓ Councillor Toby Neal
- Councillor Jane Urquhart (Chair)

- ✓ Indicates present at meeting

Colleagues, partners and others in attendance

Jim Bamford	- Rail Officer)	
Lisa Bell	- Planning Policy)	
Sally Gill	- Group Manager, Planning)	Nottinghamshire County Council
Kevin Sharman	- Team Manager, Transport)	
	Planning and Programme)	
	Development)	
Dawn Alvey	- Growth Point Commissioning)	
	Manager)	
Chris Carter	- Transport Strategy Manager)	Nottingham City Council
Sue Flack	- Director for Planning and Transport)	
Matt Gregory	- Growth Point Planning and)	
	Planning Policy Manager)	

11 APOLOGIES FOR ABSENCE

- Councillor Alan Clark) Other Authority business
- Councillor Kevin Greaves)

12 DECLARATIONS OF INTERESTS

None

13 **MINUTES**

The Committee confirmed the minutes of the meeting held on 20 September 2013 as a correct record and they were signed by the Chair.

14 **GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE AND ALIGNED CORE STRATEGIES AND OTHER LOCAL PLANS IN GREATER NOTTINGHAM**

Dawn Alvey, Growth Point Commissioning Manager, Nottingham City Council, introduced the report of the Joint Officer Steering Group updating the Committee on the work of the Joint Planning Advisory Board (JPAB) on the Greater Nottingham Core Strategies considered at its meeting on 5 September 2013.

The following matters were referred to:

(a) Partner Authority Progress

- **Ashfield District Council:** had submitted its Draft 10 year Local Plan to the Secretary of State for public examination on 12 December 2013.
- **Erewash Borough Council:** a further hearing session before the Inspector into the five-year supply of housing land in the Borough was held on 27 November 2013 and examination of the Core Strategy continues.
- **Rushcliffe Borough Council:** a modification of the Rushcliffe Core Strategy to provide significantly higher levels of housing provision in Gamston, Edwalton and Clifton, had been requested by the Inspector. The modifications were approved by the Council in November 2013 and are currently subject to a six-week consultation period. A response from the Highways Agency on A52 issues is awaited.
- **Broxtowe, Gedling and Nottingham City:** hearing sessions into the Aligned Core Strategies were concluded on 13 November 2013.

As a result of notes issued by the Inspector, Broxtowe and Gedling Borough Council's have been asked to undertake additional work on the provision of new homes for the period 2011 to 2028. Broxtowe is asked to provide more certainty on the scale and timing of growth around Toton, and Gedling (in partnership with Ashfield District Council) to include more housing at Teal Close and to attribute housing development to Gedling Colliery/Chase Farm later in the plan period, to allow for an increase in housing provision in Nottingham's main built-up area and a reduction elsewhere. Gedling and Ashfield are expected to produce a Statement of Common Ground to assist the Inspector. The additional work is largely concerned with the scale of development and efforts will be made to incorporate a justifiable timescale for the incorporation of HS2 works into the Strategy.

(b) Joint Planning Advisory Board -Terms of Reference

A seminar/workshop will be hosted by Broxtowe Borough Council (venue to be decided) on 20 January 2014, to consider the future role and scope of the Advisory Board. The work on governance structures will be important to ensure it remains relevant under the new planning system.

RESOLVED to note the reports.

15 WASTE CORE STRATEGY UPDATE

Sally Gill, Group Manager, Policy, Nottinghamshire County Council, introduced the report of the Joint Officer Steering Group updating the Committee on the progress of the Nottinghamshire and Nottingham Waste Core Strategy which was considered and approved by the County Council in October and November 2013. The Strategy had been adopted on 10 December 2013 and was now subject to a six-week review period. The Strategy, featuring renumbered policies had been retitled "Waste Local Plan Strategy Part 1 and published electronically.

RESOLVED to note the report.

16 TRANSPORT ISSUES UPDATE

Chris Carter, Transport Strategy Manager, Nottingham City Council, introduced the report of the Joint Officer Steering Group updating the Committee on the key transport issues for the Greater Nottingham area.

The Committee discussed, in particular, the importance of agreeing a strategy for future funding bids, from a consolidated pot, which reflect a 'D2N2' justification/focus and maximise opportunities to continue existing initiatives and/or develop new strands of work. Future bids will be submitted via revised of Local Enterprise Partnership (LEP)/Single Local Growth Fund processes.

RESOLVED to note the report;

17 RAIL ISSUES UPDATE

Jim Bamford, Rail Officer, Nottinghamshire County Council, introduced the report of the Joint Officer Steering Group updating the Committee on the key rail issues in and into Greater Nottingham and rail services across the local authorities' boundaries.

The Committee made the following comments:

- (a) reductions in the length of the stop times for trains outside Nottingham magistrates courts as a result of the track works completed in August 2013 were welcome.
- (b) in light of High Speed 2 development there is an identified need to increase train capacities to and from Nottingham. The first of a series of improvements to journey times is welcome, but the quality of the overall travelling experience for users (e.g. cleanliness and quality of rolling stock) is also important.

PLEASE NOTE: date of next meeting – 10.00 am, 21 March 2014

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Meeting: **JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

Date: **21 March 2014**

agenda item number:

From: **JOINT OFFICER STEERING GROUP**

JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

Purpose of report

1. To consider the Terms of Reference (Protocol) of the Joint Committee.

Information and Advice

2. The Terms of Reference of Joint Committee (Protocol For The Operation Of A Joint Committee On Strategic Planning And Transport In Greater Nottingham) were originally approved in 1998. They have been periodically reviewed to determine whether updated terms of reference are required. They were last considered by Joint Committee in September 2010. Due to the uncertainty around replacement strategic planning arrangements following the announcement that Regional Strategies were abolished, it was resolved that the Terms of Reference remain the same with a future review when once the Localism Bill is enacted, and the National Planning Policy Framework approved. The Terms of Reference are attached at Appendix 1.
3. The Terms of Reference are therefore due for review. Since the formation of the Joint Committee other overlapping governance structures with a similar remit to the Joint Committee have been established, principally the Greater Joint Planning Advisory Board (JPAB). There are also new governance arrangements emerging around the D2N2 Local Enterprise Partnership which may have a bearing on the work of this Committee.
4. Although the roles of Joint Committee and JPAB are different, in that Joint Committee has an oversight of Minerals and Waste planning and Strategic Transport matters, there is a high degree of overlap. The Terms of Reference of JPAB are currently under review, and it would be opportune to consider the operation of the Joint Committee in the light of revised Terms of Reference of JPAB, to explore the scope for rationalisation, in the interests of efficient decision making.
5. It is therefore proposed that the Joint Committee receive a further report on this matter once the revised Terms of Reference for the JPAB are established.

