



## **Nottingham City Council** **Joint Committee on Strategic Planning and Transport**

**Date:** Friday, 10 December 2021

**Time:** 10.30 am

**Place:** Ground Floor Committee Room - 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 Interest**
- 3 Minutes** 3 - 6  
To confirm the minutes of the last meeting held on 10 September 2021.
- 4 Future Waste Technologies**  
Presentation by AECOM
- 5 Nottinghamshire and Nottingham Waste Local Plan** 7 - 8  
Report of the Joint Officer Steering Group
- 6 Transport Update** 9 - 12  
Report of the Joint Officer Steering Group
- 7 Integrated Rail Plan** 13 - 16
- 8 Greater Nottingham Joint Planning Advisory Board Update** 17 - 18  
Report of the Joint Officer Steering Group
- 9 Joint Committee Work Programme** 19 - 22  
Report of the Joint Officer Steering Group

## **10 Date of the next meeting**

Friday 11<sup>th</sup> March 2021 at Loxley House

If you need any advice on declaring an interest in any item on the agenda, please contact the Governance Officer shown above, if possible before the day of the meeting

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## Nottingham City Council

### Joint Committee on Strategic Planning and Transport

Minutes of the meeting held at Loxley House, Nottingham on 10 September 2021 from 10.37 am - 12.11 pm

#### Membership

##### Present

Nottingham City Council  
Councillor Linda Woodings (Chair)  
Councillor Michael Edwards  
Councillor Rosemary Healy  
Councillor Sally Longford

##### Absent

Nottinghamshire County Council  
Councillor John Wilmott

Nottinghamshire County Council  
Councillor John Ogle (Vice Chair)  
Councillor Matt Barney  
Councillor Jim Creamer

#### Colleagues, partners and others in attendance:

James Ashton - Transport Strategy Manager, Nottingham City Council  
Sally Gill - Group Manager, Policy, Nottinghamshire County Council  
Matt Gregory - Head of Planning Strategy and Building Control, Nottingham City Council  
Phil Wye - Governance Officer, Nottingham City Council

#### 12 Apologies for Absence

Councillor John Wilmott – personal reasons  
Matthew Neal  
Kevin Sharman

#### 13 Declarations of Interests

None.

#### 14 Minutes

The Committee confirmed the minutes of the meeting held on 11 June 2021 as a correct record and they were signed by the Chair.

#### 15 Joint Committee Terms of Reference

Matt Gregory, Head of Planning Strategy and Building Control, introduced the report presenting the existing terms of reference for the Joint Committee to review.

**Resolved to approve the existing Terms of Reference with no amendments.**

## **16 Nottinghamshire and Nottingham Waste Local Plan**

Sally Gill, Group Manager, Planning, introduced the report informing the Committee of progress with preparing the Nottinghamshire and Nottingham Waste Local Plan. The Waste Needs Assessment, which was discussed at the previous meeting, has now been completed and will inform the Waste Plan. 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 and then to be taken through each Council's approval process.

The following points were made during the discussion which followed:

- (a) both Councils should be more innovative with waste solutions, with investigation of technologies that are used elsewhere. A cross-authority meeting was proposed to discuss these possible solutions;
- (b) the increase in working from home has resulted in more domestic waste, particularly cardboard waste from home deliveries. The amount of packaging that companies such as Amazon use is often excessive;
- (c) any new development of the Ratcliffe power station site should include district heating;
- (d) the difference in recycling availability and the colours of bins across the county causes much confusion and can lead to cross-contamination;
- (e) anaerobic digestion plants do exist across the county but their usage could be improved.

