



Nottingham City Council Joint Committee on Strategic Planning and Transport

Date: Friday, 10 September 2021

Time: 10.30 am

Place: LH 0.02 - Loxley House, Station Street, Nottingham, NG2 3NG

Please see information at the bottom of this agenda front sheet about arrangements for ensuring Covid-safety

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

Director for Legal and Governance

Governance Officer: Phil Wye

Direct Dial: 0115 8764637

- 1 Apologies for Absence**
- 2 Declarations of Interests**
- 3 Minutes** 3 - 8
To confirm the minutes of the last meeting held on 11 June 2021.
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- 9 Date of the next meeting**
10 December 2021

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Nottingham City Council

Joint Committee on Strategic Planning and Transport

Minutes of the meeting held at Loxley House, Nottingham on 11 June 2021 from 10.30 am - 12.50 pm

Membership

Present

Nottingham City Council

Councillor Linda Woodings (Chair)

Councillor Michael Edwards

Councillor Rosemary Healy

Absent

Nottingham City Council

Councillor Sally Longford

Nottinghamshire County Council

Councillor John Ogle (Vice Chair)

Councillor Matt Barney

Councillor Jim Creamer

Councillor John Wilmott

Colleagues, partners and others in attendance:

- James Ashton - Transport Strategy Manager, Nottingham City Council
- Mike Bain - AECOM
- Andy Commons - Head of External Relations, East Midlands Railways
- Sally Gill - Group Manager, Planning, Nottinghamshire County Council
- Matt Gregory - Head of Planning Strategy and Building Control, Nottingham City Council
- Stephen Pointer - Team Manager, Planning, Nottinghamshire County Council
- Kevin Sharman - Team Manager, Transport, Nottinghamshire County Council
- Phil Wye - Governance Officer, Nottingham City Council

1 Membership

The Committee noted that Councillor Rosemary Healy has replaced Councillor Adele Williams as a member of the Committee.

2 Appointment of Vice-Chair

Resolved to appoint Councillor John Ogle as Vice-Chair of this Committee for this municipal year (May 2021 to April 2022)

The Chair thanked the previous Vice-Chair, Councillor Gordon Wheeler.

3 Apologies for absence

Councillor Sally Longford – on leave

4 Declarations of interest

None.

5 Minutes

The Committee confirmed the minutes of the meeting held on 5 March 2021 as a correct record and they were signed by the Chair.

6 East Midlands Railways

Andy Commons, Head of External Relations, East Midlands Railways (EMR), gave a presentation and highlighted the following points:

- (a) EMR was formed in August 2019, with franchise awarded to Abellio for 8 years. It runs three service groups of trains in the East Midlands and beyond: EMR Intercity, EMR Regional and EMR Connect. Last month saw a large timetable change to these services;
- (b) in March 2020 the franchise agreement with Abellio was suspended due to the Covid-19 pandemic and it was placed on an Emergency Measures Agreement for 6 months, followed by an Emergency Recovery Measures Agreement for 18 months which is still in place. All costs of running the services are now borne by the treasury;
- (c) service use has increased recently from the height of the pandemic, but is still at a maximum of 40-50%. Usage is increasingly driven by leisure usage rather than commuting, with weekend travel more popular;
- (d) passenger priorities have changed during the pandemic, with cleanliness now being the number one priority and overcrowding less of a concern. EMR passengers are 90% satisfied with cleanliness;
- (e) Great British Railways' (GBR's) establishment was announced following the Williams Review. From 2023 GBR will integrate all railways, own the infrastructure, run and plan the network, and set fares and timetables;
- (f) the recent timetable change has resulted in peak time journey improvements to London St Pancras of 10 minutes, along with earlier and later trains at the start and end of the day. It has also introduced a new direct train between Crewe and Stoke on Trent, a direct train to Grimsby, and additional trains to Sheffield, Derby and Skegness;
- (g) EMR's future plans include the split of the Liverpool to Norwich service at Nottingham, and the continuing replacement of the regional fleet. In 2023, new Aurora trains will come into service on the intercity route, which are a bespoke design bi-mode train by Hitachi.

The following points were raised during the discussion which followed:

- (h) there used to be a group looking into the feasibility for more commuter stations in Nottingham, such as at Faraday Road near Jubilee Campus and it would be beneficial to start these discussions again. The development of the railway

network falls with the Department for Transport and GBR, but the local authorities could collaborate with EMR on developing a case;

- (i) the Aurora trains will be catered and will be fully disability compliant. They will also have comfortable seats following research and testing with the public;
- (j) flexible season tickets will soon be introduced nationally, allowing 8 days of travel within a 28 day period;
- (k) EMR staff are not able to enforce the wearing of face coverings and social distancing but can contact a member of the British Transport Police.

7 Greater Nottingham Joint Planning Advisory Board Update

Matt Gregory, Head of Planning Strategy and Building Control, presented the report, which includes the minutes of the meeting held on 15 December 2020.

The Draft Greater Nottingham 2028 Vision Statement which was discussed at the March meeting was also attached. Following a question from a Councillor it was confirmed that the Strategic Plan must have an accompanying infrastructure delivery plan that will set out the requirements for additional infrastructure around any new housing developments.

Councillors also noted the rapid growth of housing in the city centre and commented that must be kept under observation.