Recommendation

That no changes are made to the Terms of Reference of Joint Committee (the Protocol) but that a future meeting of the Joint Committee consider a paper outlining options for its future operation as described in this report.

Contact officers:

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APPENDIX 1

PROTOCOL FOR THE OPERATION OF A JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT IN GREATER NOTTINGHAM (REVISED 2007)

1. Nottinghamshire County Council and Nottingham City Council (Unitary) established a Joint Committee between the two Authorities to advise on strategic planning and transport matters in Greater Nottingham in April 1998.
2. The protocol agreed between the two Authorities on the establishment and operation of the Joint Committee (agreed February 2000) requires a two yearly review, to ensure it remains relevant to the needs of the Joint Committee.

Role

3. The role of the Joint Committee is to advise the County Council and City Council on strategic planning and transport matters taking account of the best interests of the whole of Greater Nottingham.

Responsibilities

4. The Joint Committee will be responsible for providing advice on regional, sub-regional and strategic planning and on transport matters including the following:
 - (a) Preparation, review, modification and monitoring of strategic planning advice to the Regional Planning Body;
 - (b) Conformity of Local Development Documents, as agreed with the Regional Planning Body, and strategic planning and transport comments on Draft Development Plans prepared by other Local Planning Authorities;
 - (c) The implementation of the Greater Nottingham elements of the 3 Cities and 3 Counties Growth Point, including the preparing of bids for funding, agreeing programmes for implementation and keeping the implementation of the Growth Point under review;
 - (d) Co-ordination of policies and management for minerals and waste matters, including joint Local Development Documents;
 - (e) Greater Nottingham Local Transport Plan;
 - (f) Strategic issues arising from the management of the Traffic Control Centre;

- (g) Strategic issues arising from Public Transport Operations, including Bus Quality Partnerships and the development of the Nottingham Express Transit;
 - (h) Greater Nottingham Rail Development Plan;
 - (i) Regional Spatial Strategies, relevant sub-regional studies, Regional Transport Strategy, the Integrated Regional Strategy and any other regional/sub-regional consultation/consultant studies insofar as they impact upon Greater Nottingham;
 - (j) Strategic issues arising from the District Council air quality review and assessment.
5. To assist the Joint Committee in carrying out the responsibilities in paragraph 4 above, they shall be entitled to receive information and to comment where they deem appropriate on other relevant matters including:
- (a) Development Plan policies and strategy for the rest of the County;
 - (b) Local Transport Plan for the rest of the County;
 - (c) Planning applications within Greater Nottingham subject to the statutory timetable;
 - (d) Wider aspects of Regional Spatial Strategies and Sub-Regional Studies;
 - (e) Major development proposals in areas surrounding Greater Nottingham;
 - (f) Significant developments in the highway and transport networks;
 - (g) Major strategic initiatives of either Authority in Greater Nottingham e.g. tackling climate change.
 - (h) Economic strategies for Greater Nottingham;
 - (i) Government legislation, regulations and guidance affecting strategic planning and transport matters.

Area of Responsibility

6. 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. This area will be known as Greater Nottingham and its boundaries are illustrated on the attached Map 1. In undertaking the responsibilities for

Growth Point in paragraph 4 (c) above, the area will also include Erewash Borough, to coincide with the boundaries of the Nottingham Core Housing Market Area element of the 3 Cities and 3 Counties Growth Point.

Relationship to Parent Authorities

7. The views of the Joint Committee will be communicated to the appropriate executive or other body or bodies of the County and City Councils as soon as possible following a resolution by the Joint Committee. Where the Joint Committee has expressed a view on particular matters that is the subject of a report to any of the parent executive bodies, the recommendation of the Joint Committee will be included in the report.

Membership

8. The Joint Committee will be composed of four (4) members from each authority.
9. With the agreement of the Chair and Vice Chair, other members may be co-opted onto the Committee from time to time to assist the Joint Committee in carrying out the responsibilities in paragraphs 4 to 6 above. Such members will not have voting rights.
10. The appropriateness of co-opted members will be reviewed in accordance with paragraph 18.

Chair and Vice Chair

11. The Chair and Vice Chair will be appointed in alternate years by each authority. The Vice Chair will always be appointed by the authority not holding the Chair.

Frequency of Meetings

12. The Joint Committee will meet at least 4 times a year.

Organisation and Conduct of Meetings

13. Notice of meetings, circulation of papers, conduct of business at meetings and voting arrangements will follow the Standing Orders of the authority which holds the Chair, or such Standing Orders which may be approved by the parent authorities. Meetings will be open to members of the public.

Officer Support

14. The secretariat of the Joint Committee will alternate annually between the two authorities with the Chair. The costs of operating the Joint Committee will be met by the Council providing the secretariat services. The work of the Joint Committee will be serviced by a Joint Officer Steering Group which will assist the Chair and Vice Chair in setting agendas and brief them prior to meetings. They will also be responsible for communicating the views of the Joint Committee.

Disagreement Between the two Authorities

15. Where the members of the Joint Committee cannot arrive at a view on a particular issue which enjoys the support of the majority of members, that issue should be referred back to the relevant executive bodies of the two Councils.
16. Participation in the Joint Committee will not deter either Authority from expressing a dissenting opinion on any specific issue. The right to make representations at a formal deposit stage, at the Examination in Public, at a Public Local Inquiry or at any consultation stage in the formal development plan making process, will not in any way be curtailed by membership of the Joint Committee.

Review

17. The role and operation of the Joint Committee will be kept under review, with a further complete review of its responsibilities and workings to be carried out not later than two years from the adoption of this revised protocol.

Protocol V4

GREATER NOTTINGHAM LOCATION MAP

The map displays the following locations and features:

- Boroughs and Districts:** Broxtowe Borough, Ashfield District, Gedling Borough, Nottingham, and Rushcliffe Borough.
- Towns and Villages:** Eastwood, Kimberley, Aysworth, Ilkeston, Trowell, Beeston, Long Eaton, Clifton, Ruddington, Keyworth, Tollerton, Cotgrave, Radcliffe on Trent, Bingham, Arnold, Gedling, Calverton, Hucknall, and East Leake.
- Roads:**
 - Motorways:** M1 (J27, J26, J25, J24a, J24, J23a).
 - A Roads:** A609, A610, A611, A614, A617, A612, A610, A609, A605, A600, A606, A60, A608, A607, A602, A601, A604, A603, A605, A606, A607, A608, A609, A610, A611, A612, A613, A614, A615, A616, A617, A618, A619, A620, A621, A622, A623, A624, A625, A626, A627, A628, A629, A630, A631, A632, A633, A634, A635, A636, A637, A638, A639, A640, A641, A642, A643, A644, A645, A646, A647, A648, A649, A650, A651, A652, A653, A654, A655, A656, A657, A658, A659, A660, A661, A662, A663, A664, A665, A666, A667, A668, A669, A670, A671, A672, A673, A674, A675, A676, A677, A678, A679, A680, A681, A682, A683, A684, A685, A686, A687, A688, A689, A690, A691, A692, A693, A694, A695, A696, A697, A698, A699, A700, A701, A702, A703, A704, A705, A706, A707, A708, A709, A710, A711, A712, A713, A714, A715, A716, A717, A718, A719, A720, A721, A722, A723, A724, A725, A726, A727, A728, A729, A730, A731, A732, A733, A734, A735, A736, A737, A738, A739, A740, A741, A742, A743, A744, A745, A746, A747, A748, A749, A750, A751, A752, A753, A754, A755, A756, A757, A758, A759, A760, A761, A762, A763, A764, A765, A766, A767, A768, A769, A770, A771, A772, A773, A774, A775, A776, A777, A778, A779, A780, A781, A782, A783, A784, A785, A786, A787, A788, A789, A790, A791, A792, A793, A794, A795, A796, A797, A798, A799, A800, A801, A802, A803, A804, A805, A806, A807, A808, A809, A810, A811, A812, A813, A814, A815, A816, A817, A818, A819, A820, A821, A822, A823, A824, A825, A826, A827, A828, A829, A830, A831, A832, A833, A834, A835, A836, A837, A838, A839, A840, A841, A842, A843, A844, A845, A846, A847, A848, A849, A850, A851, A852, A853, A854, A855, A856, A857, A858, A859, A860, A861, A862, A863, A864, A865, A866, A867, A868, A869, A870, A871, A872, A873, A874, A875, A876, A877, A878, A879, A880, A881, A882, A883, A884, A885, A886, A887, A888, A889, A890, A891, A892, A893, A894, A895, A896, A897, A898, A899, A900, A901, A902, A903, A904, A905, A906, A907, A908, A909, A910, A911, A912, A913, A914, A915, A916, A917, A918, A919, A920, A921, A922, A923, A924, A925, A926, A927, A928, A929, A930, A931, A932, A933, A934, A935, A936, A937, A938, A939, A940, A941, A942, A943, A944, A945, A946, A947, A948, A949, A950, A951, A952, A953, A954, A955, A956, A957, A958, A959, A960, A961, A962, A963, A964, A965, A966, A967, A968, A969, A970, A971, A972, A973, A974, A975, A976, A977, A978, A979, A980, A981, A982, A983, A984, A985, A986, A987, A988, A989, A990, A991, A992, A993, A994, A995, A996, A997, A998, A999, A1000.
 - B Roads:** B604, B605, B606, B607, B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634, B635, B636, B637, B638, B639, B640, B641, B642, B643, B644, B645, B646, B647, B648, B649, B650, B651, B652, B653, B654, B655, B656, B657, B658, B659, B660, B661, B662, B663, B664, B665, B666, B667, B668, B669, B670, B671, B672, B673, B674, B675, B676, B677, B678, B679, B680, B681, B682, B683, B684, B685, B686, B687, B688, B689, B690, B691, B692, B693, B694, B695, B696, B697, B698, B699, B700, B701, B702, B703, B704, B705, B706, B707, B708, B709, B710, B711, B712, B713, B714, B715, B716, B717, B718, B719, B720, B721, B722, B723, B724, B725, B726, B727, B728, B729, B730, B731, B732, B733, B734, B735, B736, B737, B738, B739, B740, B741, B742, B743, B744, B745, B746, B747, B748, B749, B750, B751, B752, B753, B754, B755, B756, B757, B758, B759, B760, B761, B762, B763, B764, B765, B766, B767, B768, B769, B770, B771, B772, B773, B774, B775, B776, B777, B778, B779, B780, B781, B782, B783, B784, B785, B786, B787, B788, B789, B790, B791, B792, B793, B794, B795, B796, B797, B798, B799, B800, B801, B802, B803, B804, B805, B806, B807, B808, B809, B810, B811, B812, B813, B814, B815, B816, B817, B818, B819, B820, B821, B822, B823, B824, B825, B826, B827, B828, B829, B830, B831, B832, B833, B834, B835, B836, B837, B838, B839, B840, B841, B842, B843, B844, B845, B846, B847, B848, B849, B850, B851, B852, B853, B854, B855, B856, B857, B858, B859, B860, B861, B862, B863, B864, B865, B866, B867, B868, B869, B870, B871, B872, B873, B874, B875, B876, B877, B878, B879, B880, B881, B882, B883, B884, B885, B886, B887, B888, B889, B890, B891, B892, B893, B894, B895, B896, B897, B898, B899, B900, B901, B902, B903, B904, B905, B906, B907, B908, B909, B910, B911, B912, B913, B914, B915, B916, B917, B918, B919, B920, B921, B922, B923, B924, B925, B926, B927, B928, B929, B930, B931, B932, B933, B934, B935, B936, B937, B938, B939, B940, B941, B942, B943, B944

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Meeting **JOINT COMMITTEE ON STRATEGIC PLANNING AND
TRANSPORT**

Date **21 MARCH 2014** agenda item number

From **JOINT OFFICER STEERING GROUP**

GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE

Summary

- 1 The Greater Nottingham Joint Planning Advisory Board (JPAB) oversees the preparation of Aligned Core Strategies across Greater Nottingham, and the implementation of the Programme of Development infrastructure projects. This report updates the Joint Committee on the work of JPAB.

Background

- 2 Since the last Joint Committee, a meeting of JPAB was held on 13 February. The minutes of this meeting are not yet available, however the minutes of the previous meetings of 5th September and 12 December 2013 are attached to this report, as appendix 1.
- 3 The main item of business for the meeting of 13 February 2014 was consideration of the future work programme of the Board following on from a Councillor Workshop held on 23 January, and progress with the Greater Nottingham Local Plans, summarised and updated as follows:

Councillor workshop

- 4 A work programme for the board for the next three years was discussed and prioritised. This is to be developed further and presented back to the Board together with a revised Terms of Reference. Secretarial support for the Board was agreed to continue for three years.

Ashfield District Council – Local Plan

- 4 Ashfield submitted their Local Plan on 18 December 2013, and Jeremy Youle BA (HONS) MA MRTPI has been appointed to undertake the examination. The Inspector has now confirmed that an Exploratory meeting will be held on Tuesday 11 March 2014, to address concerns regarding Duty to Cooperate, the Plan period and housing supply.

Erewash Borough Council

- 5 The Examination of the Erewash Core Strategy has concluded, and the Inspector's report published. Subject to Main Modifications on which the Council has already consulted, the Core Strategy has been found sound.

Rushcliffe Borough Council

- 6 The Examination into the Rushcliffe Core Strategy is currently suspended whilst Rushcliffe undertake the remedial work to increase housing provision as requested by the Inspector. The Borough council has now published Proposed Modifications to the Core Strategy for a six-week representation period. The representation period runs until 5pm on Monday 7 April 2014. Once the Consultation has ended, and the Inspector receives the results, she will reconvene the Examination and prepare a programme of Hearing Sessions.