### **Resolved to**

- (1) note the progress on the production of the Waste local Plan;**
- (2) write to Amazon about their excessive packaging, and to request a site visit to their Mansfield site;**
- (3) investigate the possibility of a cross-authority meeting to discuss the future of waste and share ideas;**
- (4) investigate ways to reduce the amount of packaging generated by delivery companies, including contacting appropriate ministers.**

## **17 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) car journeys are now back to their usual levels, but bus and tram patronage are still at 65% and 45% respectively compared to pre-pandemic levels. Cycling is

continuously recorded as being at higher levels;

- (b) Nottingham City has been allocated £400,432 and Nottinghamshire County £276,845 of revenue grant for active travel behaviour change projects by the Department for Transport under their new Capability Fund;
- (c) the city council has bid for £2.2m of funding from the Active Travel Fund which will enable improvements for walking and cycling along St Anns Well Road. The county council has also bid for funding from this fund to improve links between Stapleford and Toton Lane, and to upgrade a section of the path along the River Trent;
- (d) the Department for Transport published its transport decarbonisation plan on the 14th July 2021, setting out a plan for reducing carbon emissions from transport. The plan commits to investing £2bn in funding over five years with the aim that all trips in towns and cities will be by bicycle or on foot by 2030. The plan also sets out commitments to support the delivery of 4000 new zero emission buses and the infrastructure to support them;
- (e) publication of the integrated rail plan has now been delayed until autumn. The plan is likely to include details of the electrification of the Midland Mainline and HS2;
- (f) all lanes on Clifton Bridge are expected to reopen by the end of November and the original traffic layout restored;
- (g) the school streets initiative has largely positive comments from both parents and local residents due to improvements in air quality and mental health;
- (h) the e-scooter trial will end in March and a decision will need to be made as to whether it is extended for a further 4 months. The trial has been relatively successful so far but there is a problem with unregulated private e-scooters which are illegal.

**Resolved to note the contents of the report.**

## **18 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.

**Resolved to note the contents of the report.**

## **19 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.

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

**20 Date of the next meeting**

The Committee noted the next meeting date of 10<sup>th</sup> September 2021.

Meeting:	<b>JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT</b>
Date:	10 December 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. 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.

### **3 CURRENT POSITION**

- 3.1 A Draft Waste Plan has now been prepared, comprising 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 promoters 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.
- 3.2 The Draft Plan and background evidence was presented to the Joint Councillor Working Group (comprising two members from each Council) on November 5<sup>th</sup>. It is now expected to be taken through each Council's approval process to seek approval to carry out public consultation. A presentation will be given to the meeting covering the proposed content of the Draft Plan.

- 3.3 The Plan is due to be considered by the County Council's Transport and Environment Committee on January 5<sup>th</sup> and by the Executive Board of Nottingham City Council on January 17<sup>th</sup>
- 3.4 The consultation period will commence at the end of January and last until early/mid-March. Following this stage, the Plan will then be amended as needed before being formally published again for further representations to be made and submitted for independent examination and then adopted by each Council, currently scheduled for later in 2023.
- 3.4 Councillors have expressed an interest in viewing a waste management facility. It proved difficult to obtain convenient dates in the Autumn and this needed to be deferred owing to the priority which needed to be afforded to arranging a meeting of the Councillor Working Party to discuss the Local Plan. Officers will continue to explore a suitable date early in 2022.

#### **4 RECOMMENDATION(S)**

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

#### **5 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT**

- 5.1 None.

#### **Contact Officers**

Stephen Pointer,  
Team Manager Planning Policy,  
Nottinghamshire County Council  
Tel 0115 993 9388                      Email: [stephen.pointer@nottscc.gov.uk](mailto:stephen.pointer@nottscc.gov.uk)

Matt Gregory, Head of Planning Strategy and Building Control  
Development Department  
Nottingham City Council  
Tel: 0115 876 3974                      Email: [matt.gregory@nottinghamcity.gov.uk](mailto:matt.gregory@nottinghamcity.gov.uk)

Meeting:	<b>JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT</b>
Date:	December 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 the Levelling Up Fund, the Bus Service Improvement Plan, Car Club in the city and the cycling and walking bridge consultation.

### **2 BACKGROUND**

#### **Levelling Up Fund**

- 2.1 Nottingham City Council was awarded £18m through the levelling up fund for its Renewing Local Streets programme.

This programme will target neighbourhoods that will benefit most from an uplift in the streets where people live. It will build on the shift to more active travel that has occurred as a result of the Covid pandemic and support them through recovery as well as making a positive contribution to improving air quality and reducing carbon.