Resolved to note the contents of this report

8 Nottinghamshire Minerals and Nottinghamshire & Nottingham Joint Waste Local Plans updates

Stephen Pointer, Team Manager Planning Policy, introduced the report informing the Committee of progress with preparing the Nottinghamshire Minerals Local Plan and the Nottinghamshire and Nottingham Waste Local Plan.

The Minerals Local Plan has now been adopted following receipt of the Inspector's Report and is published on the County Council's website.

Work is now progressing on a Draft Waste Plan to be reported to the two Councils in October 2021. As part of the Plan, a Waste Needs Assessment is being prepared by AECOM. Mike Bains from AECOM gave a presentation to the Committee and highlighted the following:

- (a) the Waste Needs Assessment identifies the capacity that will be required to manage the region's waste. This is based on current waste arisings, expected future changes, and recycling and recovery;
- (b) industrial waste, construction and demolition waste, and hazardous waste are all factored into the Assessment. This waste may increase as more house are built in the region;

- (c) it is expected that recycling and recovery will increase, with a government target of 65% by 2035. Higher levels of construction waste are already recycled than household waste;
- (d) Nottinghamshire has a slight surplus capacity for recycled waste but will face a shortfall for landfill by 2038 of around 3.5 million tonnes.

The following points were raised during the discussion which followed:

- (e) more opportunities could be taken to use technology for further recycling, such as extract minerals from waste or using glass for road surfacing;
- (f) Councillors often hear reports of small businesses struggling to recycle their waste as it is too expensive, or facilities won't take it. Facilities are available and could be better advertised.

Resolved to

(1) note the contents of the report;

(2) ask an appropriate person to give a presentation at a future meeting on waste recovery technology.

9 Transport update

James Ashton, Transport Strategy Manager, introduced the report providing an update on the transport related issues across the Greater Nottingham conurbation and highlighted the following:

- (a) introduction of a 20mph zone in the city centre is currently under consultation. The scheme has been redesigned following objections from the police and bus operators;
- (b) the City Council has been monitoring the transport network to understand the effects of the restrictions on travel brought in to control the Covid-19 outbreak. Car traffic levels are now at 90% of normal levels but bus and tram travel is still at only 25%. Cycling has increased significantly;
- (c) the Active Travel Fund continues to support making cycling and walking realistic alternatives to car travel, through support for businesses, support for communities and support for schools;
- (d) the Bus Partnership Advanced Quality Partnership Scheme is now in place which requires all bus operators to use Euro VI or higher quality vehicles at all city centre bus stops, in order to reduce harmful emissions;
- (e) both the City and Council councils are actively investigating bidding opportunities through the governments levelling up fund.

The following points were raised during the discussion which followed:

- (f) high design standards required for dedicated cycle routes have made some of them unfeasible without additional funding;
- (g) e-scooters have been extremely popular in the city since their introduction, and the number of complaints has begun to reduce as users are becoming more familiar with the rules.

Resolved to note the contents of the report.

10 Joint Committee Work Programme

Matt Gregory, Head of Planning Strategy and Building Control, introduced the report outlining the Committee's work programme from June 2021 to September 2021.

An update on progress with HS2 is planned for discussion at the next meeting, but this may be postponed if the Integrated Rail Plan has not been published.

Resolved to note the Joint Committee's work programme and give consideration to any future items.

11 Future dates

The Committee agreed to meet on the following Fridays during the 2021/22 municipal year:

10 September 2021
10 December 2021
11 March 2022

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Meeting:	Joint Committee on Strategic Planning and Transport
Date:	10 September 2018
From:	Joint Officer Steering Group

Joint Committee Terms of Reference

1 Summary

- 1.1 This report presents the existing terms of reference for the Joint Committee for the Committee to review.

2 Background

- 2.1 The Joint Committee on Strategic Planning and Transport was formed in 1998 to provide a forum for Nottingham City Council and Nottinghamshire County Council to meet together to discuss planning and transport matters of mutual interest. The present terms of reference were last updated in December 2018 and the protocol which underpins the Joint Committee requires a review of the Terms of Reference every two years.
- 2.2 Whilst it is considered that the Terms of Reference remain broadly fit for purpose, it is timely to review the role and responsibilities of the Joint Committee. Committee Members are therefore invited to review the existing Terms of Reference and make comment on aspects they may wish to alter or add. It is recommended that officers then discuss any further changes needed and an updated Terms of Reference be presented to the next meeting of the Joint Committee

3 Recommendation(s)

- 3.1 That the Joint Committee note the existing Terms of Reference as appended to this report, and considers whether any amendments are required.
- 3.2 If amendments are required, officers be requested to re-draft the Terms of Reference and present back to the next meeting for consideration and approval.
- 3.3 If no amendments are required, the existing Terms of Reference be approved.

4 Background papers referred to in compiling this report

- 4.1 None

Contact Officer

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Protocol for the Operation of a Joint Committee on Strategic Planning and Transport In Greater Nottingham

(Reviewed December 2018)

1. Nottinghamshire County Council and Nottingham City Council established a Joint Committee between the two Authorities to advise on strategic planning and transport matters in Greater Nottingham in April 1998.
2. This protocol agreed between the two Authorities on the establishment and operation of the Joint Committee 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 of mutual concern which cross administrative boundaries in order to facilitate the sustainable development and growth of Greater Nottingham and to assist in meeting the Duty to Cooperate (S110 of the Localism Act).