Broxtowe, Gedling and Nottingham City

- 9 Broxtowe Borough Council, Gedling Borough Council and Nottingham City Council submitted their Aligned Core Strategies on 7 June 2013. Two rounds of Hearing Sessions have been held and concluded on 13th February 2014.
- 11 The second round of hearing sessions considered further work undertaken by Broxtowe and Gedling Boroughs undertake further work. In the case of Broxtowe, focused on providing more certainty to the scale and timing of growth around Toton, and for Gedling, including more housing at Teal Close and attributing some housing development to Gedling Colliery/Chase Farm later in the plan period, to allow for an increase in housing provision in the Nottingham main built up area, and a reduction elsewhere. This work is to be shared with Ashfield District Council, with the aim of producing a Statement of Common Ground to assist the Inspector. A hearing session was also convened to consider a Legal Opinion submitted on behalf of the Home Builders Federation on elements of Policy 2 of the Core Strategy.
- 2.9 Main Modifications can now be agreed with the Inspector, and if she has no additional Main Modifications apart from those agreed during the course of the Examination, these will be subject to consultation, the results of which will be passed to the Inspector to inform her final report.

Recommendation

- 13 It is recommended that the Joint Committee note the contents of this report.

Background Papers referred to in compiling this report

16 Greater Nottingham Joint Planning Advisory Board papers for 13 February 2014, 12 December 2013 and 5th September 2013.

Contact Officer

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APPENDIX 1

MINUTES OF THE GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD HELD ON THURSDAY 12 DECEMBER 2013 AT 2.00 PM IN THE OLD COUNCIL CHAMBER, TOWN HALL, BEESTON

PRESENT

Broxtowe: Councillor Steve Barber (Chair);
Erewash: Councillor Geoffrey Smith;
Gedling: Councillor Darrell Pulk;
Nottingham City: Councillor Jane Urquhart;
Nottinghamshire County: Councillor Jim Creamer; Councillor Steve Calvert;

Officers in Attendance

Ashfield: Ms Christine Sarris;
Broxtowe: Mr Steve Dance;
Erewash: Ms Yvonne Wright;
Gedling: Mr Peter Baguley;
Growth Point: Ms Dawn Alvey, Mr Matt Gregory;
Nottingham City: Mr Chris Carter; Mrs Sue Flack;
Nottinghamshire County: Ms Lisa Bell

Observers

General Public: Mr John Hancox; Mr J Potter
HCA: Mr Alan Bishop;
Nottingham City: Councillor Ian Malcolm;
Peveril Homes: Anabel Christmas

Apologies:

Broxtowe: Mrs Ruth Hyde;
Derbyshire County: Mrs Christine Massey;
Erewash: Mr Steve Birkinshaw;
HCA: Mr Mark Bannister;
Nottingham City: Councillor Alan Clark;
Nottinghamshire County: Councillor Kevin Greaves,
Rushcliffe: Councillor D Bell; Mr Richard Mapletoft; Mr Paul Randle

1. **Welcome and Apologies**

Councillor Steve Barber, Chair, welcomed those attending and introductions were made.

2. **Declarations of Interests**

There were no declarations of interest.

3. **Approval of Minutes of last meeting**

The Minutes of the last meeting were approved after noting Councillor Alan Clark's attendance at the last meeting. There were no matters arising.

4. **Core Strategy Update** - Matt Gregory

4.1 Ashfield

ADC completed consultation on the Local Plan at the end of September. They will now submit their plan to the Secretary of State for Examination before the end of December. Other councils made representations regarding the time period of the plan potential options to overcome reservations with the council before Examination hearings take place.

4.2 Erewash

Since the last meeting a further hearing session was called by the Inspector focussing on 5-year land supply which was held on 27 November. The Inspector is in the process of finalising recommendations which is expected imminently.

4.3 Rushcliffe

RBC was given a temporary suspension following the Inspector's Examination process. Proposed Modifications will be brought before the Cabinet tonight including increase housing numbers. The revised housing numbers meet the objectively assessed needs of the conurbation. If approved further public consultation will take place. The Proposed Modifications and representations will be passed to the Inspector in order for the Examination to continue and further hearing sessions can be proposed. If Proposed Modifications are approved then other councils are to withdraw their outstanding recommendations regarding housing numbers.

4.4 Broxtowe, Gedling and Nottingham City

4.4.1 Currently at Examination stage with three weeks of hearing sessions already held. Following the first week the Inspector issued significant

findings as shown in the appended papers. She considered that the councils overall housing numbers were sound. Broxtowe and Gedling require further work regarding the distribution of housing in their boroughs. Broxtowe is to consider its options with more certainty of timing and scale around Toton; Gedling is to consider increasing housing land at Teal Close and Gedling Colliery site which may provide opportunities to reduce housing near to Hucknall. The Inspector requested Gedling to share with Ashfield a Statement of Common Ground.

4.4.2 This additional work will be passed to the Inspector by the end of the year and further hearing sessions may be called prior to the issue of a final report.

4.5 Cllr Barber updated on the meeting with Nick Boles MP who was impressed with the borough's co-operation on joint working. SB asked for an update on 5 year land supply.

4.5.1 Cllr Pulk - possible extra development on the Gedling Colliery site may reduce housing numbers near Hucknall depending on deliverability and feasibility. Gedling are in dialogue with Ashfield.

4.5.2 CS explained they are presented with a number of scenarios and will be in discussion with members as soon as possible.

4.5.3 PB confirmed that Gedling will be able to deliver their 0-5 years land supply.

4.5.4 Cllr Smith also confirmed that Erewash was confident that they could deliver their housing requirements.

4.5.5 Cllr Urquhart had attended a D2N2 Transport Body which discussed at its meeting in the morning Gedling's access road which was confirmed to receive support.

It was resolved that Joint Planning Advisory Board NOTE the progress of the Greater Nottingham Core Strategies.

5. **Programme of Development** – Dawn Alvey

5.1 Capital Programme

DA provided an update of the current position with the Capital programme which is nearing completion. Ilkeston Station has not yet incurred expenditure as agreed by JPAB. Delays have been reported with the Trowell Junction scheme, as Network Rail have not yet confirmed timetable for possession line/equipment.

Slippage reported on the Gedling Country Park scheme due to drainage and flooding issues. However, the project is now progressing

well and is hoped to be completed in a couple of months' time. Contingency arrangements are in place for project to continue, to claim and closedown successfully. The programme is to complete in November 2014.

5.2 Revenue update

The remaining £200,000 will be discussed at the workshop.

It was resolved that Joint Planning Advisory Board NOTE the revenue and capital update as set out in the report.