These areas have suffered from significant underinvestment over many years. Residents complain that neglected footways and too many potholes discourage them from being more active. It also provides the opportunity to make existing streets greener.

Nottingham has benefitted from funding to increase trips made on foot or cycle. This includes the Cycle City Ambition Package (Local Growth Fund), Transforming Cities and Active Travel Funds (now Capability Fund) that are helping to create a more comprehensive network of high quality walking and cycle routes, multi-user paths, school streets, low traffic neighbourhoods and traffic free public realm areas.

The Renewing Local Streets programme compliments this investment by targeting the streets where people live. At the same time this will support the broader strategic aims of reducing traffic, improving air quality and lowering carbon emissions.

The programme has three investment themes:

**Streets for people:** Identified by local people and prioritised by ward councillors, this will take the form of minor works to improve the condition of existing footways, repairing potholes in streets and cycle ways, installation of more dropped crossing to help people with mobility impairments, subway treatments as well as adding in new links where required to improve access to local centres. Signing will be reviewed to reduce clutter, improve direction signing and replace street name plates. The addition of street trees and landscaping, together with upgrading the condition of footways and cycle ways will help to make sustainable travel more attractive. This project will also improve access to local centres such as Bulwell, Hyson Green, Sherwood and Clifton.

**School Streets:** Building on the success of the Active Travel Fund programme that has put in place trial measures to encourage more walking, scooting and cycling to schools during lockdown, work with residents and schools will be expanded to make more areas around school entrances safer, with less traffic and more inviting approach routes. New road crossings will also be included to reduce severance.

**Greener Streets:** This component is focused on a large scale upgrade of our street lighting to bring the lamps up to modern LED standard. It will be applied on an area wide basis and contribute to significant energy savings whilst maintaining high quality lighting standards. The second element involves expanding our network of publically accessible electric vehicle charging points in residential areas with limited off-street parking.

Funding for the 'Streets for People' strand will be allocated through the existing Area Capital Fund (ACF) approach. The ACF allocates a proportion of annual Local Transport Plan block funding through a formula based on a ward area's population and index of multiple deprivation status. Areas with a high degree of multiple deprivation are awarded a higher level of funding per head than wards with lower deprivation levels. It also gives local Councillors greater influence in how local money is spent as they determine scheme priorities.

The City Council was unsuccessful with two further bids that were centred around investing in the Broadmarsh area of the city and the Island Quarter.

## **Bus Service Improvement Plan**

2.2 Following the release of the National Bus Strategy in April 2021 all UK Local Transport Authorities have been mandated to produce a Bus Service Improvement Plan (BSIP) for submission to the DfT by the 31 October 2021.

A BSIP was developed and submitted to government. The BSIP also included an Expression of Interest for a share of the £3bn national bus fund available for the next 3 years to support and develop bus networks. Both revenue and capital funding are available from this new funding stream.

Agreement has also been reached with Nottinghamshire County Council to deliver the BSIP across the Greater Nottingham geography of the Robin Hood Ticketing area, reflecting how passengers use the network locally. There is a separate BSIP for the rest of the County to reflect the different geography and operating conditions.

The BSIP has been developed with the agreement of the Greater Nottingham Bus Partnership which has identified a number of capital and revenue measures, with outline costs, to be taken forward to sustain and enhance the bus network locally as it recovers from the impact of Covid-19 and adjusts to new travel patterns. These include:

- Upgrading of LED real time public transport display for Greater Nottingham.
- New city bus priority systems for traffic lights (on junction not already covered by TCF)
- Upgrading of bus shelters in the districts together with Robin Hood branding and standardisation of all bus stops
- Bus Priority and bus rapid transport schemes
- Measures to address bus pinch points
- Electrification of Nottingham City Transport single decker bus fleet.

DfT intend to use BSIPs to gauge the appetite of individual local transport authorities in relation to the £3bn bus fund. It is expected that full business cases will then be required in order to access funding for any schemes identified in the BSIP. At this point, expected to be in Jan 2022.