Responsibilities

4. The Joint Committee will be responsible for providing advice on strategic planning and transport matters, including advice in relation to the following:
 - (a) The preparation of coordinated and aligned Local Plans to provide a coherent and consistent planning framework across Greater Nottingham, including consideration of significant evidence base studies, such as Strategic Housing Market Assessments and Economic/Employment Land reports;
 - (b) The preparation and content of statements of common ground which seek to demonstrate effective and ongoing joint working between strategic policy making authorities
 - (c) Local Plans/Development Plan Documents and Strategies prepared by other Local Planning Authorities;
 - (d) The approach to, and use of, planning contributions arising from development in Greater Nottingham where this is of strategic importance;
 - (e) Liaison with statutory bodies;
 - (f) Liaison with the D2N2 Local Enterprise Partnership and Local Nature Partnership;
 - (g) Co-ordination of planning policies for minerals and waste matters, including the Local Aggregates Assessment and a Joint Waste Local Plan ;
 - (h) The provision of infrastructure, including transport, social and green infrastructure, to support future growth, particularly where this has cross boundary implications;

- (i) Nottinghamshire Local Transport Plan (2011 – 2026) Strategy and Implementation Plan
 - (j) Nottingham Local Transport Plan (2011 – 2026) – Strategy and Implementation Plan;
 - (k) Strategic issues arising from the management of the Traffic Control Centre;
 - (l) Strategic issues arising from public transport operations, including rail services and High Speed 2, Bus Quality Partnerships and the development of the Nottingham Express Transit;
 - (m) Strategic issues arising from air quality reviews and assessments within or impacting on Greater Nottingham.
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) Planning applications within and adjacent to Greater Nottingham subject to the statutory timetable;
 - (b) Major development proposals in areas within and surrounding Greater Nottingham;
 - (c) Significant developments in the highway and transport networks;
 - (d) Major strategic initiatives of either Authority in Greater Nottingham e.g. tackling climate change.
 - (e) Economic strategies for Greater Nottingham;
 - (f) Government legislation, regulations, guidance and initiatives affecting strategic planning and transport matters.
6. The Joint Committee will have regard to the views and resolutions of the Greater Nottingham Joint Planning Advisory Board.

Area of Responsibility

7. The Joint Committee will be responsible for advising on strategic planning and transport matters across the whole area known as Greater Nottingham. Greater Nottingham is defined as the Nottingham Core Housing Market Area and Hucknall. It comprises the local authority areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe, plus the Hucknall part of Ashfield and the relevant parts of Derbyshire and Nottinghamshire County Councils, however, the remit of this Committee excludes Erewash Borough in Derbyshire.

Relationship to Parent Authorities

8. 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

9. The Joint Committee will be composed of four (4) members from each authority. Member substitutes are allowed.
10. 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 7 above. Such members will not have voting rights.
11. The appropriateness of co-opted members will be reviewed in accordance with paragraph 18.

Chair and Vice Chair

12. The Chair and Vice Chair will be appointed every two years and alternate between each Authority. The Vice Chair will always be appointed by the Authority not holding the Chair.

Frequency of Meetings

13. The Joint Committee will meet at least 4 times a year unless otherwise agreed by the Chair and Vice Chair.

Organisation and Conduct of Meetings

14. 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

15. The secretariat of the Joint Committee will alternate every two years 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

16. 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.
17. 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 any consultation stage in the development plan making process or at an Examination in Public will not in any way be curtailed by membership of the Joint Committee.

Review

18. 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 V6

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Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	10 September 2021
From:	Joint Officer Steering Group

NOTTINGHAMSHIRE AND NOTTINGHAM WASTE LOCAL PLAN

1 SUMMARY

- 1.1 This report informs committee of progress with preparing the Nottinghamshire and Nottingham Waste Local Plan;

2 BACKGROUND

- 2.1 The County and City Councils are preparing a single joint Waste Local Plan to replace the Waste Core Strategy adopted by both Councils in December 2013. An initial consultation on the new Local Plan, including a 'Call for Sites' was completed in May 2020 and generated 270 comments and nine suggested waste management sites. Officers have compiled a summary of these responses which will feed into the next stage of the Waste Local Plan.
- 2.2 Underpinning the Plan is a Waste Needs Assessment which assesses the pattern of waste likely to be generated by households, commercial/industrial and construction/demolition sectors over the period to 2036. It then assesses the available capacity to manage this waste in the context of projected levels of recycling, other treatment and residual disposal and identifies the need or otherwise for additional capacity which the Plan will need to provide for. It is a vital part of the evidence base.
- 2.3 AECOM have been working on behalf of the two Councils to prepare the Waste Needs Assessment. A presentation was made to the Committee at its meeting in June on the emerging findings and they have now prepared a final report.
- 2.4 Work is now progressing on developing a Draft Waste Plan which will comprise strategic policies related to waste provision and general development management policies. It is not considered necessary for the plan to make site allocations for specific waste management or disposal purposes partly because of the lack of need for additional capacity in some regards and because of the limited interest from owners and developers in proposing sites. It is intended that the Plan should instead contain policies to help guide planning applications for waste processing development to appropriate locations and criteria-based policies to promote high-quality development and design.
- 2.5 The Draft Plan policies are expected to be ready by the end of September to present to a meeting of the Joint Councillor Working Group (comprising two members from each Council) and then to be taken through each Council's

approval process to seek approval to carry out public consultation on the Draft Plan. A meeting of the Joint Member Working Group is currently being arranged. Subject to appropriate approvals, the Plan will be launched for consultation early in the new year.