6. Workshop - Future Joint Working – Dawn Alvey

DA listed possible areas for discussion.

- Capital funding and revenue budgets
- Board's remit and challenges
- Housing delivery
- Changing landscape
- Future funding

The Workshop was suggested to be held on Thursday 23 January 2014 at 10.00am at a venue to be advised. A fuller agenda will be circulated shortly.

Need to avoid duplication but to link or work with other groups. Will also need to look at ways to promote the Board with a letter to Government to provide future funding.

SB thought that first of all we needed to identify a vacuum and then work alongside or with other groups.

SF suggested a merger for N2 Committee or Board.

Cllr Calvert explained that this joint committee will overlap with these transport discussions.

DA to provide background information on existing structures and potential merging structures in the LEP.

SD asked if LEP or other organisations should be invited to the workshop debate.

SC reviewing what has happened and look forward for option identification.

SF's updated on emerging N2 Committee, which is currently Nottingham City and Nottinghamshire County Council, would be to create economic prosperity and allocate money from LEP 2013/2014

single growth money. Need to establish how money is allocated but there would be some benefit to put the two committees together.

YW advised that Derbyshire also had a D2 Committee between Derby City and Derbyshire County Council.

It was resolved that Joint Planning Advisory Board NOTE the report.

7. **HS2 Presentation** – Chris Carter

- 7.1 CC explained that Derbyshire, Nottingham/shire and Broxtowe, as a partnership, had jointly commissioned this work to maximise the economic benefits of the HS2 station at Toton.
- 7.2 He presented slides of Volterra's findings which focused on employment, with an additional 13,350 jobs being created for the region. The connectivity benefits enabled business improvement by 23% by connecting to eight out of ten larger cities. The HS2 Taskforce will also be looking into existing networks for HS2 lines to run into existing Midland Mainline to run services directly into Nottingham, Leicester and Derby to maximise use of the current infrastructure.
- 7.3 Their key findings and conclusions were based on certainty of success for connectivity with continued investment. They recommended a further analysis study to provide additional capacity, economic development and the impact on Staveley depot, Chesterfield.
- 7.4 An access report will be reported back to HS2 by the end of January.
- 7.5 JU – we need to secure the best option from HS2 and consider its future need and to be clear collectively about connectivity, regarding Toton to Nottingham city.
- 7.6 DP – agree all in support of HS2. Toton is better than Derby although Derby will also benefit.
- 7.7 PB – Regarding connectivity for Gedling, which is on the other side of Nottingham, there is no tram although it has two railway stations. It could become more isolated if we concentrate more on the west of the city. He said he was in favour of Toton although perhaps need to regenerate in a new area.
- 7.8 SC – Nottinghamshire County Council will report to Transport and Highways Committee on 9 January 2014 re HS2 Ltd. The message he's receiving is with support from across all parties. The proposal links north of the Greater Nottingham area therefore Ashfield might be able to build into it.
- 7.9 CS – Ashfield will put forward their national response to HS2 on 17 December.

- 7.10 GS – Long Eaton connectivity is poor.
- 7.11 CC – in order to support masterplanning and maximise potential around the station site it is beneficial to continue with existing joint working structure.
- 7.12 SD – Broxtowe holds an HS2 working party although requires clarity of masterplanning for the site and therefore asked if Volterra should be invited to join and talk to us through the process and whether this could accelerate or decelerate housing development. It is a complicated site with the tram, M1 access and mixed use opportunities so is keen to put it all together.
- 7.13 SB – Broxtowe's Core Strategy Inspector raised HS2 in the plan. It might be worth considering looking at a template where authorities got it right.

8. **Any other business**

AB (HCA) offered HCA's services to provide any help or support required for residential development/affordable housing and to be part of the forthcoming workshop.

9. **Date and venue of Next Meeting**

The next meeting will be held on Thursday 13 February 2014 in the Old Council Chamber, Town Hall, Beeston at 2.00 pm.

Appendix 2

3. MINUTES OF THE GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD HELD ON THURSDAY 5 SEPTEMBER 2013 AT 2.00 PM IN THE OLD COUNCIL CHAMBER, TOWN HALL, BEESTON

PRESENT

Broxtowe: Councillor Steve Barber (Chair);
Erewash: Councillor Geoffrey Smith;
Nottingham City: Councillor Alan Clark; Councillor Jane Urquhart;
Rushcliffe: Councillor D Bell

Officers in Attendance

Ashfield: Ms Christine Sarris;
Broxtowe: Mrs Ruth Hyde;
Gedling: Mr Peter Baguley;
Growth Point: Ms Dawn Alvey, Mr Matt Gregory;
Nottingham City: Mrs Sue Flack;
Nottinghamshire County: Mrs Sally Gill;
Rushcliffe: Mr David Mitchell; Mr Paul Randle

Observers

Broxtowe: Mr Steffan Saunders;
Environment Agency: Mr Mark Candlin; Mr Andrew Pitts
Growth Point: Mr Matthew Grant;
HCA: Mr Alan Bishop;
Nottingham City: Councillor Ian Malcolm;
Oxalis Planning: Mr Steve Harley;
Signet Planning: Mr Paul Stone;
Volterra Presentation: Mr Said Hirsh

Apologies:

Ashfield: Councillor Steve Carroll; Councillor J Knight;
Broxtowe: Mr Steve Dance;
Derbyshire County: Mr Nawaz Khan; Mrs Christine Massey;
Erewash: Mr Steve Birkinshaw;
Gedling: Councillor John Clarke; Councillor Darrell Pulk;
HCA: Mr Mark Bannister;
Nottingham City: Councillor Alan Clark
Nottinghamshire County: Councillor Jim Creamer, Councillor Kevin Greaves,

1. **Welcome and Apologies**

Councillor Steve Barber, Chair, welcomed those attending and introductions were made.

2. **Declarations of Interests**

There were no declarations of interest.

3. **Approval of Minutes of last meeting**

The Minutes of the last meeting were approved. There were no matters arising.

4. **HS2 Presentation – Volterra**

A presentation was given by Volterra who have been commissioned by Nottingham City Council to conduct an Economic Impact Study on the siting an HS2 Hub station at Toton.

Said Hirsh explained the reasoning behind DfT's decisions for transport investment primarily focusing on economic regeneration and social benefit and cutting journey times which created capacity elsewhere.

The study looked at employment densities by region and compared Nottinghamshire and Derbyshire areas to England's average figures. It projected employment would increase in Nottinghamshire but decrease in Derbyshire with the introduction of HS2 running through this region. Further work is scheduled for October 2013 to ensure the study responds to DfT's emerging work and business case methodology.

Examples of both good and poor investment for HSR stations were illustrated. In order to make the right choices for business investors they will want to look at residential income figures by area and their ability to pay for transportation costs.