### Car Club

2.3 Car Clubs provides all the benefits of access to cars without the cost of owning a car. Nottingham City Council has had a Car Club in the city since 2014 the current contract to run the car club in Nottingham was awarded to Enterprise in May 2019. The existing contract runs to May 2022 with an option to extend for a further 2 years. The fleet currently consists of 28 vehicles including 7 Electric vehicles.

Usage of the car club fell sharply during 2020 due to lockdown restrictions as a result of the Covid Pandemic. Nottingham City Council maintained a dialogue with Enterprise throughout this period in order to explore ways to maintain the service. Usage of the car club is now returning to pre-pandemic levels (See Figure 1 below) and as a result the Council is working with Enterprise to expand the car club and to increase the number of electric vehicles in the fleet. The city council are also working to make the process of adding new designated parking spaces for car club cars quicker.

Enterprise have begun talks with NET for the placement of two car club car bays on the park and ride site at Clifton.

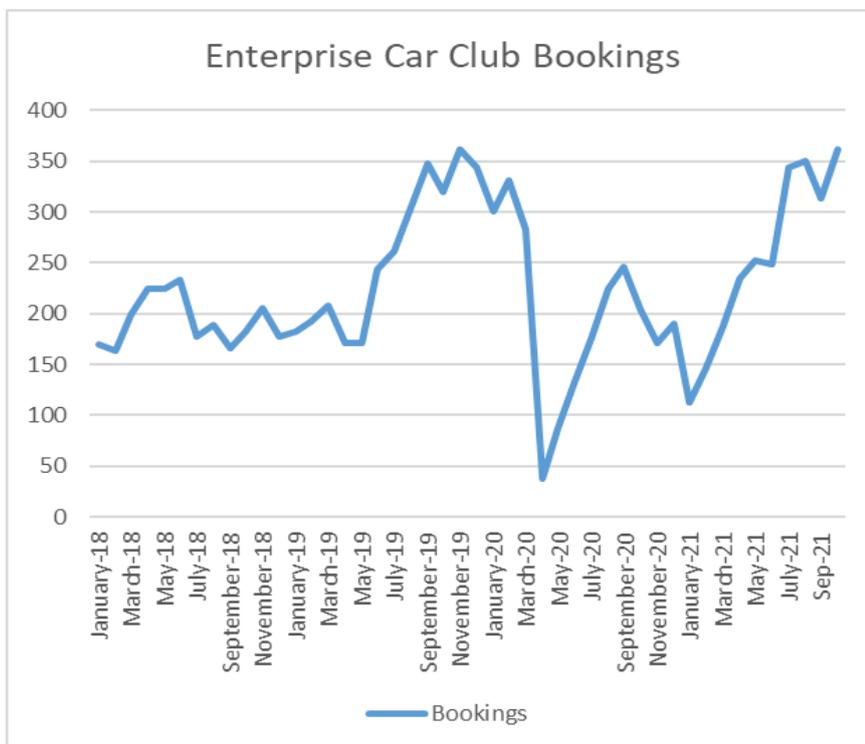


Figure 1 Car Club Bookings since

Jan 2018.

### Cycling and Walking Bridge

2.4 A consultation has begun on the new cycling and walking bridge over the River Trent. The Bridge – known as the Waterside Bridge will be delivered as part of the Transforming Cities programme the council secured £9.25m from the Government to

deliver this scheme as part of a programme to invest in local transport infrastructure that will improve sustainable transport, support growth, and encourage more low carbon journeys.

A number of locations for the bridge have been proposed but the preferred location will link Trent Basin to the Lady Bay area

The Consultation will run to the 28<sup>th</sup> of November. So far the consultation has generated a great deal of interest with the vast majority of respondents being in favour of the proposal.