- 2.6 The Plan will then be amended as needed, formally published and submitted for independent examination before it can be adopted by each Council
- 2.7 Councillors have expressed an interest in viewing a waste management facility. This is currently being arranged but is likely to take place later in the year following the meeting of the Working Party which is needed to consider the Draft Local Plan This will hopefully comprise a visit to the Energy from Waste Plant at Eastcroft, Nottingham and a waste processing plant at Colwick.

3 RECOMMENDATION(S)

- 3.1 It is recommended that the Joint Committee note the progress on the production of the Waste local Plan.

4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT

- 4.1 None.

Contact Officers

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Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	September 2021
From:	Joint Officer Steering Group

Transport Update

1 SUMMARY

1.1 This report provides an update on the transport related issues across the Greater Nottingham conurbation. The report gives an update on traffic and transport demand in response to the COVID – 19 restriction changes together with information on the Active travel fund and the bus quality partnership as well as information regarding recent funding awards.

2 BACKGROUND

Covid-19 Transport and Infrastructure Recovery Coordinating Group

2.1 The City and County Councils have been monitoring the transport network to understand the effects of the restrictions on travel brought in to control the Covid 19 outbreak. This monitoring has continued over the last 18 months. On the 19th July the UK entered step 4 of the Government roadmap, this meant an end to social distancing and a gradual return to work over the summer period. We will refer to Normal levels as those which occurred during the week before the first national lockdown in March 2020.

- Car traffic peaked at around 95% of normal levels in June and has now (as of 15th August) dropped to 86% of normal due to the school holidays.
- Throughout the early part of the year bus patronage started to rise and reach a peak of 66% of normal levels in early June.
- Tram patronage was at 25% following the easing of restrictions. This has now grown to around 45% in early August, although this figure is affected by overhead line issues in early August and the summer holidays.
- Cycling is the only mode that is consistently recorded at over 100% of pre-covid levels. This is also the case nationally.

Capability Fund

2.2.1 The Department for Transport (DfT) announced the local transport authority revenue funding allocations under their new Capability Fund to support active travel behaviour change measures for 2021/22. The funding is to be used for interventions and activities that promote increased levels of physical activity through walking and cycling for everyday journeys including access to new and existing employment, education and training. Nottingham City has been allocated £400,432 and Nottinghamshire County £276,845 of revenue grant for active travel behaviour change projects for spend in 2021/22 to support the capital investment in walking and cycling infrastructure under the Active Travel fund and Transforming Cities programmes.

The Measures being funded are outlined as follows:

- 1) **Transport Nottingham Behaviour change communications and activities**, targeted active travel promotions and campaigns including web, social, print and suite of everyday cycling videos to showcase cycling for local trips in different areas of the city.

Contribution towards staffing costs as well as monitoring and evaluation activities. The County is also funding additional design and consultation of ongoing LCWIP work.

- 2) **Workplace Travel Service (WTS)**, Continuation of specialist active travel offer to support businesses in the WTS programme, comprising: Business travel advisor package providing 30 business webinars and staff travel events with employee PTP, to work in depth with 15 organisations referred through the council's Workplace Travel Service, supported by Active travel services at work sites including cycle training, ebike training, Dr Bike, led rides, cycle awareness for professional drivers bespoke to each business Contribution to business ecargo bike loan pilot project. A similar approach within the County will work with 20 employers countywide targeting 2000 individual employees.
- 3) **Job Seeker Support package** (to be commissioned as extension to a joint Nottingham - Derby contract with contribution from Derby City Council for Derby area) providing dedicated travel advisor to support 250 jobseekers in each city, as well as tailored cycle support package for jobseekers. Within the County the equivalent numbers are 500 jobseekers countywide.
- 4) **Community activation programme** – this will include community based activities continuation of the partnerships with British Cycling and a school streets support package.

These projects form a comprehensive programme of active travel measures to support our communities, our businesses, jobseekers and schools which will ensure as many citizens as possible living and working in the city will benefit from the investment in walking and cycling infrastructure and support a carbon neutral approach to restart and recovery.

Active Travel Fund Capital Bid

- 2.3 Linked to the covid pandemic and to contribute to the decarbonisation of transport, the Government is promoting more walking and cycling (Active Travel). They have worked with Nottingham and Nottinghamshire councils to develop a D2N2 wide Local Cycling and Walking Infrastructure Plan (LCWIP). New national design guidance has been published which aims to improve the quality of cycling and walking schemes. Further funding has now been made available through a third tranche of Active Travel Funding. This latest grant is for permanent cycling and walking infrastructure.

The city council has bid for £2.2m of funding and this will enable improvements for walking and cycling along the St Anns Well Road. This corridor has been prioritised as it serves the north of the City where cycling provision is currently lacking compared to other areas. It has the support of the Portfolio Holder and ward councillors. Design work for the scheme is at an advanced stage. There is no requirement to provide any match funding. The scheme is scalable if less funding is provided meaning no additional financial burden would be imposed on the Council.