The development of a new rail station at Ilkeston next year could also be helped by HS2 connectivity as well as the tram station at Toton. The key point made was to continue with our own projects and investments locally and not to base decisions around proposed HS2 routes and hub stations.

Cllr Barber referred to Gross Value Added (GVA) figures for South Nottinghamshire being lowest per resident but shows Nottingham as being highest. SB understood that we should not hold back with any investments but Broxtowe recently turned down a planning application because HS2 was due to run through the middle of the site which is one of the reasons for rejecting the application.

S Hirsh advised to design around these proposals.

PR quoted the £35bn cost benefit for commuters travelling by HS2 without working on the train. If this was remodelled, would the figure change substantially if commuters worked on the train.

SH – will be reviewed, the strategic case will be considered against Green Book guidance.

JU – as technology improves look at other factors how to make travel and commuting more productive. HS2 addresses both.

SB – with regards to planning and development, how can we shape these opportunities within planning policy to get it off the ground by doing the right thing around the Toton site.

SH (1) the tram could be extended to where the station is planned (2) worth considering if the market be willing to pay for it at the moment.

GS – think electrification of MML would have a bigger impact than Sheffield and better value for money.

SH – this is not a future projection for GVA. HS2 not just about journey times – need to create capacity too.

SB – Not just MML if no scope for increase in capacity.

JU – If no seats not much use.

SH – need to look at efficiency of case and passenger numbers by 2020/2040, not just travel times.

SB – thanked Said Hirsh for attending.

5. **Core Strategy Update** - Matt Gregory

5.1 Ashfield

MG advised that ADC has a Local Plan out for consultation until the end of September 2013. Their housing provision in the Plan is consistent with other core strategies in the area but their Local Plan runs to 2024 rather than 2028.

5.2 Erewash

Consultation on EBC's main Modification Plan is now complete. The main matter was the Inspector's recommendations for affordable housing. Representations have been passed through to the Inspector so we anticipate his final report once reviewed.

5.3 Rushcliffe

RBC has a temporary suspension of the Examination process. They have since held public consultation to increase the number of houses in the borough by 3,500 which will be above 13,000 by 2028. The consultation is now closed and a report is planned to their October Cabinet prior to submitting to the Inspector.

5.4 Broxtowe, Gedling and Nottingham City

The Core Strategies have been submitted to the Secretary of State. Jill Kingaby has been appointed as Inspector (who has also been assigned to RBC) for two weeks during October/November with additional days if necessary.

A limited update is of affordable housing evidence is being undertaken to address some of the Inspectors questions. A draft programme has also been published and will be finalised in the next couple of weeks. SB praised work to date to progress to this stage.

Joint Planning Advisory Board resolved to NOTE the report.

6. **Programme of Development** – Dawn Alvey

6.1 Capital Programme

DA referred to Table 1 of the report to illustrate that the majority of projects had been completed or close to being completed. It was previously agreed to safeguard allocated funds for Ilkeston Station which will be transferred to DCC after the Capital Programme has closed and decide how this can be managed. Following an audit in May we received a high level of assurance report.

6.2 Revenue update

Table 2 of the report confirmed approximately £200k was available as uncommitted revenue. It was agreed to safeguard £200k for staffing/secretariat support, the format of which would be discussed at a future workshop.

It was resolved that Joint Planning Advisory Board NOTE the revenue and capital update as set out in the report and SAFEGUARD £200k for future staffing/secretariat support .

7. **Future Joint Working**

7.1 SB expressed how successful this joint working had been for the Aligned Core Strategies and what it had achieved to complete various projects from growth funding for all eight authorities to reap the benefits. He therefore raised the question should this Board continue to work together?

7.2 RH confirmed that a lot has been achieved. This Body may have a role in the future to work with the LEP on prioritising growth schemes with the evolution of other structures emerging under the LEP. This Group combined with the LEPs could look at strategic planning and transport as economic growth issue goes hand in hand. There is no sovereignty for any individual partner which has worked well but has been achieved by mutual co-operation of growth. We should challenge LEP about the future to try to scope out where the importance is to work together and how we could fit in with their evolving structures in the area.

- 7.3 JU agreed that we should do more work together and arrange a workshop to consider that with Local Transport Body as part of the LEP structure which already happens in the City and NCC currently hold joint meetings. Need to avoid repetition but add value to decisions about LEP as we will all have an interest and the fact that we have a good track record with growth and transport funding.
- 7.4 DB agreed with all that had been said. New Homes Bonus now to be directed to LEP – with a combined voice JPAB likely to have greater influence on spending decisions. In addition we need to carry on all our Core Strategies, the Duty to Co-operate continues and we will need to revisit housing growth as new population figures become available.
- 7.5 SB reiterated that the two key areas are transport and planning which go hand in hand. He confirmed that we need to set up a workshop or working party post Examination for officers to co-ordinate in November/December for the next phase.

Joint Planning Advisory Board AGREED that a workshop meeting be convened to consider future partnership arrangements.

8. **Any other business**

None.

9. **Date and venue of Next Meeting**

The next meeting will be held on Thursday 12 December 2013 in the Old Council Chamber, Town Hall, Beeston at 2.00 pm.

This has been designated as a possible date for a Future Joint Working Workshop.

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Meeting: **JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

Date: **21 MARCH 2014** Agenda item number:

From: **JOINT OFFICERS STEERING GROUP**

TRANSPORT ISSUES UPDATE

Purpose of report

1. To update the Committee on key sustainable transport issues for the Greater Nottingham area.

Local Authority Infrastructure Schemes

2. The Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) LEP published its Consultation Draft Strategic Economic Plan (SEP) in December 2013. The SEP sets out the proposals for raising growth rates in the D2N2 area, creating increased prosperity and higher levels of employment. The SEP includes proposals for the use of Local Growth Funds (LGF), but its coverage goes far beyond LGF to bring together the plans of all local partners and stakeholders to support growth in the D2N2 area. The Strategic Economic Plan takes forward the plans set out in our Strategy for Growth 2013-2023. The vision is that D2N2 will become a more prosperous, better connected, and increasingly resilient and competitive economy, at the heart of the UK economy, making a leading contribution to the UK's advanced manufacturing and health and bioscience sectors and generating significant export earnings for UK plc. The Plan set out one single target – to support the creation of an additional 55,000 jobs in D2N2 by 2023.
3. As part of the development of the SEP, the D2N2 LEP has invited proposals for infrastructure schemes that will support or unlock sustainable economic growth in the area for consideration within the SEP. This will include broadband, energy, water, supply, drainage, flood defence, site remediation, green infrastructure and transport schemes.