### **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**

Greater Nottingham BSIP: <https://www.transportnottingham.com/wp-content/uploads/2021/07/Robin-Hood-BSIP-October-2021.pdf>

Nottinghamshire BSIP:

<https://www.nottinghamshire.gov.uk/media/4067044/nottinghamshirebusserviceimprovementplan.pdf>

None

#### **Contact Officers**

Chris Carter, Development and Growth, Nottingham City Council

Tel: 0115 8763940

Email: [chris.carter@nottinghamcity.gov.uk](mailto:chris.carter@nottinghamcity.gov.uk)

Kevin Sharman, Place Department, Nottinghamshire County Council

Tel: 0115 9772970

Email: [kevin.sharman@nottscc.gov.uk](mailto:kevin.sharman@nottscc.gov.uk)

## INTEGRATED RAIL PLAN BRIEFING

On 18 November the Government published its much awaited Integrated Rail Plan for the North and Midlands. This represents a comprehensive £96 billion investment plan covering HS2, Midlands Engine Rail and Northern Powerhouse Rail.

### Highlights

- A new HS2 East rail line will be built between Birmingham and East Midlands Parkway; HS2 trains will continue to serve Nottingham and Derby Stations (expected in 2040s)
- Full electrification of the Midland Mainline from St Pancras to the East Midlands and on to Sheffield (expected in 2030s).
- A further study to be undertaken to review the best way to take HS2 on to Leeds (next 3 years).
- A much scaled back station for Toton for local and regional services (no timescale).
- Progression of Midlands Engine Rail included although proposal for a new Birmingham-Coventry-Leicester-Nottingham service does not feature (expected 2035)
- Upgrading of the East Coast Mainline including grade separation of the flat crossing at Newark (expected 2035)
- Upgrading of Hope Valley line between Sheffield and Manchester (expected 2030).
- Contactless ticketing across the Midlands (next 3 years)

### This will deliver

- Journey times from Nottingham to Birmingham will reduce to under 30 mins and from Nottingham to London in under 60 mins.
- It will double capacity from Nottingham to London and potentially treble the number of seats to Birmingham.
- Plans for an East Midlands Delivery Vehicle to regenerate the large opportunity sites at Chetwynd, Ratcliffe Power Station and East Midlands Airport and Freeport will continue.
- Robin Hood Line Extension and reopening of the Maid Marian line proposals to be progressed.
- Birmingham area station capacity improvements, helps Nottingham in terms of connections to areas west of Birmingham, South Wales and the Southwest.
- Reduced journey times and increased train frequencies on existing lines including from Nottingham to Lincoln and to Manchester.
- Integrated ticketing with city buses and trams.

### Commentary

The announcement of HS2 trains into central Nottingham undoubtedly creates a fantastic opportunity for Nottingham. Being directly on the country's HS2 network is something the City must exploit to attract significant new investment into the City and support City Centre regeneration.

The scrapping of the HS2 Eastern Route north of East Midlands Parkway is disappointing as Nottingham's rail connections to the north are currently so poor.

Regional partners will be disappointed by the downgrading of Toton from an HS2 hub to a regional station.

The electrification of the Midland Mainline is long overdue having been cancelled twice before. It will significantly reduce emissions at Nottingham Station helping to improve City Centre air quality and help with decarbonisation contributing to Nottingham's carbon neutral ambitions.

Capacity remains a concern with HS2 trains proposed to use existing lines north of East Midlands Parkway.

Nottingham Station is known to be capacity constrained so accommodating additional HS2 trains is going to need some additional new capacity including platforms to accommodate 200m high speed trains.

Capacity and electrification works will be very disruptive during the construction phase.

All proposals are still subject to positive business cases and so could yet be cancelled.

The extension of HS2 services into Nottingham will now require a higher level of engagement by the City Council with the Department for Transport and HS2 Limited which will require additional resources.

**Prepared by:**

**Chris Carter, Head of Transport Strategy**

**19 November 2021**

## **Relevant Extracts from the Plan**

### **We will build HS2 from the West Midlands to East Midlands Parkway<sup>10</sup> (HS2 East)...**

about six miles southwest of Nottingham, on the route and line speed as previously planned (East Midlands Parkway is around 3 miles from the previously proposed Toton station site). From here, HS2 trains will continue directly to Nottingham, Derby, Chesterfield, and Sheffield on the upgraded and electrified Midland Main Line. Unlike the original plans, HS2 will serve Nottingham and Derby city centres. We expect trains to run from London to Nottingham in 57 minutes and from Birmingham to Nottingham in 26 minutes – significantly faster than the original HS2 plans, which would have required a change of train at Toton. HS2 trains will run from London to Sheffield in 87 minutes, the same as under the original HS2 plans. We will look at the most effective way to run HS2 trains to Leeds including the most optimal solution for Leeds Station capacity, and start work on the West Yorkshire Mass Transit System.