The County Council's bid for funding includes two potential schemes within the Greater Nottingham conurbation:

- Provision of a new facility along an existing bridleway and a mixed traffic facility for cyclists on Baulk Lane, Stapleford to improve walking/cycling connections between Stapleford and the Toton tram terminus

- Upgrade of a section of the path along the River Trent to improve walking/cycling facilities between the sporting venues in West Bridgford and Holme Pierrepont. The proposals will help deliver actions included in the County Council's Covid-19 Economic Recovery Action Plan, Visitor Economy Strategy and will enhance the proposed cycling and walking improvements on Regatta Way.

The funding available will cover all elements of the projects including construction, fees and officer time for project management.

Transport Decarbonisation Plan

- 2.3 The Department for Transport published its transport decarbonisation plan on the 14th July 2021. The report sets out a plan for reducing carbon emissions from transport. It recognises that transport is now the largest contributor to UK domestic greenhouse gas emissions (over 55% of total emissions) with cars and taxis making up the largest contribution of emissions from the transport sector. The commitments contained within the plan are summarised below.

Increased Cycling and Walking

The plan recognises that increasing the number of people cycling and walking has the potential to substantially reduce the number of car journeys particularly in urban areas. Trips below five miles represent 58% of all private car journeys and provide an opportunity for switching to cycling and walking.

The plan commits to investing £2bn in funding over five years with the aim that all trips in towns and cities will be cycled or walked by 2030. The plan also commits to delivering a world class cycling and walking network in England by 2040.

The plan aims to continue promoting Low Traffic Neighbourhoods and promoting walking to school for primary age children.

The plan also aims to ensure that cycling and walking routes are better integrated with other modes of transport particularly public transport.

Zero Emission buses and coaches

The plan commits to delivering the National Bus Strategy. It specifies that bus services should be better integrated with other modes of transport – with more bus routes serving railway stations and improved integration with cycling and walking routes and networks – and provides a roadmap to decarbonise. The strategy also outlines that on key radial routes there should be significant investment in bus priority.

The government will also consult on the modernisation of the bus operator services grant (BSOG). It proposes to change the BOSG to enable better take up of zero emission vehicles. The take up of zero emission buses is crucial to improving the carbon footprint of the sector, and the imbalance between the existing support provided to diesel buses through BSOG against that provided to zero emission buses needs to be addressed.

The plan also sets out commitments to support the delivery of 4000 new zero emission buses and the infrastructure to support them and will also consult on phasing out the sale of non-zero emission buses.

Zero emission cars and vans

Removing tailpipe emissions from car vans and motorcycles is fundamental to transport decarbonisation. From 2030 the government will end the sale of new petrol and diesel cars and vans 10 years earlier than previously planned. From 2035 all new cars and vans must be zero emission at the tailpipe between then new cars and vans will only be able to be sold if they offer significant zero emission capability. The government expects that the price difference between new electric and petrol or diesel alternatives will reduce to zero around the mid 2020's.

A range of other measures will be introducing in order to encourage the uptake of electric vehicles. These include:

- The introduction of a new vehicle CO₂ regulatory regime (around 2024 subject to consultation)
- Addition grants will be made available to help reduce the price of new electric vehicles
- Changes to the tax regime will be introduced to make electric company cars more attractive.
- Green number plates for new zero emissions vehicles were introduced in December 2020. The plates make it easier for vehicles to be identified as zero emission. This helps local authorities to design and implement new policies, such as zero emission zones, to incentivise people to own and drive a ZEV.
- Investing £1.3 billion to accelerate the rollout of charging infrastructure on motorways, on streets, in homes and workplaces
- An Electric Vehicle Infrastructure Strategy will be published in 2021
- The government will continue to fund grants for charge points in homes, workplaces and on-street until at least 2024/25
- £15 million of investment in 2021/22 will help highway authorities to make their signals working effectively again. Investing in the maintenance of this essential asset will not only improve emissions but also enable new technologies and data systems that will support the delivery of a digital and connected road network.

Sales of nonzero emission vehicles are expected to be phased out by 2040.

Decarbonising our railways

Rail is one of the greenest modes of transport nationally with 38% of the network already electrified. The plan aims to deliver a net zero rail network by 2050 with sustained carbon reductions along the way. Targets to remove all diesel only trains for passengers and freight by 2050 have been included.

A key part of the plan will be a programme of electrification across the network. Detailed plans for further electrification of the network should be released shortly with the integrated rail plan (see below). Notwithstanding the additional electrification the plan aims to support new technologies such as battery and hydrogen trains.

The plan also aims to increase capacity for passenger services across the rail network; however no specific plans have been included for this. A commitment to work with the industry to modernise fares and ticketing is also included. The plan will be to increase convenience for passengers and ensure that no sudden price increases occur. Again few details have been included in the plan which show how this will be achieved.

Sustainable transport links to rail stations will also be improved with additional secure cycle storage being provided at stations and linking station to the network of cycling and walking infrastructure.

Delivering a zero emission freight and logistics sector

The vast majority of freight is moved by vehicles on our roads. Removing these emissions requires the development and deployment of clean technologies, as well as the use of more sustainable forms of transport, many of which are already available including cargo bikes and rail. The plan includes the following commitments to reduce carbon emissions from the freight sector:

- Consulting Phase out the sales of non-zero emission HGV's by 2035 for vehicles 26 tonnes and under.
- There will be plans to demonstrate zero emission Technology on UK roads by the end of this year
- Stimulate the demand for zero emission HGV's through various financial incentives.
- The plan includes commitments to transform last mile delivery.
- The plan also supports the shift of freight transport from road to rail and other more sustainable forms of transport such as e-cargo bikes and inland waterways.