For input into the final SEP the LEP are looking to identify infrastructure schemes that will help to:

- **Unlock creation of new jobs** through delivery of employment growth areas, with interventions to address flood risk, ensure utility provision and

address access to maximise the attractiveness of each site, particularly to growing businesses in the D2N2 priority sectors

- **Accelerate completion of new housing** to support growth, focusing on green infrastructure and multi-modal solutions to encourage sustainable travel and mitigate the effects of additional travel in these fast-growing areas
 - **Support regeneration in targeted areas** including interventions to address flood risk, provide green infrastructure and improve access to unlock challenging sites
 - **Enhance the roles of the market towns** (to meet the needs of their rural hinterlands and fulfil their wider roles), capitalise on the quality of the natural environment and tackle isolation in rural areas, including tackling accessibility and broadband cold spots
 - **Provide resilient and efficient transport networks** to support business competitiveness, unlock city growth, address people's accessibility needs and enhance the quality of our places.
4. An initial programme of schemes was considered by the D2N2 Local Transport Board on 4th March. The deadline for final submission of the SEP is 31st March.

Local Sustainable Transport Fund 2011 – 2015

5. Good progress continues to be made with delivery of the programme. Key highlights under each of the main workstrands is set out below:

Smartcard development and integrated ticketing:

- Linked to funding secured through the City Deal process, the Job Seekers Kangaroo Citycard travel support scheme, delivered in partnership with Jobcentre Plus, began in April 2013 offering half price travel for job seekers and long term unemployed. The scheme is nearing the end of its first year trial period and a full evaluation is underway. There have been 5,000 beneficiaries to date and initial results indicate that the scheme has been very successful compared to similar initiatives available elsewhere.
- Work to establish a smartcard retail network across the conurbation is on track for completion in 2014. An order for nearly 100 ticket vending machines has been placed with four locations to be trialled in February with roll out to NET platforms, city centre bus stops, local centres and key locations across the conurbation by July 2014. A network of Payzone outlets at 175 shops is also in progress for late summer and a new Kangaroo website is in development.

Community Smarter Travel Hubs:

- Grants have been awarded to GNTP-RideWise Ltd. and Sustrans to provide a further four Neighbourhood Smarter Travel Coordinators (NSTCs) for City Central and South localities and in Broxtowe and Gedling. The four new NSTCs were all in post by September and have undertaken a range of

community engagement activities to inform the preparation of local intervention programmes.

- Implementation of a programme of 20mph limits to improve safety and to create attractive walking and cycling environments is proceeding within the city and plans are underway to introduce 20mph limits outside schools in the County area in 2014/15.

WorkSmart

- The work of the Greater Nottingham Transport Partnership (GNTP) continues to support local businesses with sustainable travel guidance working with over 40 businesses in the last quarter.
- 20 electric buses to be used on a number of Localink services operating across the conurbation have been delivered and will be operational in 2014/15. A funding bid through the DfT's Green Bus Fund Round 4 was also successful and a further 15 electric buses will be procured for use on the 'work based' link services including Citylink 1 and 2. With all electric buses in place by late 2015, the Linkbus network will be the largest electric fleet in Europe.
- The Gedling ECO Stars scheme was extended across the urban area in March 2013 and has now supported 50 organisations with free guidance and advice on fleet management practices and eco-driving skills.
- The tender for the development of a Car Club has been concluded with City Car Club selected as the preferred supplier. Discussions are underway to launch the scheme with the first vehicles available from city centre on-street locations from April 2014 with a view to expanding the locations and vehicles over the next 3 years.

Active travel partnerships

- The Ucycle Nottingham project at the University of Nottingham, Nottingham University Hospital Trust, New College Nottingham, Central (South Notts) College and Bilborough College is continuing to deliver increased cycling levels.
- The active travel events programme for 2014 is being planned starting with activities for the annual Nottingham Light Night on 28th February, and preparation for Cycle Live on 21st/22nd June 2014.

Local Sustainable Transport Fund 2015 – 2016 funding update

6. The Department for Transport (DfT) has announced £78.5 million in revenue funding for 2015/16 for new and/or extended Local Sustainable Transport Fund (LSTF) projects and Bikeability training of which around £64 million is likely to be available for the LSTF programme.
7. Following preliminary discussions with partners through the LSTF Steering Group, the City Council is preparing a continuation partnership bid for the Nottingham Urban Area on the following basis:

- **Overarching theme:** Access to employment, skills and learning, primarily targeted at young people to support local economic development and skills in the urban area to complement the City's £3 million Youth Contract programme.
 - **Continuing delivery of existing successful LSTF projects focusing on 2 areas:**
 - a. Core offer of travel support packages for low income groups including jobseeker and further education smartcard offers delivered through a community based approach to the promotion of travel options to individuals and households through the Community Smarter Travel Hubs e.g. personalised journey planning and cycling support, and
 - b. Continuation of the Worksmart business travel support package for employers to support sustainable commuting and inward investment opportunities.
 - **Coverage:** Nottingham Urban Area as per the current LSTF programme
 - **Scale of bid:** Up to £1.5 million revenue funding for a joint bid comprising £1 million for the City area and additional funding for the wider urban area to be negotiated with Nottinghamshire County Council and excluding local funding contributions.
 - **Linked to secured and proposed major capital investment** such as NET Phase 2, Local Transport Plan investment and other non-transport programmes e.g. the Enterprise Zone.
8. In order to develop the bid the views and suggestions of the Board are invited. The submission deadline is 31st March 2014.

Recommendation

9. It is recommended that the Committee note the content of this report.

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Meeting **JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

Date **21 MARCH 2014** agenda item number

From **JOINT OFFICER STEERING GROUP**

RAIL ISSUES UPDATE

Purpose of the report

1. To update the Committee on key rail issues in and into Greater Nottingham and rail services across local authority boundaries. The work of the two Councils, although separate, is complementary, and of mutual benefit.

High Speed 2

2. The consultation for the government's proposed high-speed railway route through the East Midlands, with a station at Toton, closed on 31 January 2014. Both Councils made submissions based on principles as set out in the report to the December 2013 joint Committee.
3. The Government will consider the various representations made, and is expected to announce its decision by the end of 2014.
4. At the initiative of Broxtowe Borough Council and East Midlands Councils, an HS2 Programme Board for the East Midlands is being established. The purpose of the HS2 Programme Board in the East Midlands would be:
To give strategic political leadership for the implementation of Phase 2 of HS2 in the East Midlands through high level liaison with the Department for Transport and HS2 Ltd, and by aligning decisions made by Derbyshire & Nottinghamshire Joint Committees, LEPs, and other relevant authorities.
5. Membership would be
 - Leaders of the 3 city councils (Nottingham, Derby & Leicester),
 - Leaders of the 3 county councils (Nottinghamshire, Derbyshire and Leicestershire),
 - Broxtowe, Erewash, Chesterfield Borough Councils; and
 - Chairs of D2N2 LEP & Leicester/shire LEPIn Attendance: HS2 Ltd, DfT, BIS Local, Network Rail & Highways Agency
6. There would be 3 working groups
 - Connectivity Working Group. Function: To prioritise and co-ordinate transport investment required to support HS2, and to act as a strategic reference group for the resolution of HS2 line of route issues to inform preparation of the Hybrid Bill. Membership: Lead Transport Members from the 6 LTAs, Broxtowe & Erewash, Ashfield, plus HS2 Ltd, HA & Network Rail, D2N2 LEP & Leicester/shire LEP, SCRLEP. Chair: Nottinghamshire CC ;
 - Economic Development Working Group. Function: To highlight opportunities for business growth and to prioritise investment in economic development and

skills required to maximise the economic potential of HS2. Membership: CXs from D2N2 LEP & Leicester/shire LEP, SCRLEP, 6Cs Chamber of Commerce, Universities, EMFEC, BIS Local. Chair: D2N2 LEP; and