### **We will fully electrify and upgrade the Midland Main Line between London St Pancras, the East Midlands and Sheffield.**

We will speed up, and decarbonise, services to benefit the whole of the East Midlands, including Leicester, Loughborough, Derby and Nottingham, which would have seen little improvement in city-centre journey times to London under the previous plans for HS2.

### **We will further invest in local transport at Toton and in the East Midlands.**

HS2 will now serve Nottingham and Derby city centres directly rather than with a parkway stop between the two cities at Toton, which would have required passengers for Nottingham and Derby to change trains. The Government will also accelerate transport improvements at Toton, such as a station for local/ regional services, with delivery subject to significant private sector investment – on a 50:50 match-funded basis with the taxpayer – coming forward at the site and developer contributions. We will accelerate plans for an East Midlands Delivery Vehicle covering Toton and other regional regeneration sites. We will look to exploit any linkages with other investment in Nottinghamshire, including the proposals for the Robin Hood Line Extension and reopening the Maid Marian line.

### **We will improve long-distance connections with HS2 and progress work on options to complete the Midlands Rail Hub (MRH).**

New high-speed line from Birmingham to Manchester will enable improved onward connectivity to the South West and Wales. Much of North Wales would also be brought within two and a quarter hours of London, via interchange with HS2 at Crewe (based on the indicative train service). By redeveloping the Midlands Rail Hub business case it focuses on improving links to

Hereford, Worcester, Coventry and regional links to South Wales and Bristol. This could give options for routing more services into Moor Street station, giving towns and communities much better links to the new HS2 station at Curzon Street, next door.

### **We will upgrade and speed up the East Coast Main Line (ECML)**

DfT analysis shows it is unlikely HS2 would be able to serve York and North East England as previously promised without compromising existing services. However, unlike the West Coast Main Line, the East Coast Main Line from King's Cross has significant potential to further improve line speed increases and seat capacity. We will ensure digital signalling is delivered and also upgrade the power supply to allow longer and more frequent trains, increase maximum speeds up to 140mph on in some places, improve the capacity of stations, and remove bottlenecks 14 Executive Summary such as flat junctions and crossings. This will reduce journey times from London to York and Darlington by up to 15 minutes and to other parts of the North East and Edinburgh (subject to stopping patterns) by around 25 minutes compared to today, only a little less than the reductions that would have been delivered by HS2. It will reduce journey times from London to Leeds by around 20 minutes.

### **We will complete planned upgrades on the Hope Valley Line**

between Manchester and Sheffield, which removes a key bottleneck, and makes improved provision for freight trains and, in the longer term, could help facilitate a 3rd fast Sheffield to Manchester service each hour. Elsewhere we are also electrifying the route between the West Coast Main Line and the Wigan – Bolton – Manchester commuter corridor.

### **We will introduce London-style contactless ticketing across the commuter networks of the Midlands and North**

allowing passengers simply to tap in and out with a debit or credit card, ending the need to queue at ticket offices or excess fare windows, automatically charging passengers the best fare, avoiding the confusion that many feel over tickets. Work will begin immediately for our 3-year programme of work, with many benefits being realised during this time. With seamless ticketing and improved customer service essential in attracting passengers back to rail, our investment delivers for taxpayers as well as benefiting over 100 million passenger journeys a year. It will also allow us to work with Local Authorities to unlock fully integrated ticketing with city buses and trams.