Integrated Rail Plan

- 2.4 The publication of the integrated rail plan has now been delayed until the autumn. The plan was expected to include details of the electrification of the Midlands Mainline and the HS2 link to Toton.

Clifton Bridge Works Update

- 2.5 The overall works programme for repairs and strengthening of Clifton Bridge are progressing on schedule. While lanes have been closed Highways England have been taking the opportunity to carry out other maintenance work that would have been needed in the future. Towards the end of September another southbound lane is to be reopened which will also allow the slip road from Queens Drive to be re-opened. Some weekend lane closures and some complete overnight closures will continue. All lanes are expected to reopen by the end of November and original traffic layout restored.

3 RECOMMENDATION(S)

- 3.1 It is recommended that the contents of this report be noted.

4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT

None

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Meeting:	Joint Committee on Strategic Planning and Transport
Date:	10 September 2020
From:	Joint Officer Steering Group

Joint Planning Advisory Board Update

1 Summary

- 1.1 The Greater Nottingham Joint Planning Advisory Board (JPAB) oversees the preparation of aligned Local Plans across Greater Nottingham, and the implementation of projects funded through the partnership. This report updates the Joint Committee on the work of JPAB, and other strategic planning matters within the remit of the Committee.

2 Background

- 2.1 The last meeting of JPAB was held on 29 June 2021. The latest available minutes are from the meeting held on 30 March 2021, and these are appended to this report (appendix 1).
- 2.2 A summary of the main issues discussed at the 29 June meeting is provided below, updated as necessary.
- 2.3 JPAB received a presentation from TEP consultants, describing the blue and green infrastructure vision and masterplan they have prepared for the Erewash Valley, as part of the HS2 proposals. It was noted that the scale and vision of the project in terms of green and blue infrastructure delivery was applicable to other major development proposals in Greater Nottingham.
- 2.4 JPAB were also appraised of progress with the Greater Nottingham Strategic Plan, in particular the latest position with regard to housing need and housing land supply, which are shown in the table below. The housing need is derived through the Government's 'standard methodology' whilst housing supply is derived from the most recent council Housing Land Availability Assessments. It will be noted that estimated supply exceeds housing need at the present time.

Table 1: Housing Need at 2038 vs Estimated Supply

	Standard Method Housing Need 2020 to 2038*	Current Estimated Supply 2020 to 2038**	Difference
Ashfield	8,251	8,251 (assumed)	0
Broxtowe	6,947	7,979	+1,032
Erewash	6,954	6,954 (assumed)	0
Gedling	8,329	8,173	-156
Nottingham City	29,111	24,700	- 4,411
Rushcliffe	10,753	16,090	+5,337
Greater Nottingham	70,345	72,147	1,802

* 2020/21 using old standard method, remaining years using new standard method.

** Current estimated supply (for example, sites with planning permission or already included in adopted Local Plans).

2.5 In order to move to the next stage of plan making, decisions are required as to the distribution of development. Even though table 1 shows the gap between Greater Nottingham need and current supply can be closed, there are still several issues that need consideration:

- Housing need derived through the standard method is the starting point for determining housing requirements. There may be valid planning reasons for varying from this.
- The difference between supply and housing need is narrow at around 2.4%. There is a risk that this could be reduced further or move to a negative figure due to annual changes in the affordability ratios and other methodological factors sitting behind the standard method.
- Consultees to the Growth Options suggest it is good practice for Local Plans to provide a buffer over and above their housing need to allow for non delivery of sites and provide flexibility.
- An issue has been identified by Rushcliffe whereby if existing identified housing supply in the Borough is taken to be their housing target in terms of five year land supply and housing delivery test, they could be unfairly penalised. This is because although they may deliver enough housing to meet their own need, if the target is set to also include an element of the wider (City) housing needs, and this is not then met, this would result in a

loss of control over planning decisions within their area.

- 2.6 Clearly these matters require further consideration and political input to reach a conclusion, and was therefore agreed that a further JPAB Councillor workshop be convened to consider these issues.
- 2.7 Items were also received on Waste and Minerals Local Plans Update, Homes England Capacity Funding Projects Monitoring, and the JPAB Budget for 2021/22.
- 2.8 The meeting agenda papers are available to view at <http://www.gnplan.org.uk/about-gnpp/joint-planning-advisory-board-meetings/>.

3 Recommendation(s)

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

4 Background papers referred to in compiling this report

- 4.1 JPAB Papers, 29 June 2021

Contact Officer

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Appendix 1

Item 4	Minutes Of The Greater Nottingham Joint Planning Advisory Board (JPAB) Meeting Held On Tuesday 15 December 2020 Via MS Teams
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Present

Ashfield: Councillor M Relf

Broxtowe: Cllr D Watts

City: Councillor L Woodings

Erewash: Councillor M Powell (Deputy Chair)

Nottinghamshire County: Councillor T Harper (Chair); Councillor G Wheeler

Rushcliffe: Councillor R Upton

Officers in Attendance

Ashfield: Christine Sarris

Broxtowe: Matthew Kay

Derbyshire County: Steve Buffery

Erewash: Oliver Dove; Adam Reddish

Gedling: Graeme Foster; Alison Gibson

Growth Point: Matthew Gregory; Mark Thompson

Nottingham City: Paul Seddon

Nottinghamshire County: Kathryn Haley

Rushcliffe: Richard Mapletoft

Lichfield: Colin Robinson (presentation)