- Joint Planning (Advisory) Committee. Function: To develop a strategic planning policy framework for Toton station and associated development across the Nottingham Core HMA. Membership: Lead Planning Members from Nottingham City, Nottinghamshire County, Ashfield, Broxtowe, Erewash, Gedling & Rushcliffe. Chair: Broxtowe Borough Council

Nottingham station

7. Works continue on the scheme to comprehensively upgrade the passenger facilities at Nottingham Station, as reported to previous joint committee meetings. These works are expected to be completed by April 2014 - except for a couple of minor aspects. An official opening ceremony is being arranged.

December 2013 timetable Midland Main Line

8. Efforts continue to secure funding for the scheme to enhance the Midland MainLine in the Market Harborough area. A formal stakeholder group has been set up by Network Rail, encompassing the train operating companies, local councils and the LEPs, and this met for the first time in February. Network Rail has agreed to formally assess the business case for the full scheme of works at this location. The result of that assessment is due at the start of June, and will be reported to the next joint committee meeting.

Nottingham – Newark – Lincoln Line

9. The current service on this line is far below the usual standards that apply elsewhere in Britain between places of similar size and economic importance, in respect of
 - frequency - this line has one train per hour, when at least 2 (or more) trains per hour are normal elsewhere; and
 - speed – trains have an end-to-end speed of 40 mph or less (depending on the number of stops), compared to end-to-end speeds of 50 - 60 mph that are achieved elsewhere.
10. Until 2002 the Nottingham – Newark – Lincoln service was 2 trains per hour, but in 2002 it was cut because of the financial collapse of Railtrack. This has left Nottingham – Newark – Lincoln as the only British line with a service lower than (half) the level that it had in 2000, despite the volume of rail travel having increased nationally by more than 50% since then.
11. It has been a long-standing aspiration of the Councils to achieve a comprehensive upgrading of the service of this route. This aspiration is shared by Newark and Sherwood District Council, Gedling Borough Council, Newark Business Club and East Midlands Trains. East Midlands Trains has established a stakeholder board for the line, which is chaired by the East Midlands Trains Managing Director, David Horne.

12. A five stage strategy to comprehensively upgrade the line has been adopted by the stakeholder board.
13. Stage one of the strategy involves running an additional train every hour between Nottingham and Newark. This additional train would serve the intermediate stations. Carlton, Burton Joyce, Lowdham and Fiskerton every hour, and the other stations at approximately 2 hourly intervals. The new service would be formed by extending the current Matlock to Nottingham service through to Newark.
14. The benefit of this would be that :-
 - Newark would have a doubling of frequency from one train an hour to trains an hour. The two trains will be evenly spaced at 30 minute intervals throughout the day;
 - The existing hourly Lincoln - Newark - Nottingham - Leicester service would no longer need to serve the intermediate stations and could therefore run non-stop between Newark and Nottingham, thus cutting the Newark - Nottingham journey time;
 - Carlton, would have an hourly service through the day to Nottingham; to Beeston for the enterprise zone; to Derby; and in the other direction to Newark.

There would also be benefits for Lincoln, which would be.

 - a reduction in journey time to Nottingham, because the trains would run non-stop between Newark and Nottingham; and
 - a doubling of frequency at the expanding Lincoln suburb of Hykeham
15. Stages 2,3 & 4 are infrastructure enhancements: benefits would be
 - All services become much faster
 - Increased frequency Lincoln – Newark
 - Through service Newark (& Lincoln) to Birmingham every hour
16. Notts CC has invested £120,000 on development works for stages 2,3 & 4, but physical works on those stages depends entirely on stage 1 being in place :-
 - Stage 2 is being built now by Network Rail at its own cost in anticipation of others funding stage1
 - Stages 3 & 4 could be funded by Network Rail, but only if stage 1 is implemented

Stage 1 is thus crucial to securing the entire strategy and all its benefits, including the investment by Network Rail of up to circa £30million in the line.
17. Under DfT rules, Stage 1 requires funding to be provided by local stakeholders, of £700,000 per annum for an initial 3 years, after which DfT will pay for it as long as it is being sufficiently well used to pass a business case test. There are only a small number of instances where DfT has contributed towards the cost of the initial 3 years. DfT is just starting to negotiate an extension to the East Midlands Trains franchise from May 2015 until November 2017, and that could provide an opportunity for DfT to incorporate into the extended franchise a contribution towards the stage 1 service to Newark if it could be persuaded to do so. The Stakeholder Board is thus proposing a 50/50 split of the costs of the initial 3 years

between DfT and local stakeholders. It is hoped that this will maximise the chance of securing a contribution from DfT.

18. The most likely source of a local contribution would be from the Local Growth Funds of the 2 LEP areas – the D2N2 LEP, and the Lincolnshire LEP. A potential split of the cost would then be

- DfT £350,000 per annum x 3 = £1,050,000
- D2N2 LGF £117,000 per annum x 3 = £ 525,000
- Lincolnshire LGF £117,000 per annum x 3 = £ 525,000

Consideration is currently being given by the relevant Councils and the 2 LEPs for inclusion of this in the 2 LGF bids.

19. Newark Business Club has launched a campaign, called 'RailFair' to secure funding. A key part of that campaign has been to engage the 6 MPs with constituencies along the line.

- A meeting was held between the Council, Newark Business Club and the MPs in November 2013, at which all 6 MPs expressed strong support
- The MPs met with Minister of State for Transport, Stephen Hammond, on 13/1/14, and held Adjournment debate in House of Commons on 27/1/14.

20. In the adjournment debate the Minister said

"It is incredibly important that the county councils and the economic bodies in the region declare this a strategic priority. That will underline the importance of reconsidering whether the improvements to the line are a high priority for those bodies and, therefore, for the allocation of local funding, which is available. That could then be reflected in the Local Growth Fund."

RECOMMENDATION

21. It is recommended that the Committee note the contents of the report.

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