Meeting:	<b>Joint Committee on Strategic Planning and Transport</b>
Date:	10 December 2021
From:	Joint Officer Steering Group

## **Greater Nottingham 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 meeting scheduled for 28 September 2021 was used as a private Councilor workshop (details below) and so the latest available minutes from the meeting held on 15 December 2020 were included in the September agenda of this Committee. The meeting agenda papers are available to view at <http://www.gnplan.org.uk/about-gnpp/joint-planning-advisory-board-meetings/>.
- 2.2 Two Councillor workshops were held, on 28 September and 13 October 2021, with the aim of considering the quantum and distribution of development (principally housing) to be included in the next draft of the Greater Nottingham Strategic Plan.
- 2.3 The workshop on 28 September refreshed the points of consensus reached earlier in the year at previous workshops. It set out the scale of growth Greater Nottingham would be required to accommodate up to 2038, the posed Strategic Plan end date, together with the infrastructure likely to be required to support this level of growth. It was noted that the Government's 'standard method' for determining housing need applied a 35% uplift to the 20 largest English cities, including Nottingham, but this uplift was not based on evidence of deliverability or housing land supply.
- 2.4 It introduced a number of possible 'Strategic Growth Options' to accommodate growth, and looked specifically at the opportunities and constraints within each Council area. Of note was the conclusion that Nottingham City, whilst meeting its base need, could not meet the housing need plus 35% uplift in full, based on current evidence. Councillors were asked to consider the Strategic Growth Options with fellow Councillors and officers within their local authority, in preparation for the next workshop.
- 2.5 The workshop held on 13 October included presentations on the benefits of joint working, the wider strategic planning policy context within which the Greater Nottingham Strategic plan sits, and the approach to consultation on Growth Options leading up to this stage.
- 2.6 The remainder of the workshop considered the strategic opportunities within each of the Council areas. The discussion that followed was unable to conclude on a preferred growth strategy for Greater Nottingham because participants considered that proposing a preferred strategy was premature at the present time due to two factors:

- 1) The Government's intention to revisit Planning Reform, which may include revisiting the 'standard method' for calculating housing need; and
- 2) The ongoing uncertainty around whether HS2 would be developed at Toton, which was central to the strategic options proposed through the Growth Options consultation

2.7 Accordingly, it was agreed that preparation and collection of evidence should continue on a joint basis, and that the matter of strategic growth would be revisited once there was more clarity around the two factors mentioned above.

2.8 The next meeting of JPAB is on 14 December, where progress on planning reform and HS2 will be discussed.

### **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 None.

### **Contact Officer**

Matt Gregory  
Head of Planning Strategy and Building Control  
Nottingham City Council  
matt.gregory@nottinghamcity.gov.uk  
0115 876 3981

Meeting:	<b>Joint Committee on Strategic Planning and Transport</b>
Date:	10 December 2021
From:	Joint Officer Steering Group

## **Joint Committee Work Programme**

### **1 Summary**

- 1.1 To consider the Committee's work programme from December 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**

Matt Gregory, Head of Planning Strategy and Building Control, Nottingham City Council  
Tel: 0115 876 3974 Email: matt.gregory@nottinghamcity.gov.uk

Sally Gill, Group Manager Planning, Nottinghamshire County Council  
Tel: 0115 99 32608 Email: sally.gill@nottscc.gov.uk

**JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT  
WORK PROGRAMME: DECEMBER 2021 TO MARCH 2021**

<b>Report Title</b>	<b>Brief summary of agenda item</b>	<b>For Decision or Information?</b>	<b>Lead Officer</b>	<b>Report Author</b>
<b>December 2021</b>				
Presentation - Future Waste Technologies	To give an insight into emerging waste treatment technologies.	Information	Stephen Pointer / Matt Gregory	AECOM
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
Integrated Rail Plan	To update the position with HS2 in light of the IRP.	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
<b>March 2022</b>				
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
Housing Growth in Greater Nottingham	Presentation on strategy for quantum and distribution of housing to 2038.	Information	Matt Gregory	Matt Gregory
Wider implications of	To give consideration to the implications for the	Information	Chris Carter/Kevin	James Ashton / Kevin

the Integrated Rail Plan	area of the IRP proposals		Sharman	Sharman
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