Observers

Adrian Allenbury

David Bainbridge

Jack Boyce

Tom Collins

Adrian Cox

Caolan Gaffney

Robert Galij

Tom Genway

Rob Gilmore

Jessica Fletcher

Steve Freek

Suzi Green

Tom Haley

Marissa Heath

D Hutchinson

Joel Jessup

Alison Knight

David Lawson

Gary Lees

Richard Lomas

Andy Norton

Paul Stone

Sandhya Ward

Colin Wilkinson

Apologies

Broxtowe: Ruth Hyde

Derbyshire County: Councillor T King

Erewash: Steve Birkinshaw

Gedling: Councillor J Hollingsworth

HS2/NCC: Ken Harrison

Nottingham City: Cllr Sally Longford; James Ashton

Nottinghamshire County: Councillor Phil Rostance; Adrian Smith

Rushcliffe: David Mitchell

1. **Introductions and Apologies**

Councillor T Harper (Chair) welcomed everyone to the meeting (held virtually due to Covid-19 restrictions) and apologies were noted.

2. **Declarations of Interest**

There were no declarations of interest.

3. **Approval of Minutes of the Last Meeting and Matters Arising**

The Minutes of the previous meeting held on 15 December 2020 were approved as recorded. Matters arising from the last meeting with regards to the Disability Involvement Group were attached as an appendix to the agenda papers courtesy of Councillor Linda Woodings.

4. **Nottingham Core and Nottingham Outer HMAs**

Employment Land Needs Study (presentation by Lichfields)

Colin Robinson (Lichfields) explained that they were asked to update the 2015 study which formed part of the councils' evidence base. They were commissioned to identify future employment demands for 2018-2038 based on past and future needs.

CR illustrated their analysis for office floor space and distribution and the impacts of pre and post Covid on the local economy. The losses and gains relating to office and industrial space for each authority area were outlined followed by the potential challenges for the authorities in how to address any losses.

Due to the pandemic, employment and office space projections proved difficult to forecast with an increase in hot desking and home working although it was expected that densities were likely to resume to some normality in June. The trajectory for job growth to 2026 in the Core HMA and Outer HMA areas was outlined. This resulted in future land requirements being identified.

The presentation concluded by highlighting key challenges which included the pressure to obtain suitable distribution sites and the implications of Class E and changes to permitted development rights which may make it difficult for office and light industrial spaces to be protected against alternative uses.

LW found the presentation interesting with Nottingham City losing offices to residential and student accommodation through permitted development rights. There would also be further implications following the publication of the Planning White Paper.

PSeddon agreed it was a very thorough presentation based on past trends in a complicated and uncertain world. He would like to see significant change for the Economic Development Strategy with the Levelling up Fund.

CR had based their analysis on a range of scenarios over Brexit and Covid-19 for all districts. This part of the County has good quality sites and benefitted from the strategic road network.

MP confirmed that Stanton development was now a realistic prospect as Verdant had acquired 78 ha with plans for employment and green space with over 3,500 jobs. EBC are expecting an outline application by August 2021.

CR reiterated the importance of the HMA continuing to work together. He advised that a full version of the ELNA study would be available shortly to be signed off by officers.

5. **Greater Nottingham Strategic Plan Update** (Matt Gregory)

MG gave an update on Erewash Borough and the Ashfield District Councils' Local Plans.

- (i) ADC is progressing with their Local Plan and is awaiting the outcome of a number of evidence base reports. Following the government announcement on the standard method consultation, Ashfield's housing need remains at 482 dwellings per annum.
- (ii) EBC's Options for Growth consultation was approved by Council.

MP (EBC) confirmed that Council agreed on 25 March for a six-week public consultation. The target is to have a plan adopted by December 2022.

MG referred to the two workshops held since the last meeting.

The workshop in January 2021 gave an introduction to the principles of the Strategic Plan. The workshop held in February 2021 focused on the vision and objectives of the Plan to meet the housing needs.

At the workshops there were discussions regarding how strategic sites could contribute to meeting housing needs and the requirement for different house types to meet different needs.

MG outlined a draft vision and Strategy Policy based on the key points made at the workshops which were listed within the accompanying report. The next steps would be to hold future workshops and prepare a draft plan with JPAB approval.

Joint Planning Advisory Board was resolved to:

- (a) DISCUSS the outcome of the two Councillor workshops and the draft vision and strategy set out in the appendix;**
- (b) NOTE the progress with Strategic Plan preparation in Greater Nottingham.**

6. **Waste and Minerals Local Plans Update**
(Kathryn Haley/Steve Buffery)

Nottingham/Nottinghamshire

KH gave an update on the Nottinghamshire Minerals Local Plan. The Inspector's report was issued on 10 March and the Plan was adopted on 25 March. The deadline for a legal challenge by judicial review is 7 May. There is no further update to report for the Joint Waste Plan. The Waste Needs Assessment is anticipated in June. A draft version is expected for public consultation in Autumn 2021.

Derby/Derbyshire

SBuff updated progress since the last meeting for the Derbyshire Minerals Joint Local Plan. Following the consultation period which closed on 13 December, the councils identified sand and gravel extraction sites in south Derbyshire. There were 90 responses to the consultation with an additional site submission from a quarry operator in Sudbury. Both authorities are currently assessing the representations made. The Joint Waste Local Plan for both councils will be put on hold until after the County Council elections with the next consultation due to take place in the early autumn.

GW recognised the amount of work that had been put into Nottingham/Nottinghamshire's final report for the Inspector which was signed off by Nottinghamshire County Council's Full Council on 16 March and wished to thank officers for their efforts. TH asked Steve Buffery to pass on the same gratitude to officers at Derbyshire County Council.

Joint Planning Advisory Board was resolved to NOTE the progress with the Nottinghamshire/Nottingham and Derbyshire Waste and Minerals Local Plans.

7. **Homes England Capacity Funding projects monitoring**
(Matt Gregory)

MG reported that the Homes England Capacity Funding projects were coming to an end with only a couple to take forward. GBC would need to repurpose some of the funding they received to other projects within the scope of the grant.

EBC were awarded funding for Stanton regeneration sites although the north part of the site has now been assigned for employment purposes. MP updated the Board and outlined how the southern part of the site would be available for housing but with no realistic prospects of being delivered within the plan period. EBC offered an alternative suggestion for a site south west of Kirk Hallam for 1,000 – 1,300 homes (200 – 300 homes within the five-year target). The site forms part of the Options for Growth consultation and would require a relief road to the site for access and to improve the road network. There is a funding gap for further investigation work

which the £95k Capacity Funding could contribute to. This would need to be agreed by Homes England and the Executive Steering Group within the next two to three months.

Joint Planning Advisory Board resolved to NOTE this report and the details set out in Appendix 1.

8. **Any other business**

Cllr Tony Harper informed the Board that this would be his last meeting as he was retiring in May after six years Chairing the Joint Planning Advisory Board. He wished everyone all the best and thanked them for a fantastic job being able to achieve massive results with cross party working and for everyone to keep safe.

GW wished to thank TH for all his hard work and sterling efforts chairing JPAB and wished him the very best.

MP concurred and commented that he enjoyed working with TH and thanked him for leading the Board all through that period and wished him good luck. He wanted it to be known that JPAB all worked well together irrespective of politics. TH thanked MP for being a superb Deputy Chair.

LW echoed the sentiments and on behalf of colleagues thanked TH so much for being a great Chair of JPAB and wished him all the very best for the future.

9. **Future Meetings 2021**

DATE	TIME	VENUE
Tuesday 28 September 2021	2.00 pm	Council Chamber, Ground Floor, Council Offices, Beeston or Microsoft Teams Virtual meeting (to be agreed)
Tuesday 14 December 2021	2.00 pm	Council Chamber, Ground Floor, Council Offices, Beeston or Microsoft Teams Virtual meeting (to be agreed)

MEETING CLOSED AT 3.10PM

Meeting:	Joint Committee on Strategic Planning and Transport
Date:	10 September 2021
From:	Joint Officer Steering Group

Joint Committee Work Programme

1 Summary

- 1.1 To consider the Committee's work programme from September 2021 to March 2022.

2 Background

- 2.1 The Joint Committee work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
- 2.2 The work programme to March 2022 is attached for the consideration of the Committee.

3 Recommendation(s)

- 3.1 That the Joint Committee's work programme be noted and consideration be given to any future items.
- 3.2 That Joint Committee identify any work areas where partnership working between the two authorities would be mutually beneficial.

4 Background papers referred to in compiling this report

- 4.1 None

Contact Officer

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**Joint Committee on Strategic Planning and Transport
Work Programme: September 2021 to March 2022**

Report Title	Brief summary of agenda item	For Decision or Information?	Lead Officer	Report Author
September 2021				
Review of the Terms of Reference	To ensure the JCSPT ToR remain relevant and are updated where necessary	Decision	Stephen Pointer / Matt Gregory	Stephen Pointer / Matt Gregory
Joint Waste Local Plan Update	To provide an update on progress with preparing the Nottingham and Nottinghamshire Waste Local Plan	Information	Stephen Pointer / Matt Gregory	Stephen Pointer / Matt Gregory
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter / Kevin Sharman	James Ashton / Kevin Sharman
Greater Nottingham Joint Planning Advisory Board Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
December 2021				
Joint Waste Local Plan Update	To provide an update on progress with preparing the Nottingham and Nottinghamshire Waste Local Plan	Information	Stephen Pointer / Matt Gregory	Stephen Pointer / Matt Gregory
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter / Kevin Sharman	James Ashton / Kevin Sharman
HS2	To update on the position with regard	Information	Chris Carter /	James Ashton / Kevin

	to HS2		Kevin Sharman	Sharman
Greater Nottingham Joint Planning Advisory Board Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
Housing Growth in Greater Nottingham	Presentation on strategy for quantum and distribution of housing to 2038.	Information	Matt Gregory	Matt Gregory
Future Waste Technologies	To give an insight into emerging waste treatment technologies.	Information	Matt Gregory/Steve Pointer	Presentation by AECOM
March 2022				
Joint Waste Local Plan Update	To provide an update on progress with preparing the Nottingham and Nottinghamshire Waste Local Plan	Information	Stephen Pointer / Matt Gregory	Stephen Pointer / Matt Gregory
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter / Kevin Sharman	James Ashton / Kevin Sharman
Greater Nottingham Joint Planning Advisory Board Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory

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